



**Peckham and Nunhead
Characterisation Study**
Southwark Council

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Tibbalds
planning and urban design

KMHeritage

Tibbalds Planning & Urban Design

19 Maltings Place

169 Tower Bridge Road

London SE1 3JB

Telephone

020 7089 2121

Facsimile

020 7089 2120

mail@tibbalds.co.uk

www.tibbalds.co.uk

Contents

1. Introduction

- 1.1. Background
- 1.2. Scope of work
- 1.3. Methodology
- 1.4. Planning policy context & aims of AAP

2. The study area

- 2.1. Key characteristics
- 2.2. Historical development

3. Places and character areas

- 3.1. Identification of character areas
- 3.2. Peckham Town Centre
- 3.3. Peckham Spine (arterial route)
- 3.4. Peckham Industrial Area
- 3.5. Peckham North
- 3.6. Peckham East
- 3.7. Peckham South
- 3.8. Nunhead
- 3.9. Peckham Rye to Honor Oak

4. Management

Appendix 1. Methodology and definition of terms

Appendix 2. Consultation Summary



1. INTRODUCTION

1.1 Background

Southwark Council is preparing an Area Action Plan for the areas of Peckham and Nunhead. The Peckham and Nunhead area action plan (AAP) is intended to provide a planning framework that will set out local planning policies to help bring long lasting improvements to Peckham and Nunhead over the next 15 years.

This requires a number of different stages of work to be carried out. A number of evidence base studies were carried out by the council to inform the preparation of the Area Action Plan. Earlier stages in the preparation of the AAP were: Sustainability Scoping report (consulted on Nov 2006-Feb 2007); Future Peckham vision paper(consulted on 14 Mar-25 Apr 2008); Issues and Options report (consulted upon 1 Sept-25 May 2009); and Towards a Preferred Option report (consulted upon 10 May-30 Sept 2011).

Following the first stages of the development of the AAP, the council felt that more evidence was needed to ensure the full understanding of the areas' characteristics to ensure that policies were based on a sound and robust evidence base.

While a number of documents were available which had analysed the character of parts of the action area, including conservation area appraisals, town centre character area appraisals and English Heritage Historic Area Assessment of Peckham

town centre appraisal, these needed to be consolidated and extended to provide a consistent approach to characterisation across the area as a whole.

1.2 Scope of work

Tibbalds Planning and Urban Design was appointed by Southwark Council in November 2011 to carry out a Characterisation Study for the Peckham and Nunhead areas. The Tibbalds team has provided urban design, planning, architectural and consultation expertise, with specialist heritage input to the project by KM Heritage.

The scope of work has encompassed:

- a review of the characterisation work that already forms part of the evidence base for the AAP;
- site appraisals of the AAP area in terms of urban design, townscape and heritage issues;
- identifying different character areas and advising on their boundaries;
- integrating review and site appraisal findings into a Characterisation Study for each of the character areas identified; and
- identifying opportunities and threats to local character and providing advice on future management of character in each character area.

A public consultation session allowed interested local people to feed into the preparation of the character area appraisals. A summary is attached in Appendix 1. The final characterisation document will be formally consulted upon at the time of publication of the Preferred Options stage draft AAP document.

1.3 Methodology

A outline of the methodology used for this study is set out in Appendix 1, together with definitions of the terms used in the character analysis.

The study has been carried out in line with section 1.4 below in terms of planning policy, best practice guidance and sources of information.

1.4 Policy, guidance and information sources

Planning policy

The AAP, when adopted, will form part of the development plan for Southwark. It will set out local planning policies for the Peckham and Nunhead areas. However, it must be in line with higher order plans and policies, in particular those in the development plan and national planning policy statements. At present the development plan is made up of:

- the Southwark Core Strategy 2011;
- saved policies from the Southwark Plan 2007; and
- the London Plan 2011.

The most relevant national planning policy statements (PPSs) to this project are:

- PPS1 Delivering Sustainable Development; and
- PPS5 Planning for the Historic Environment.

PPS1 (Para. 36) states that policies for design should be based on ‘stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics’ and ensure that development “responds to their local context and create or reinforce local distinctiveness.”

The London Plan, Policy 7.4 Local Character, sets out that new development should consider the

historic context and local character when producing architectural design and that when preparing their Local Development Framework documents, boroughs should consider the different character of areas where character should be sustained, protected and enhanced through managed change and that characterisation studies can help in this process.

The Coalition Government has consulted upon a replacement for the current planning policy statements, which aims to streamline and simplify national planning policy, This is the:

- Draft National Planning Policy Framework, published for consultation in July 2011. The consultation period is now closed and the government intends to publish the final version of the NPPF in Spring 2012.

The draft NPPF retains the wording of PPS1 quoted above.

Good practice guidance

The current national Planning Policy Statements are accompanied by a number of good practice guides which provide more detailed guidance and interpretation of national policy. Those which are relevant to this project are:

- By Design: Urban Design in the Planning System, which accompanies PPS1; and

- Historic Environment Planning Practice Guide, which accompanies PPS5.

English Heritage, the government’s advisor on heritage matters has published a number of other guidance documents that are relevant to a characterisation study, as follows:

- The Setting Of Heritage Assets, 2011;
- Seeing The History In The View: A Method For Assessing Heritage Significance Within Views, 2011.
- Understanding Place: Historic Area Assessments In a Planning and Development Context, 2010
- Understanding Place Historic Area Assessments: Principles and Practice, 2010
- Conservation Bulletin 47 : Characterisation, 2005;

In association with CABE it has also published:

- CABE and English Heritage Guidance on Tall Buildings, 2007.

Southwark evidence base documents

In support of earlier stages of the AAP, Southwark Council has made available a number of other characterisation studies that form part of the evidence base for the AAP. These include documents prepared by the council:

- The Gardens Conservation Area Appraisal;

- Holly Grove Conservation Area Appraisal;
- Sceaux Gardens Conservation Area Appraisal;
- Caroline Gardens Conservation Area Appraisal;
- Nunhead Cemetery Conservation Area Appraisal;
- Draft Local List of Buildings;
- Peckham Hill Street Conservation Area Appraisal (2011);
- Rye Lane Peckham Conservation Area Appraisal (2011);
- Draft Peckham Town Centre Retail Quarter Character Area Appraisal, 2007;
- Draft Peckham Town Centre Industrial Quarter Character Area Appraisal, 2007;
- Draft Peckham Town Centre Cultural and Leisure Quarter Character Area Appraisal, 2007;
- Draft Peckham Town Centre Cultural and Leisure Quarter Character Area Appraisal, 2007; and
- OS mapping and GIS overlays.

It also includes documents prepared by English Heritage:

- Central Peckham Area Heritage Area Assessment, 2009.

2. THE STUDY AREA

2.1 Key Characteristics

Introduction

This section describes the study area and key characteristics common to the wider area. It also sets out the historic development of the AAP area.

Location

Peckham and Nunhead is located in the middle of the London borough of Southwark in south-east London. The area is situated: south of Burgess Park and the Old Kent Road; east of Camberwell, Denmark Hill and East Dulwich; north of Forest Hill; and west of Honor Oak, Brockley and New Cross.

The AAP area covers approximately 581 hectares and five wards: Peckham; The Lane; Nunhead; and part of Peckham Rye and Livesey wards.

Topography

The topography of the area is varied. To the north the land is low lying and relatively flat. From Peckham town centre, the land rises gently to the west, to Denmark Hill, which is at a height of approximately 30m above sea level. To the south of the town centre, the land rises up from the East

Dulwich Road/ Nunhead Lane, to the high points of Nunhead reservoir at around 60m, the Overhill Road area at around 75m, and One Tree Hill at around 90m above sea level.

Uses and activities

The area is based around Peckham town centre, which is the largest town centre in Southwark. This contains a mix of types of shops, with national multiples, food supermarkets, independent shops and a number of markets. Around the town centre there is also a concentration of employment activity, with most businesses being small or medium sized. This includes a large number of creative and media industries.

Nunhead has its own local mixed use centre with local shops around Nunhead Green and along Evelina Road. Elsewhere, most of the area is primarily residential with social and community facilities and some local shopping parades. Around 25% of the area is open space of one form or another, which is heavily concentrated in the south of the area, although immediately to the north of the area is Burgess Park, the largest park in Southwark.

Movement

Surrey Canal Walk, located in the north, and Peckham Rye, in the south of the area provide strategic walking and cycling routes. The South East London Green Chain Walk starts at Nunhead Cemetery linking to Brenchley Gardens and a wider network of green spaces around London.

Cycle Superhighway 5 is scheduled to open in 2013 connecting Peckham to Victoria. The route will run alongside the A202 (formed of Peckham High Street and Queens Road).

There are three railway stations, Peckham Rye, Queens Road (Peckham) and Nunhead. Peckham Rye is one of the busiest stations in the borough. Railways are generally raised above street level on viaducts, which are significant structures, particularly at Peckham Rye, where two lines interchange. The London Overground Extension is planned to open in 2012 at Peckham Rye and Queens Road station. This will make these stations much busier and increase connections to Central London.

There are a large number of bus routes running north/south and east/west through the area, concentrated on Rye Lane/ Peckham Hill Street and the A202 (Peckham High Street and Queens Road).

Peckham High Street (western section of the A202) which runs east to west through the AAP is a strategic road with heavy traffic, linking the south-east of England with central London. Rye Lane which runs through the town centre is another major route and is heavily congested with buses, private cars and pedestrians. Old Kent Road, immediately to the north east of the AAP area is another heavily trafficked strategic route. A number of other streets in the AAP area are dominated by vehicles during the rush hours, as drivers detour or rat run to avoid congestion on the strategic routes.

Urban Structure/ open spaces

In the north of the AAP area, the layout is structured around the strategic vehicular routes of Rye Lane, the A202 and the Old Kent Road, together with the railway lines on viaducts, although there are a number of other historic routes that can still be seen within the layout, for instance Meeting House Lane that connects Peckham High Street to Asylum Road. This street is already shown on maps from 1830. To the south of the area the layout is structured more by the open spaces, with pockets of built form interspersed between different spaces.

Around 25% of the area is open space of one form or another, and this is heavily concentrated in the south, although immediately to the north of the area is Burgess Park, the largest park in Southwark. The open space of Peckham Rye common opens out to the south of the town centre, and links into a wider open space network that includes parks, recreation grounds, cemeteries, reservoirs, allotments and woods.

Heritage designations

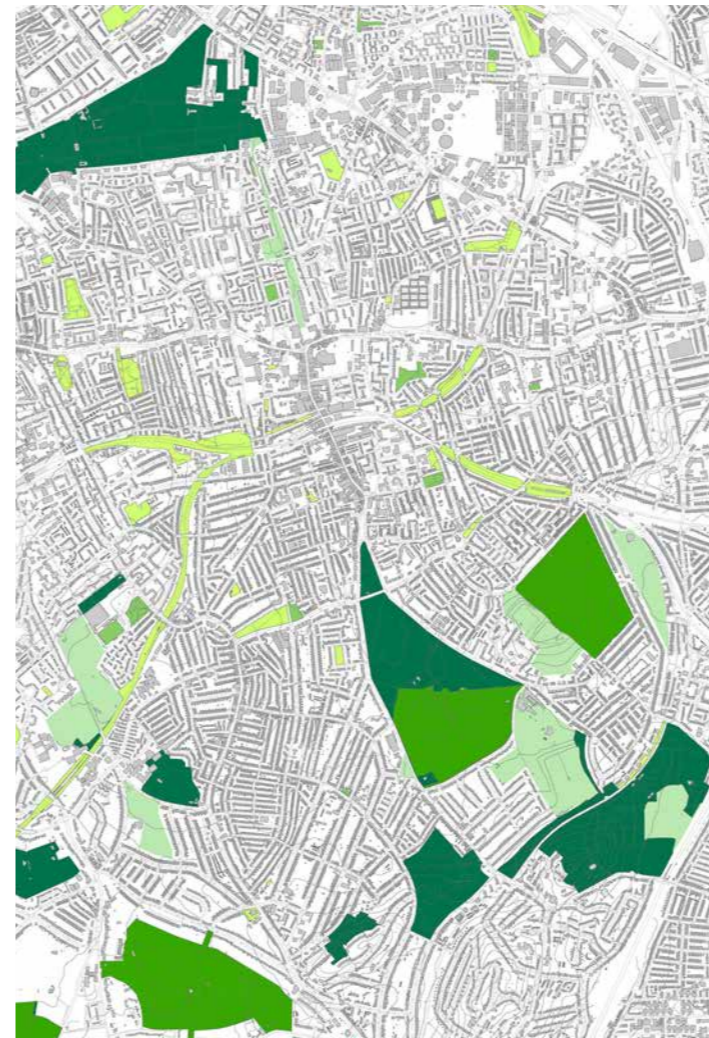
There are seven conservation areas, which are: Caroline Gardens; Holly Grove; Nunhead Green; Nunhead Cemetery; Honor Oak Rise; Rye Lane Peckham; and Peckham Hill Street (the latter two adopted in October 2011). A small part of Sceaux

Gardens conservation area also falls within the boundary of the AAP.

There are a number of Grade II listed buildings of different types and ages, from: Georgian and Victorian houses in streets such as Lyndhurst Way and Holly Grove and on Queens Road; to the former Jones & Higgins Department Store, and the Licensed Victuallers Almshouses on Asylum Road. There is one Grade II* Listed Building - the Pioneer Centre on St Mary's Road. There are two Registered Parks and Gardens, Peckham Rye Park (3*) and Nunhead Cemetery (2*).

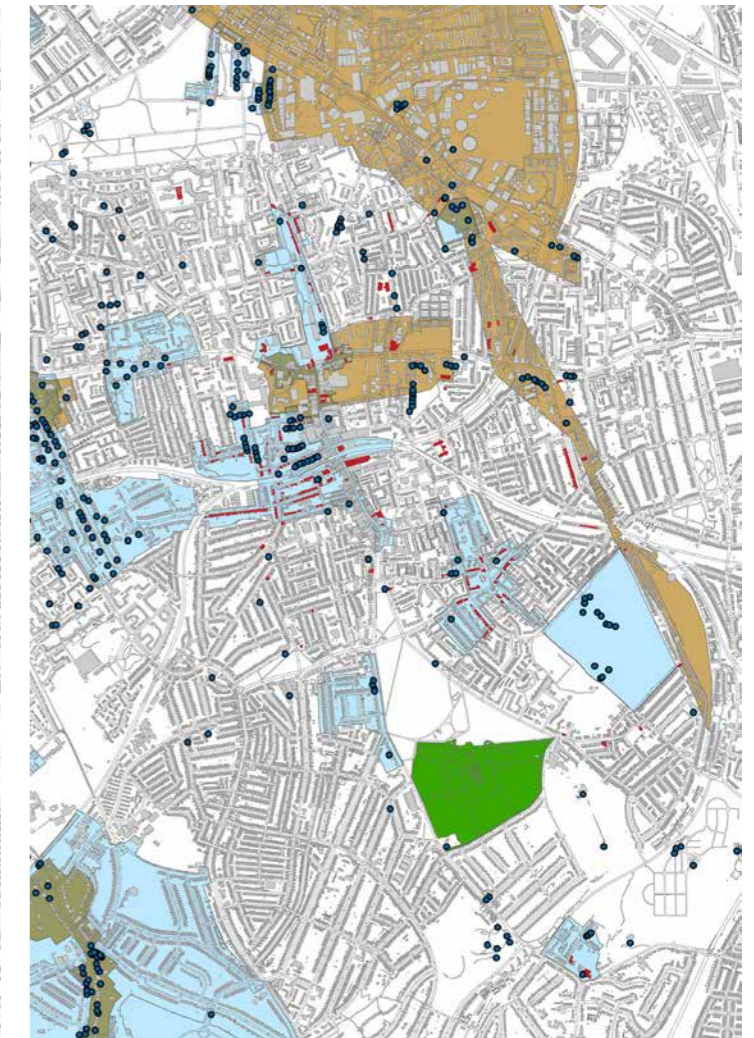
There are several Archaeological Priority Areas, these being located: around the A202 in the centre of the area; around the Old Kent Road in the north of the area; and running across the area in a south-easterly direction from Old Kent Road, along Asylum Road to Queens Road station and south to Ivydale Road.

The listed buildings, locally listed buildings, conservation areas and registered parks and gardens are 'heritage assets', and are identified in each of the character areas identified in section 3.



Urban structure and open space

- Key
- Built development/ unbuilt space (figure ground)
 - Site of importance for Nature Conservation
 - Borough Open Land
 - Other open space
 - Metropolitan Open Land



Heritage

- Key
- Archaeological priority zone
 - Possible locally listed buildings identified in AAP
 - Listed building
 - Conservation Areas
 - Historic Registered Park

2.2 Historical development

In the middle of the 18th century, the villages of Camberwell, Peckham, Peckham Rye and Nunhead and Dulwich were separated by open countryside. Though the following century saw the steady encroachment of suburban development southwards, the first Ordnance Survey maps still show an area that was largely countryside south of Champion Hill and Peckham Rye, and Dulwich remained a distinct settlement until the 1870s. The Surrey Canal ran through fields when it was built in 1801-10. Pre-18th century buildings do not survive in this part of London; Peckham Manor House, rebuilt in 1672 by Sir Thomas Bond was ransacked in 1688 and finally demolished in 1797 for the formation of Peckham Hill Street.

Development until the 19th century followed the normal pattern, extending along the main routes to link villages and hamlets – from Camberwell to Peckham along the Peckham Road and Peckham High Street, and towards New Cross by Queens Road; south from Peckham along Rye Lane (following the course of a small river) to Peckham Rye Common and Forest Hill beyond; and later on north from Peckham along Peckham Hill Street to connect with the Kent Road, now the Old Kent Road. By the end of the 18th century, Peckham was

a centre for market gardening, and was dotted with larger houses. Peckham was a stop for herds of cattle being taken to the meat market in Smithfield, and a number of brickfields were located in the area – Greenwood's 1830s map shows a number on the eastern side of Rye Lane.

The 19th century saw a steady infilling of the fields between the settlements with largely speculative suburban developments. This process started slowly, but accelerated with the advent of the railways, and, as would be expected, moved southward. By the 1880s, the London Chatham and Dover, the London Brighton and South Coast and the Crystal Palace and South London Railways ran services on the multiple lines that passed in a deep cutting and tunnel through Denmark Hill and continued eastwards through Peckham on viaducts. Peckham Rye railway station was opened in 1865. The Crystal Palace and South London Railway was built by the London, Chatham and Dover Railway from Nunhead to Crystal Palace High Level to serve the Crystal Palace after the building was moved to the area that became known as Crystal Palace from its original site in Hyde Park. The line curved across the northern slopes of the elevated ground at Forest Hill to pass in a tunnel beneath Sydenham

Hill to Crystal Palace, and the path of this now-disappeared line is evident in Athenlay Road and Brenchley Gardens.

The railways, as everywhere, were a catalyst for suburban expansion. By the middle of the 19th century, the area between Walworth and Peckham had begun to fill out with terraces and villas, but the area further south remained largely as it had been, save for Nunhead Cemetery (Fig. 2.3 and 2.4), opened in 1840 by the London Necropolis Company. The next forty to fifty years, however, saw an extraordinarily rapid expansion of streets and houses across this previously rural landscape. By the 1870s, the area between the east-west branch of the Surrey Canal and Peckham Road was fully developed, filling in the areas between the older routes of Southampton Way and creating new routes such as Commercial Way, Peckham Park Road and Asylum Road, and streets were extended to the east and west of Rye Lane. Denser development was occurring to either side of Peckham Rye Common, along East Dulwich Road to the west and Nunhead Lane to the east, along Linden Grove towards the cemetery. In 1856, Camberwell Old Cemetery was opened across the hill south west of Nunhead Cemetery by the Camberwell Cemetery Board.



Fig. 2.3 and 2.4: Nunhead Cemetery

By the end of the 19th century, East Dulwich had been developed between Lordship Lane, and Peckham Rye Common, and the area between Peckham Road and Peckham Rye Common was similarly built out. Further housing was steadily enveloping Nunhead Cemetery to the east and Camberwell Old Cemetery to the south.

While certain parts of the broader area - such as East Dulwich - experienced intense housing development during the second half of the 19th century, a good degree of rural character survived until the early part of the 20th century and beyond. However, by the 1920s, the urbanisation of this part of London was complete, with the only southern portion of the area retaining a considerable degree of openness and greenness.

The crowded state of Peckham Rye Common led to a committee of local people being formed in 1888 (Peckham Rye Extension Committee) with the intention of purchasing the adjoining Homestall Farm for the purpose of enlarging the common. By 1893 the decision had been made by the London County Council to create a new park rather than extend the existing common. The park (now the park element of Peckham Rye) was officially opened to the public on Whit Monday, 14 May 1894. During the Second World War part of the park was used for food production, and the original park railings were removed as part of the war effort.

Former cricket grounds to the south of Peckham Rye Park became the site of a covered reservoir built at the start of the 20th century. The area between the two southern branches of the London, Chatham and Dover Railway remained largely open until after the Second World War, as did Rye Hill Park. Fields in Rye Hill Park became wartime allotments, and remained in that use immediately to the south of another Edwardian waterworks, located alongside Nunhead Cemetery. Camberwell New Cemetery was established in the 1920s on Brenchley Gardens to the northeast of One Tree Hill.

Other forms of transport supplemented the railways to link the area to central London: an omnibus ran from Peckham to Oxford Street from 1851, and in the second half of the 19th century Peckham became a major local shopping and business centre. Businesses included shops and other facilities serving the rapidly expanding residential development in the area, such as drapers, grocers, butchers, pubs and so on. Industry included a condiment factory that later became part of the Heinz empire, garment factories, a sporting goods factory, and other small ancillary activities such as smithies. Some of the earlier 18th century buildings are subsumed within later Victorian shop and commercial buildings, and the street is now characterised by individual buildings from various periods. Industry developed in the backlands to the east and west of Rye Lane. The Jones and Higgins

department store began as a small shop, and traded until the 1980s in a grand building at the northern end of Rye Lane, which now stands adjacent to the large Aylesham Shopping Centre stretching eastwards behind Peckham High Street. A smaller centre developed around Nunhead Green to support the expansion of housing in the area, and to the west, Lordship Lane developed as an important shopping street.

The post-WWII period saw substantial change in the northern part of the area and in central Peckham. Burgess Park was proposed by the 1943 Abercrombie plan and was gradually created by the clearance of older streets and housing from the 1950s to the 1980s. The Surrey Canal was closed and infilled in the early 1970s. Southwark suffered considerably from enemy action in the war, with much damage in Walworth and Peckham and further south towards Dulwich.

The period after the war saw large swathes of north Peckham's 19th century and early 20th century streets and houses replaced with new council housing. The North Peckham Estate was planned in 1965 to replace poor quality housing and areas of bomb damage, and from that time to the mid-1980s, the area to the north of Peckham Road and Queens Road was transformed. Similar housing redevelopment occurred further south, but at a smaller scale and largely fitting into the surrounding urban grain: examples include the 1970s housing

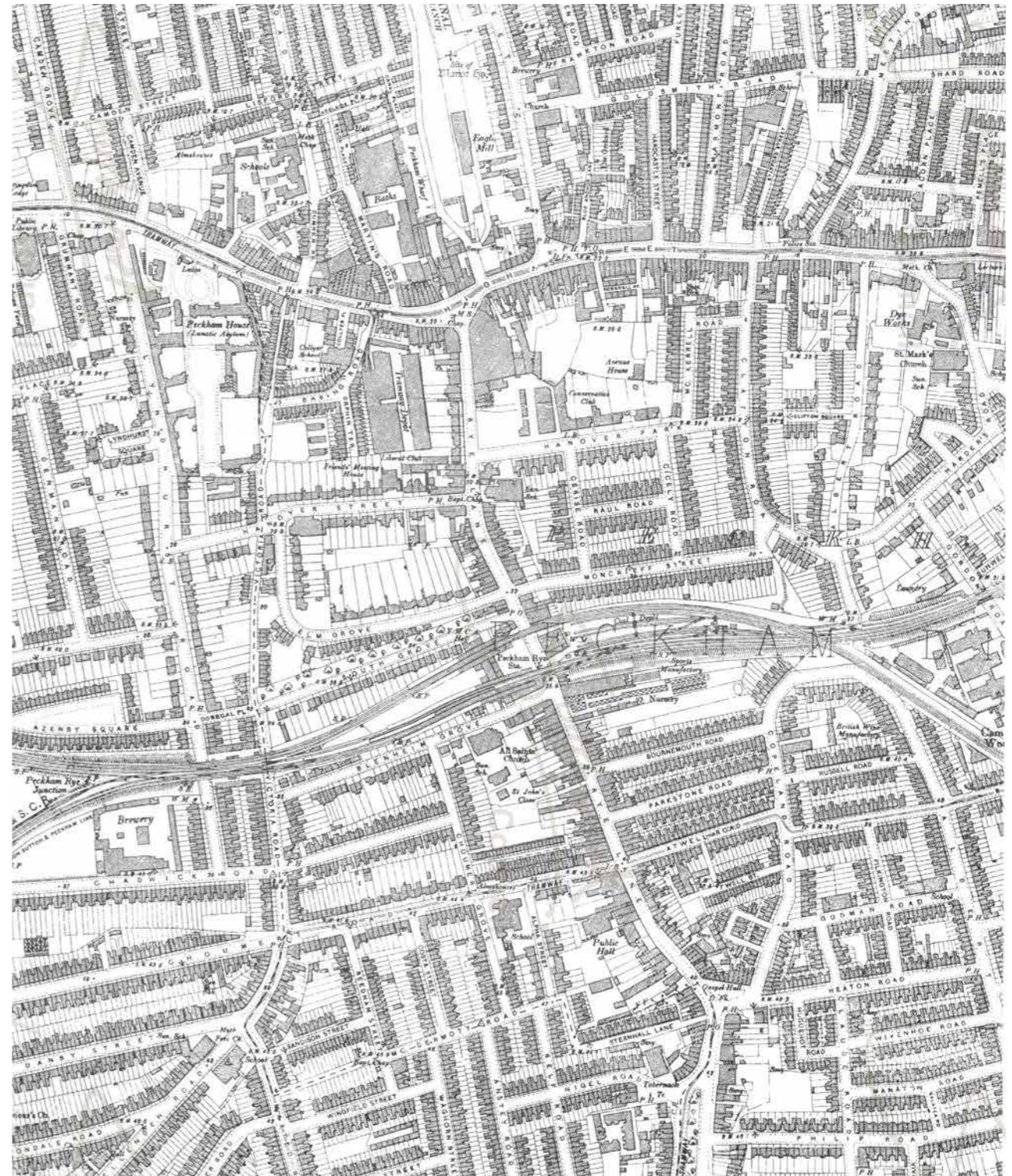
between Clayton Road and Consort Road and to the south of Heaton Road, the older blocks on Nunhead Lane and Peckham Rye to the south, and the modern housing in central Nunhead near the cemetery.

The past thirty years has seen further substantial change in the area, both planned and organic. Major regeneration projects starting in the 1990s have seen the redevelopment of the North Peckham Estate, the erection of Peckham Library and the Peckham Pulse health centre (echoing the 1930s Pioneer Health Centre in Queens Road) and the termination point of the former Surrey Canal at junction of Rye Lane and Peckham High Street is now marked with a large arched canopy covering a public space. In recent years improvements to buildings and the public realm have been made in and around Bellenden Road.

To the south, the area has experienced a good deal of gentrification, though the area is far from being uniformly affluent. Physically, much of the historic character and appearance of the broader area survives intact, though many opportunities remain to recover and repair the urban fabric.



Peckham 1830



Peckham 1899



3. Character Areas

3.1 Identification of character areas

The study has identified a series of character areas for the Peckham and Nunhead area as it exists at present. These are based on common characteristics in terms of their townscape, development age and form, topography and landscape characteristics. Other issues such as land use, barriers and edges have also been considered.

These character areas are:

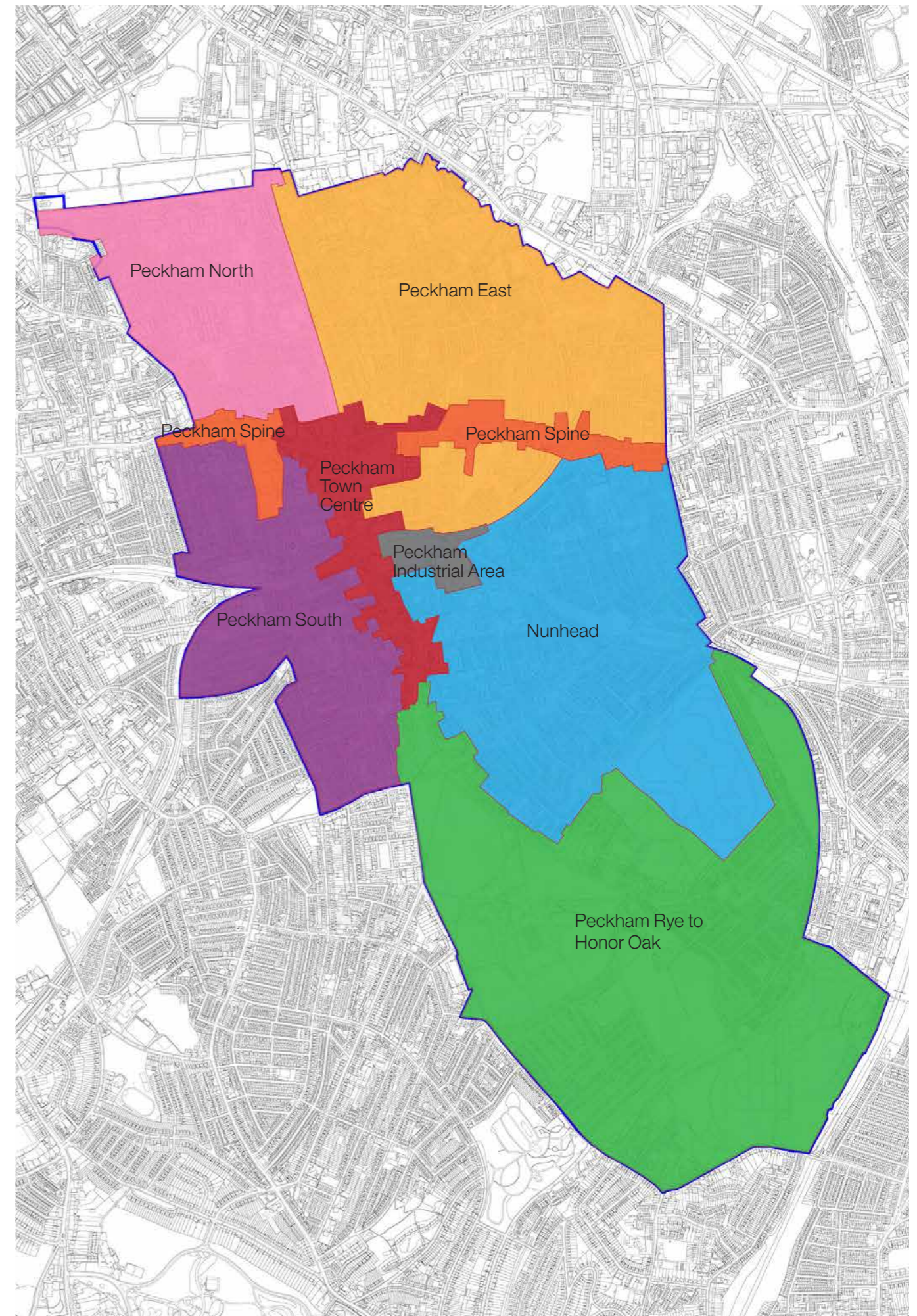
- Peckham Town Centre;
- Peckham Spine (arterial route);
- Peckham Industrial Area;
- Peckham North;
- Peckham East;
- Peckham South;
- Nunhead; and
- Peckham Rye to Honor Oak.

The AAP will propose changes to the area, which may include proposals that result in: the character of certain character areas being reinforced; to boundaries between different character areas being revised; or to new character areas being created.

In this section, the features that characterise each character area are outlined, in terms of the following:

- Summary description;
- Location, siting and setting;
- Land use and activity;
- Historical development;
- Heritage assets;
- Urban structure/ layout;
- Townscape/ built form;
- Views and landmarks; and
- Public realm.

See Appendix 1 for Methodology and definition of terms used in the remainder of this section.





















Character area map

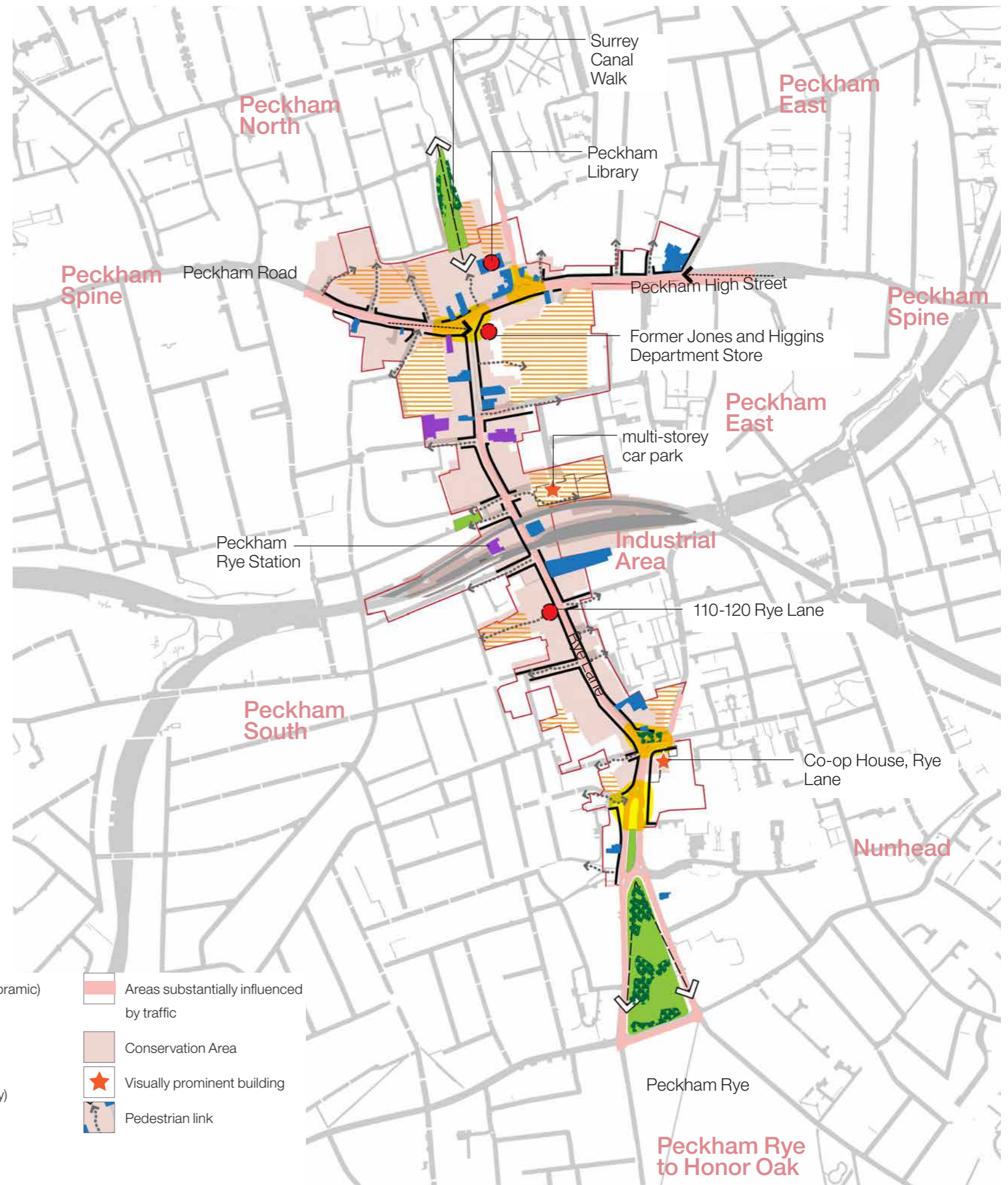
3.2 Peckham Town Centre

Summary

Peckham Town Centre character area (Peckham Town Centre) is centred on Rye Lane and Peckham High Street. Rye Lane is the main historic route from north to south across this area. At its north, the town centre extends east and west along Peckham High Street (the A202) and north to the civic focus of Peckham Square. It is a busy, mixed-use focus of activity, with shops on street frontages and market stalls on many of the side streets leading into Rye Lane. Rye Lane is an urban street with a high degree of enclosure created by the built form and also kinks in its alignment. This character area also includes areas that are functionally related, although different in form, such as the car parks that serve the town centre and generate footfall. To the north, Peckham Arch links Rye Lane to the civic focus of Peckham Square, set behind the street frontages and north to the Surrey Canal Walk beyond.

Key

- | | | | |
|---|--|--|---|
|  Tree belts and groups of trees |  Continuous and consistent building frontages |  Long distance views (panoramic) |  Areas substantially influenced by traffic |
|  Street trees |  Inconsistent development frontages |  Local directed views |  Conservation Area |
|  Open space |  Street trees |  Landmark |  Visually prominent building |
|  Sub-areas that have a distinct character of their own |  Listed building |  Townscape node (gateway) |  Pedestrian link |
| |  Possible local listed buildings as identified by Southwark |  Townscape opportunity | |



Location, siting and setting

Peckham Town Centre is formed around Rye Lane and its junction with Peckham High Street. It extends north of Peckham High Street (the A202) to take in Peckham Square; west to the Harris Academy and east to Meeting House Lane.

Rye Lane, running north-south and containing the majority of town centre uses, is bisected by two railway lines on viaducts, which join up at Peckham Rye Station. Peckham High Street (the A202) is a major arterial route from Central London to Kent and the South East, with heavy traffic that cuts off Peckham Square from the rest of the town centre.

Peckham Town Centre is sited on relatively flat low-lying ground, with the land slightly rising up from its southern boundary. The surrounding area is predominantly built up, residential and domestic in scale. Adjacent character areas are Peckham Spine, North Peckham. East Peckham, Peckham South, including the Holly Grove Conservation Area and Nunhead character areas.

Land use and activity

The town centre contains a mix of land uses on the ground floor, mainly shopping and markets, with some business and leisure (including a cinema) but with limited use of upper floors. There are market stalls on many of the side streets leading into Rye Lane.

To the east and west of the junction of Rye Lane and Peckham High Street and behind the main shopping frontages lie two large foodstores, Morrisons and Lidl, each with a surface car parking area. The Morrisons foodstore is connected to Rye Lane via the Aylesham Centre.

Many of the shops are small convenience retailers serving the local population with day to day products. Although there is a wide variety of uses in the town centre there is a limited offer in terms of cafes, restaurants and bars.

To the north, Peckham Square has a mix of civic/community uses with: Peckham Library and Council One Stop Shop; Peckham Pulse Healthy Living Centre (a leisure centre); and Peckham Space (a gallery) around its edges.

Peckham Rye railway station lies at the centre of the area, well served by trains into London Bridge and Victoria. There is a high level of bus traffic in both Rye Lane and Peckham High Street

There is a high level of pedestrian activity in Rye Lane during daytime and people clearly walk into the town centre from neighbouring residential areas to the north and west in particular. However, due to the lack of a nighttime economy, Rye Lane is quiet in the evening. Peckham High Street is busy throughout the day due to traffic flowing in and out of London.

There are a number of car parks, both at surface level and also a multi-storey car park immediately to the north of the railway.

Historical development

Rye Lane and Peckham High Street were transformed from large open and semi-rural roads of early 19th century villas and terraces surrounded by market gardens in the 1860s to become a dense and thriving suburb of London by the end of the century.

The arrival of the railways in Peckham, between 1865 and 1866, provided a major stimulus to rapid and extensive growth in the area. The Crystal Palace to South London Junction Railway was followed by the South London line connecting Victoria Station and London Bridge. Both lines shared Peckham Rye Station (listed Grade II), which was built to the west of Rye Lane. In 1869 the tram network was extended across Camberwell and along Peckham High Street. By the close of the 19th century Peckham had developed into an independent town centre, and with the widening of Peckham High Street in late 1870s Rye Lane became established as a major shopping street, attracting many chain stores by the 1890s – an example is the former Jones & Higgins department Store (listed Grade II).

The historic character of the street includes surviving pre-mid-19th century houses, adapted and absorbed by Victorian and Edwardian development, as well as later interwar buildings and more recent developments. Dominating the junction of Peckham High Street and Rye Lane is Peckham Square, with a large arch forming a gateway to the space enclosed by the recent Peckham Library and Peckham Pulse

developments. This is perhaps the most eclectic and varied character area in architectural terms, containing within it a spectrum of building ages, types and quality.

Heritage designations

The majority of this character area has been designated as the Rye Lane Peckham and Peckham Hill Conservation Areas. The area has few statutorily listed buildings, but many potential locally listed buildings.

Listed buildings (all Grade II unless indicated otherwise)

58, Peckham High Street
Post Office Depot, Highshore Road
Baptist Chapel, Rye Lane
Peckham Rye Station, Rye Lane

Conservation areas

Rye Lane Peckham

Potential locally listed buildings

Rye Lane, The former Jones & Higgins Department Store	135 Rye Lane 213 Rye Lane
St. James the Great Catholic Primary School, Sumner Avenue	The Nag's Head Public House, 231 Rye Lane
12-14 Rye Lane	44 Peckham Rye
16 Rye Lane	46 Peckham Rye
28 Rye Lane	48 Peckham Rye
47 Rye Lane	14 Peckham High Street
114-116 Rye Lane	32 Peckham High Street
117-125 Rye Lane	65-67 Peckham High Street
135 Rye Lane	70-72 Peckham High Street 75 Peckham High Street

77 Peckham High Street
 122, Peckham Library,
 Peckham Hill Street
 126 Peckham Hill Street
 128 Peckham Hill Street
 91 Peckham High Street
 93 Peckham High Street
 95 Peckham High Street
 97 Peckham High Street
 99 Peckham High Street
 101 Peckham High Street

103 Peckham High Street
 105 Peckham High Street
 107 Peckham High Street
 116 Peckham High Street
 119 Peckham High Street
 130 Peckham High Street
 The Greyhound Public House,
 109 Peckham High Street
 Peckham Police Station, 177
 Peckham High Street

Urban structure/ layout

Peckham Town Centre is 'T' shaped with Rye Lane forming the north-south route and Peckham High Street the east-west route. For most of its length, Peckham town centre has a strongly linear character, that generally extends only one plot depth back from the street. Rye Lane is the main town centre street, with Peckham High Street being divided by traffic into two separate frontages, rather than functioning as an integrated space for people on foot. There are many smaller secondary routes off the main streets, from:

- Rye Lane to both east and west, better integrated into the surrounding residential areas on the west; and
- Peckham High Street, which is well linked in to the north.

The main streets are not particularly narrow although a number of the secondary routes off them tend

to be narrow alleys, some of which lead into small courtyard spaces behind the street frontage.

Some of the key destinations are tucked away behind the street frontage, these being:

- Peckham Square, with the library and healthy living centre buildings around it, which is set behind the frontage plots of Peckham High Street but well linked to the high street and Rye Lane by Peckham Arch;
- the multi-storey car park, with the cinema at its west end and a small forecourt space off Rye Lane; and
- Peckham Rye Station, which is in a confined location, and accessible only through a market arcade from Rye Lane, or through railway arches from Holly Grove/ Blenheim Grove.

Peckham Arch and Peckham Square provide a good connection to the Surrey Canal Walk to the north.

Peckham High Street and Rye Lane follow historical alignments and kink in a number of directions. There are junctions of key routes that form important townscape nodes at each end of Rye Lane. These form southern and northern arrival points. There is also a potential urban arrival space immediately to the north of Peckham Rye, but this is less clearly defined.

Heavy traffic, with associated noise, is a dominating characteristic on Peckham High Street in particular. Traffic, with buses in particular, is a dominant feature of Rye Lane.

Townscape/ built form

Rye Lane is a tightly defined street with a strong sense of enclosure. It has an urban form and scale, generally of 3 storey buildings with the buildings located at the back of the footways (i.e. buildings fronting directly onto footways without forecourts or front gardens), in some cases with the shopfront extending forward of the upper storeys.

Generally the street elevations have a vertical emphasis, generated by a variable rhythm of building frontages, based on historic plot widths, or limited multiples of them. The variety of architectural styles and materials further enhance the vertical emphasis and variety that characterise this area. On Rye Lane building lines are generally consistent.

The exception to this rhythm is the frontage of the Aylesham Centre, with a strongly horizontal emphasis, which does not follow the typical pattern.

Peckham High Street has a less well defined and enclosed street relative to Rye Lane, with some gaps in the frontage and a more mixed scale, ranging from 1-5 storey buildings on the frontage. Building lines are set at the back of the footway, with some shopfronts set forward of upper floor building lines.



Peckham High Street, showing variety of building styles, materials and varied roof line



Lower end of Rye Lane

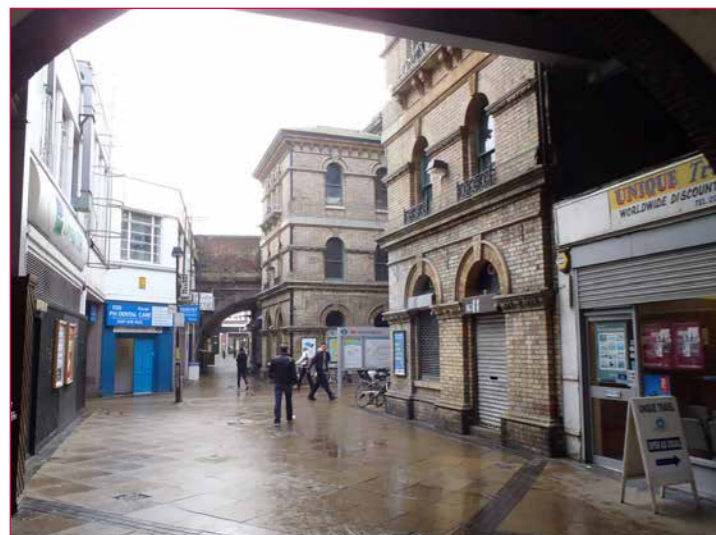
The buildings are characterised by a variety of ages, architectural styles and materials including simple brick and rendered early and mid-19th century terraces, late Victorian buildings such as the Bun House public house, the Greyhound and Peckham Rye Station, and more modern development including the Aylesham Centre and the Lidl development at the junction of Peckham High Street and Bellenden Road.



Former Jones and Higgins Dept Store façade with clock tower



Junction of Peckham Hill Street and Peckham High Street: Tight urban grain, narrow pavements and high traffic volume



Peckham Rye Station is hidden from the main retail street and is not well integrated into the town centre.

Views and landmarks

The key landmarks are buildings that are taller and contribute positively to local character are:

- the former Jones and Higgins Department Store façade with clock tower from 1894; and
- the arched frontage with recent stained glass window of 110-120 Rye Lane.

Other visually prominent buildings, which are taller than their surroundings but which do not contribute particularly to local character, are:

- the early 1980s multi-storey car park; and
- a recent 7 storey residential building on the south eastern side of the Rye Lane/ Heaton Rd junction (Co-op House).

The key views associated with this character area are:

- the view of the former Jones and Higgins Department Store from Peckham High Street (west of Rye Lane);
- the view looking south from the Surrey Canal Walk towards Peckham Library, Peckham Arch and the former Jones and Higgins Department Store;
- Looking north from Peckham Library towards the City; and
- the view of the Police Station at Peckham High Street/ Meeting House Lane junction from the east.

Public realm

In this character area, the public realm mainly comprises the street spaces of Peckham High Street and Rye Lane, with limited examples of other types of spaces. Surface car parks do not function as part of the public realm at present.

The urban spaces are:

- Peckham Square, which is bounded by Peckham Library, Peckham Pulse and the Peckham Arch, which address and activate the space. However on its south east, it is bounded by the rear of ground floor retail units in buildings on the Peckham High Street/ Peckham Hill Street junction, with limited supervision from upper floors of these buildings (if they are in use).

- A townscape node at the Rye Lane/ Heaton Road junction.

There are no significant open spaces within this character area although there are strategic green spaces to both the north and south of it, these being the Surrey Canal Walk and Peckham Rye.

There is currently an area of undeveloped land which the council have identified as a development site to the south of Jocelyn Street, known as Flaxyards. This is currently vacant and local people use it to walk across or sit on in the summer. It is identified as a proposal site in the AAP. This is set behind the street frontage of Peckham High Street, with the rear of ground floor retail units. To the east lies the car park for Peckham Pulse. On its southern side, there are some dwellings that overlook this land, as well as a primary school playground, with a brick boundary wall.

There are no hard landscape elements of quality that make an impact on this character area, although there are two original cobbled yards, Bull’s Yard off Rye Lane and another one off Peckham Road. These contain remnants of the original setts used for paving.

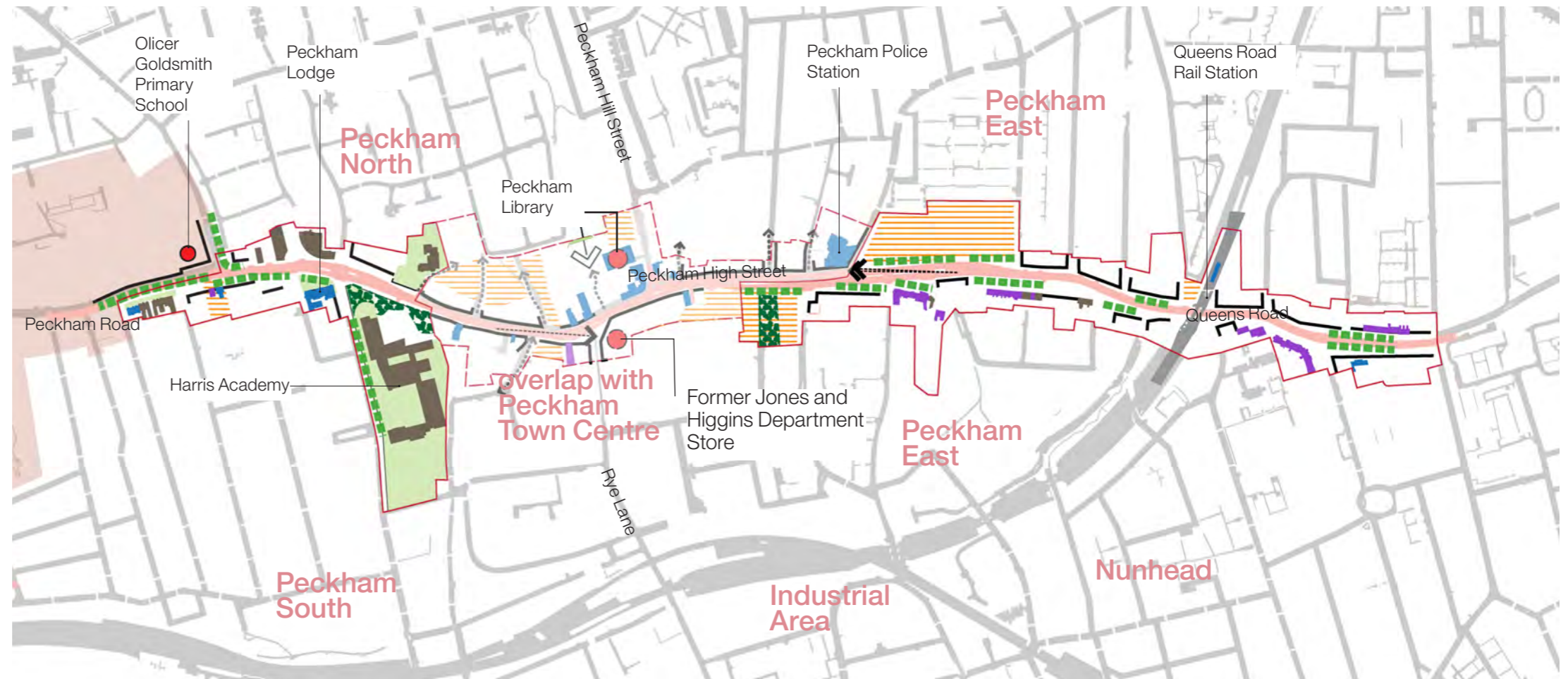
Soft landscape is very limited. Most notably, there are important street trees to the Rye Lane/ Heaton Road junction.

3.3 Peckham Spine (Arterial Route)

Summary

This character area runs east-west and overlaps with the town centre character area. The A202 is a busy vehicular route of varying width, containing 2-4 lanes of traffic, bus stops, turning lanes etc. It is a mixed-use area with retail, commercial, community facilities and residential frontages. Buildings along its frontage are more substantial than those of the surrounding residential areas, with building lines that do not necessarily follow the street edge.

The Peckham Spine character area shares a number of characteristics with the town centre character area, most notably the degree of traffic. Where these two character areas overlap the street is more tightly defined and the space is well enclosed, with terraces of urban scale mixed use buildings, although with some gaps. See section 3.2 for further information on the town centre character area.



Key

- | | | | |
|---|--|--|---|
| Tree belts and groups of trees | Continuous and consistent building frontages | Building groups that contribute to the character | Townscape opportunity |
| Street trees | Inconsistent development frontages | Long distance views (panoramic) | Areas substantially influenced by traffic |
| Open space | Street trees | Local directed views | Conservation Area |
| Sub-areas that have a distinct character of their own | Listed building | Landmark | |
| | Possible local listed buildings as identified by Southwark | | |

Location, siting and setting

This character area follows the A202, which runs east to west through the AAP area, from Camberwell in the west to New Cross further east. Within the area, this route has a number of different street names from west to east: Peckham Road, Peckham High Street and Queens Road.

In the centre of this character area lies the Peckham town centre character area that shares a number of characteristics with the Peckham Spine character area. Other adjacent character areas are Peckham North, South and East residential areas to the south and east. It is sited on relatively flat low lying ground.

Land use and activity

There are a variety of uses, generally non-residential. Some buildings are underused or vacant and there is a significant development site to the west of Meeting House Lane – the former Woodene Estate, now demolished.

There are high levels of vehicular traffic at all times, with a significant number of heavy vehicles. The pedestrian environment is dominated by traffic and low levels of pedestrian activity are generally apparent other than in the town centre.

Historical development

Peckham Road (west of town centre)

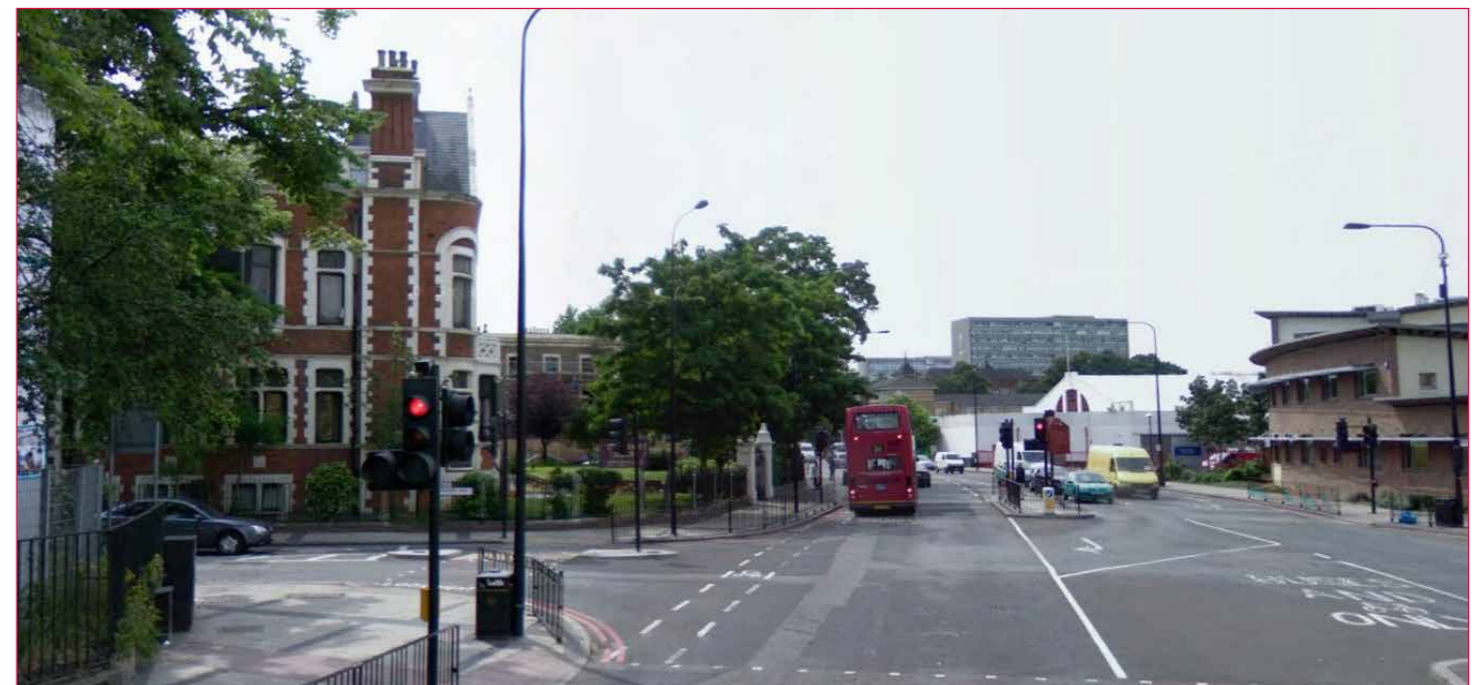
This part of the character area is dominated by the Harris Academy (the former Warwick Park School), extending southwards from Peckham Road alongside Lyndhurst Way on the site of a large 18th century or early 19th century property called Peckham House. The historic character of this area lies in the important east to west route that pre-dates the 18th century development of houses between Camberwell and Peckham. The northern side of the road is very recent, forming part of the major North Peckham regeneration project. On the south side a number of historic buildings survive – Peckham Lodge was built in 1899 as the headquarters of the Amalgamated Society of Engineers (now a hotel). The public house at the corner of Grumman Road dates from the 1860s or 1870s. Further west a pair of semi-detached Regency or early Victorian villas survive at Nos 84-86 Peckham Road, next to the former Camberwell Fire Station, a neo-Gothic building from 1867 (listed Grade II). The frontage building of the former Kennedy's Sausages factory is a simple but elegant Art Deco design.

Queens Road (east of town centre)

Historically, Queens Road is a continuation of the east to west route of Peckham Road, which existed before the major urban development of the 19th century. The western end, nearer the junction with Rye Lane and Peckham Hill Street was more built



Peckham High Street, Road dominated environment, buildings are set back behind wide pavements.



Peckham Road, wide street with a variety of different buildings along side it, some set back behind planted front courts

up in the first half of the 19th century, with individual Georgian villas and terraces. A good deal of this earlier development survives and is listed, such as Nos. 2, 46 and 52 Queens Road and Union Terrace (Grade II). The latter terrace survives, though much altered, between Woods Road and Burchell Road. Elsewhere, late Georgian and early Victorian villas are mingled with later Victorian and Edwardian terraces. The elevated railway line is a reminder of the major transformation of the broader area in the 1860s and 1870s. Some 20th century development considerably altered the character of the street, such as that at the junction with Meeting House Lane (now demolished) and opposite on the south side between Clayton Road and Consort Road. However, though the western end of this area, near Peckham, has lost a good deal of historic character, it survives to a substantial degree at the eastern end towards St Mary's Road, and this is part of the larger area where (like Peckham south character area) a sense of the early-mid 19th century character of Peckham can be experienced.

Heritage designations

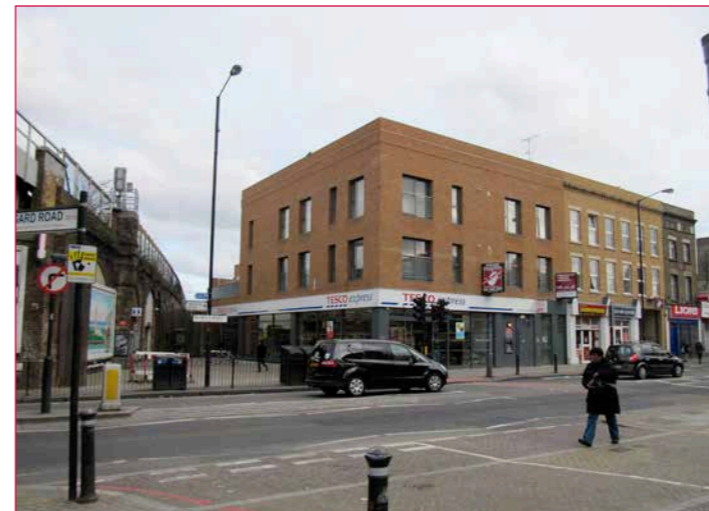
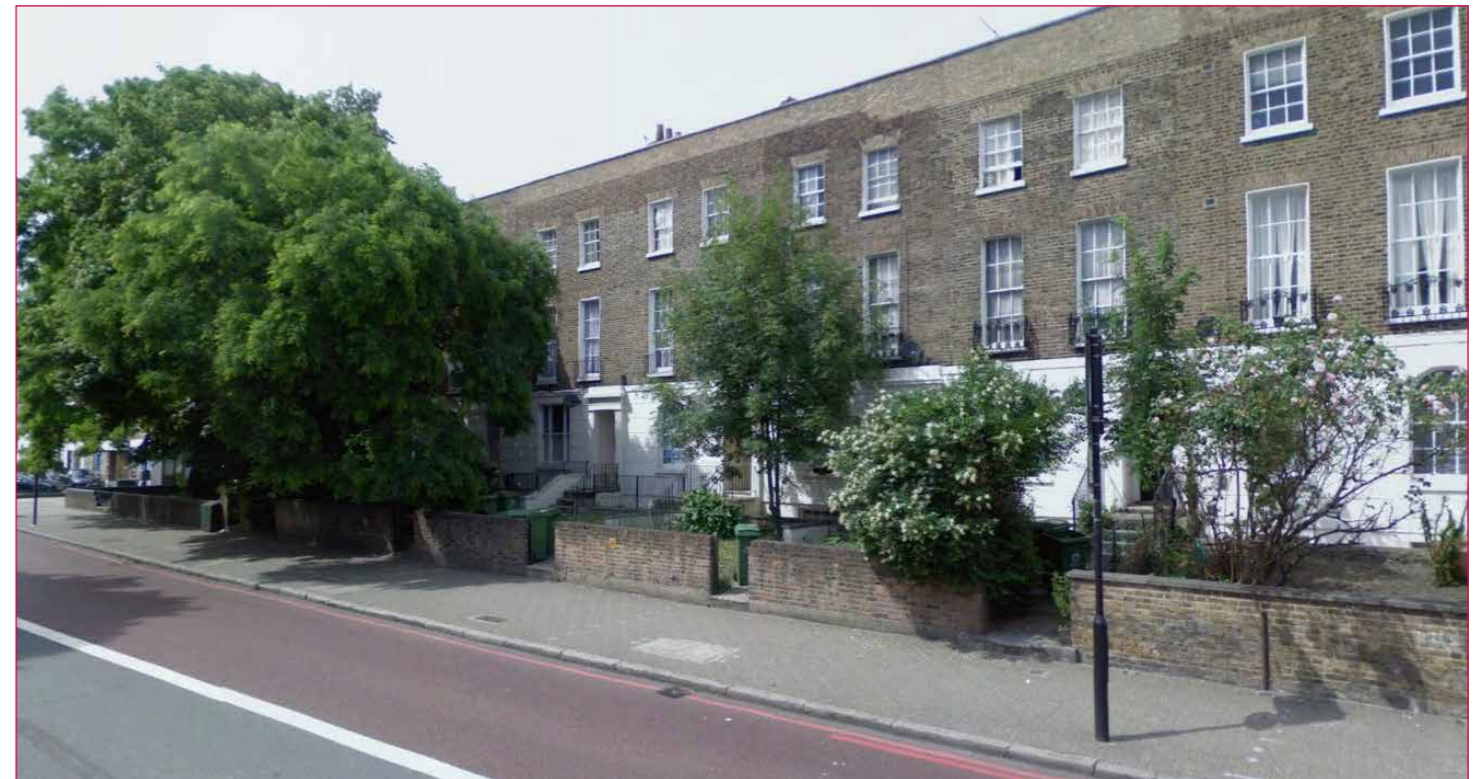
The principal designation in this area is of listed buildings; a number of locally listed buildings are proposed.

Listed buildings (all Grade II unless indicated otherwise)

- Former Peckham Fire Station
- 2, Queens Road
- Queens House, Queens Road
- 6, 8 AND 10, Queens Road
- 2, Woods Road
- 30-42 Queens Road and attached handrails
- 46 Queens Road
- 52 Queens Road
- K2 Telephone Kiosk Outside Montpelier Arms Public House (Public House Not Included)
- 142 and 144 Queens Road and attached handrails
- 146 and 148 Queens Road and attached handrails
- 152, Queens Road
- St Marys Court
- 223-233 Queens Road and attached handrails to numbers 225, 231 and 233
- 235 Queens Road and attached handrails
- 237, 239 AND 241 Queens Road and attached handrails
- Charlton House
- 4 and 6, St Marys Road

Potential locally listed buildings

- Queens Road Station
- 164A to E Queens Road
- 62-66 Peckham Road
- 82-86 Peckham Road



Queens Road



Police Station on Peckham High Street

Urban structure/ layout

The area has a strongly linear character that generally extends only one plot depth back from the street. It contains a number of large civic buildings, such as the Harris Academy as well as rows of Georgian and Victorian terraces on Queens Road and Peckham Road.

Townscape/ built form

Outside the town centre character area, the built form is mixed, with some areas of pavilion buildings, each with own building line and alignment, and some areas of terraces. At the western end of the character area there is a particular mix of a 60s housing estate, Georgian villas and modern developments. There is very little consistency in the terms of materials and architectural styles / periods.

Towards the east and west boundaries, street frontages tend to be more urban in form with terraces of 3 storey buildings and more consistent building lines.

The street space is not generally well enclosed by the built form. Particularly along Queens Road, footways are wide and buildings are set back from the street frontage with large front gardens or forecourts. In a number of places, trees along the

frontage (some within plots and some street trees) contribute towards the sense of enclosure of the street space, together with built form. This contrasts well with the more urban form of development found in the town centre part of the character area.

Where there are residential frontages, the set back of the building from the street, particularly where it creates a front garden, contributes towards the quality of residential environment on this busy route.

Views and landmarks.

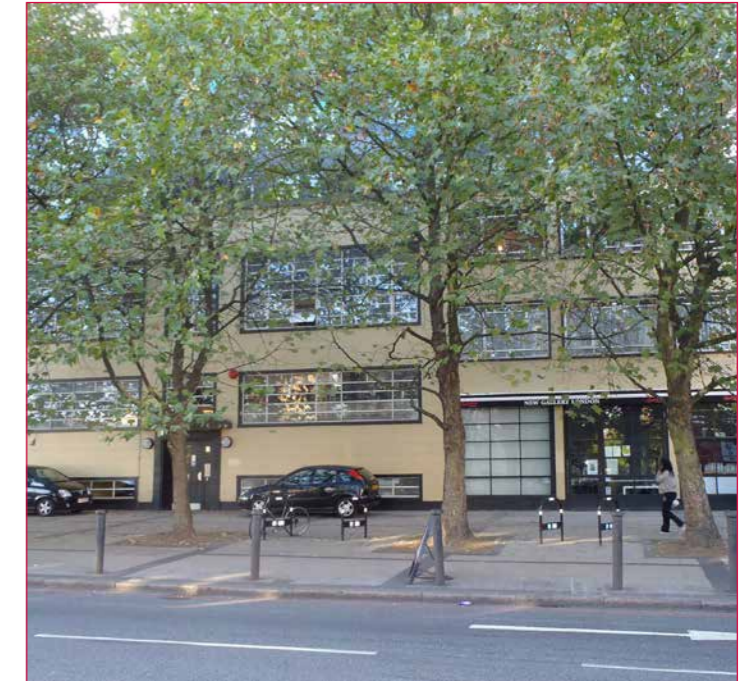
There are no landmark buildings that contribute to local character and no other visually prominent buildings in this character area.

The key view associated with this character area (other than those already described in the Peckham town centre character area (section 3.2) above is the view of the Police Station at the Peckham High Street/ Meeting House Lane junction from the east.

Public realm

The public realm in this character area is the street space, which includes the carriageway, the footways and forecourt spaces. There are no other urban or open spaces.

There are no hard landscape elements of quality. Where buildings are set back from the street with forecourts and these are solely hard in landscape, this tends to detract from the character of the area. Soft landscape on street frontages contributes significantly to local character both where the street space is wide and where the buildings are set back from the street frontages, particularly towards the eastern and western edges of the character area. Street trees and trees in forecourts/ front gardens make a particular contribution to local character.



Peckham Road, wide pavement and tree planting minimise the negative impact of high traffic volume



Harris Academy set back behind mature trees and landscape

3.4 Peckham Industrial Area

Peckham industrial area is a small area that abuts the east side of the town centre. It includes the arches below the railway viaducts together with adjoining land and buildings. It also takes in Copeland Road/ Consort Road, the key one-way vehicular routes through Peckham from north to south, and an area of business development between them. Much of this character area is tucked away from the street frontage, but where it relates to street frontages, the space is poorly defined and supervised. It is a mixed use area with industrial buildings of a variety of scales, eras and styles that accommodate an eclectic mix of business, community and creative activities.

Location, siting and setting

This area is based around Copeland Road/ Consort Road, the main vehicular routes north-south through Peckham. Along its northern edge, it includes two railway lines on viaducts with arches below. It is sited on relatively flat low-lying ground, although the railway lines are at higher level. Its setting is Peckham town centre, which is immediately to the west, and Nunhead residential areas to the south and east.

Land use and activity

The mix of uses includes a variety of businesses, including council offices, artists studios and workshops, café, music clubs, light industry and also a gallery and a number of churches.

Some buildings are underused or vacant, such as a pair of Victorian terrace houses on Copeland Road.

Although the businesses in this area include a number of uses that might be expected to generate pedestrian activity, this is not apparent in the public realm.

Historical development

This small area to the east of Peckham town centre is dominated by the mid-19th century railway viaducts. Apart from these features, the principal historic character is found in the zone bounded by the southern railway viaduct, Bournemouth Road and Copeland Road. Here are a series of 19th century and early 20th century industrial buildings, the most notable being the Bussey Building, a former cricket bat factory building that runs alongside the railway. The building was built in phases from the late 19th century until the interwar period. Bournemouth Road had been terraced houses, but now only retains a single building of any historic interest, at 110-120 Rye Lane, dating from the interwar period. Otherwise, the older buildings of the industrial estate are of variable and sometimes very poor quality.

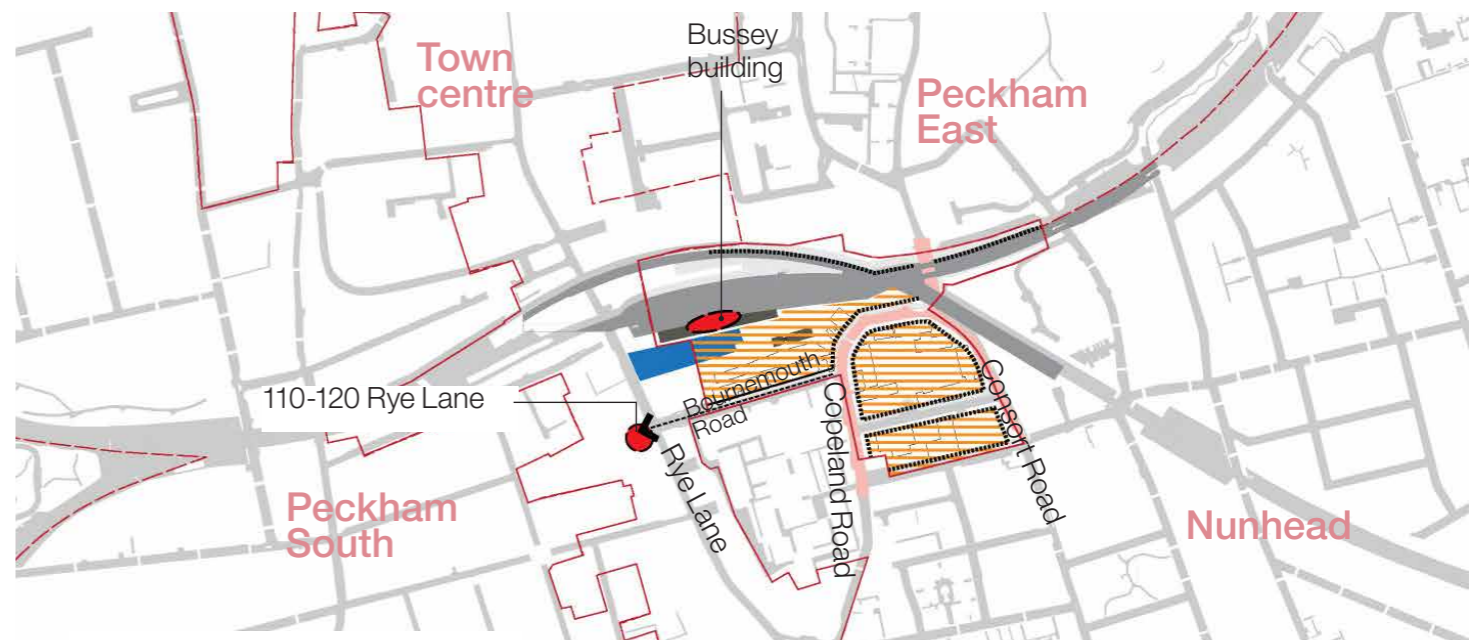
Urban Structure/ layout

Blocks of development are defined by Copeland Road/ Consort Road/ Blackpool Road and Brayard's Road. To the west of Copeland Road is the Copeland Road Industrial Estate, a courtyard development adjoining the railway line and set immediately behind the retail frontages of Rye Lane. The area adjoins the town centre but is not integrated into it, with the only connections being along Bournemouth Road and at certain times an alleyway to the Bussey Building from Rye Lane.








The railway arches are a significant feature along the northern edge of the area. Some are open and some enclosed. Generally they provide

accommodation for light industrial uses with access by means of routes running alongside them.

The only vehicular route to cross beneath the railway lines is found in the north east of this character area. The crossing is through a narrow bridge set at an awkward angle to the approach. One way vehicular routes with fast moving traffic create noise and barriers to potential pedestrian movement in an east-west direction. The railway bridge is narrow and unappealing for pedestrian use. The railway viaducts create a north-south barrier to pedestrian movement.



Key

-  Continuous and consistent building frontages
-  Poor development frontages
-  Landmark
-  Possible local listed buildings as identified by Southwark
-  Townscape opportunity
-  Local directed views
-  Areas substantially influenced by traffic

Townscape/ built form

In much of this area, the extent of built street frontage is limited and there are no coherent building lines. Streets are generally defined by boundary walls and fences rather than building frontages. Generally the height of buildings is not sufficient to create a sense of enclosure of the street spaces. Heights vary widely in this character area with the Bussey Building being the tallest one and the majority of others being lower industrial buildings of poor townscape quality. The lack of street frontages also leads to poor supervision of the public realm.

Bournemouth Road is an exception. The street is well defined by built form and is enclosed by the 2 storey buildings along its length, with supervision of the public realm.

Buildings are industrial quality, of various ages, including substantial Victorian brick built former warehouses, such as the Bussey building, which contribute to local character. These are generally solid and robust in their forms and detailing with limited use of decoration. There are also more recent, post-World War 2 framed structures with cladding, which do not make a contribution to local character.

The brick railway arches contribute to the character of this area. They are particularly large in scale, with most having been filled in and occupied, although the infill generally detracts from the potential quality of the townscape.

Brick is a dominant material in this area, due to the prominence of the railway arches and historic industrial buildings such as the Bussey building. Newer industrial buildings are of modern materials such as the office building on Bournemouth Road.

Views and landmarks

The Bussey building is a landmark that contributes to local character. There are no other visually prominent buildings.

Key views that contribute to local character are:

- The view of 110-120 Rye Lane from Bournemouth Road; and
- The view of the Bussey Building, a former warehouse building, from the railway.

Public realm

In this character area the public realm comprises the street spaces. The courtyard of Copeland Road Industrial Area is a private space at present. There are no other urban or open spaces.

There are no hard landscape elements of quality.

In terms of soft landscape, there are some small areas of grass and trees on left over spaces adjacent to street frontages but these do not contribute positively to the character nor provide usable spaces.



Bournemouth Road, office create frontage to street, but building is not of high townscape quality.



Bussey building



Copeland Road, poor frontages along including vacant houses, garage, blank walls and closed off railway arches.

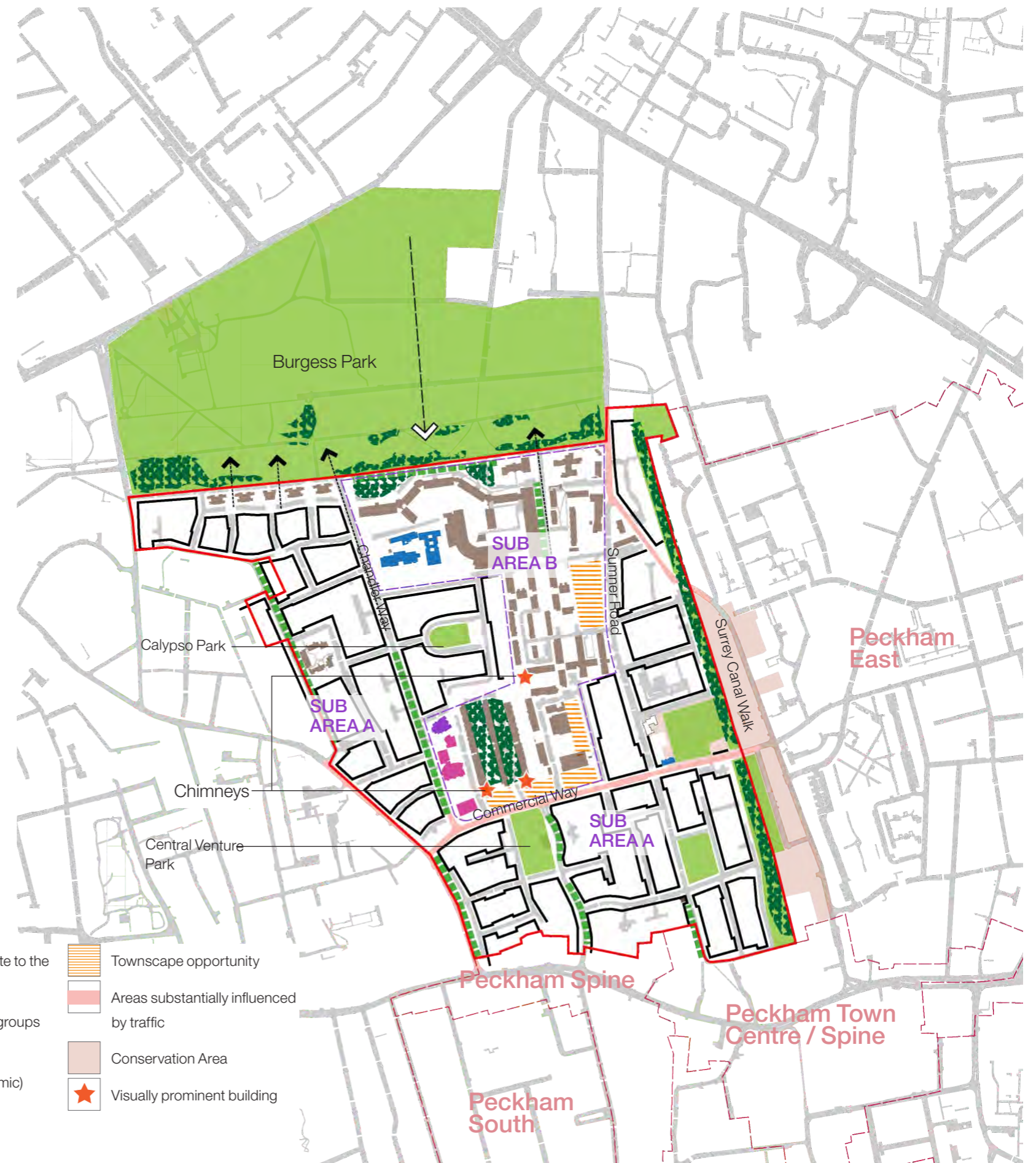
3.5 Peckham North

Summary

A mainly residential area that was comprehensively redeveloped post-World War 2, with a more recent major estate renewal programme to address social and environmental problems. It still includes some examples of mid-rise estates based on a modernist approach to space, which are prominent by reason of their scale and bulk. However, a large proportion of the area has been redeveloped over the last 20 years and takes the form of low-rise street blocks containing a mix of houses and flats. The mix of housing types and accommodation of car parking on frontages creates a distinctive character that is urban more in form than in scale. The most significant open space is the Surrey Canal Walk. A number of local open spaces have been created such as Central Venture Park and Calypso Park, and the area as a whole is bordered by Burgess Park. It adjoins Peckham town centre and the Peckham spine character areas.

Key

-  Tree belts and groups of trees
-  Street trees
-  Open space
-  Continuous and consistent building frontages
-  Inconsistent development frontages
-  Street trees
-  Listed building
-  Possible local listed buildings as identified by Southwark
-  Building groups that contribute to the character
-  'Buildings in space' - mostly groups of estates
-  Long distance views (panoramic)
-  Local directed views
-  Townscape opportunity
-  Areas substantially influenced by traffic
-  Conservation Area
-  Visually prominent building



Identification of sub areas

This character area is sub-divided into two sub-areas:

- Area A results from recent estate renewal programmes and is located along the east, west and southern boundary of the character area; and
- Area B consists predominately of post WW2 estates and is located in the centre of the character area and bounded by Burgess Park to the north.

Location, siting and setting

This character area lies to the north of the town centre, between the A202 and Burgess Park. It is bounded by the Surrey Canal Walk to the east and Southampton Way to the west. It is sited on relatively flat low-lying ground. Its setting is Peckham town centre and the A202 arterial route to the south, Burgess Park to the north, Peckham East residential area to the east and Sceaux Gardens Conservation Area and Camberwell to the west;

Land use and activity

This area is predominantly residential, with some social and community facilities, including:

- The Damilola Taylor Centre and the Education Resource centre on Cator Street;

- Tuke School;
- St Lukes C of E Church; and
- A number of public open spaces, such as Calypso Park, Central Venture Park, Jowett Street Park and the Surrey Canal Walk.

Generally, pedestrian activity is relatively evenly spread, with concentrations of pedestrian movement around schools and community / social facilities. There are low levels of vehicular traffic within the area, with the exception of Commercial Way, which is used as a through route and carries higher traffic volumes, particularly during rush hours.

Historical development

By the end of the Napoleonic wars this area was defined by the two arms of the Surrey Canal and Peckham Road and Southampton Way to the south. There was very little development between Wells Street (now Wells Way) and the canal leading to Peckham. Greenwood's Map of 1830 shows streets marked out on the land.

Development occurred rapidly in the next few decades. By the 1870s, the area was covered by a dense network of streets and houses. Commercial Way linked the area across the canal to Peckham Hill Road. A large open space survived until the end of the 19th century, to the east of Peckham Grove.

Southwark suffered considerably from enemy action in the war, with much damage in this area. Burgess Park was put forward by the 1943 Abercrombie plan and was created by the clearance of older streets and housing from the 1950s to the 1980s. The Surrey Canal was closed and infilled in the early 1970s.

The period after the war saw large swathes of north Peckham's 19th century and early 20th century streets and houses replaced with new council housing. The North Peckham Estate was planned in 1965, and from that time to the mid-1980s, the area to the north of Peckham Road was very comprehensively developed. Some older houses survive along Southampton Way and to the west of Peckham Grove, but the rest of the area is almost entirely modern in character and appearance. St Luke's Church, Chandler Way (1953-4), is listed Grade II.

In the 1990s the area saw major renewal, with the Peckham Partnership project replacing substantial amounts of failing housing and the provision of new homes along with environmental improvements.



Kelly Avenue, a typical example of the 'new' residential streets. It is 'kinked' and with some on-street parking and street trees.



Examples of typical perimeter block development within the area: yellow brick, terrace houses with block of flats in corner locations, on-street and in curtilage parking

Heritage designations

Listed buildings (all Grade II unless indicated otherwise)

St Luke's Church, Chandler Way

Conservation Area

Peckham Hill Street

Potential locally listed buildings

Gloucester Primary School, Burcher Gale Grove

Urban structure/ layout

In sub-area A, the form of development is based on the principles of connected streets and spaces, and perimeter blocks of development.

Due to the modern housing development that previously dominated this area most of the historic street pattern has been dissolved. However, the alignment of Commercial Way and Sumner Road date back to maps from 1830.

A number of new streets were created as part of the Estate Renewal Programme in the 1990s, including some home zones. These new streets are distinctive and are characterised by being slightly kinked, as opposed to older residential streets within the AAP area, which tend to be straight.

Generally in this area, buildings create a continuous edge to the public realm and clearly define the street space. Pavilion blocks on the edge of Burgess Park

create a well defined frontage onto the park while allowing visual and physical connections to it.

In sub-area B, blocks of flats are generally set in some form of open space, creating little definition of streets and spaces. Generally the structure is one of linear blocks, mostly aligned north-south, with private or communal garden areas and access roads/ parking areas between them. The siting of roads and gardens is not consistent, so access routes tend to wind their way through the area rather than creating direct street connections. The blocks along the frontage to Burgess Park between Chadler Way and Cator Street are an exception to this pattern, with a series of linear blocks hinged together to create a large-scale articulated slab block, orientated broadly east-west. Further west along the park frontage are a series of pavilion blocks.

Townscape/ built form

Sub area A: In particular on the residential streets that are lower in the movement hierarchy, houses are set back from the edge of pavement to allow room for front gardens or car parking. This results in relatively large distances between building frontages and creates a spacious character. Building heights are generally 2-3 storeys. The sense of enclosure of the street space created by this combination is relatively low. This characteristic is offset by buildings up to 4 storeys on more important streets and in corner locations.



Existing blocks of flats

Most blocks consist of a mix of terraced houses and blocks of flats, with flats generally in corner locations. The buildings date from the last 20 years, with the architectural approach being a contemporary interpretation of urban terraces, with solid facades and relatively small openings. There is a predominance of yellow brick, although other materials are used in combination. Newer development overlooking Burgess Park and the area around Calypso Park are more red in colour. Generally different phases of development are clearly identifiable, by changes of material and architecture.

Detailing is generally simple. Building lines are not consistent and often step in and out to allow for emphasis at corners or to provide space for off-street car parking.

Boundary treatments vary and in many places do not exist to allow shared surface arrangements



George's Way



Commercial Way, the main route through this character area

for car parking. Overall this character area has a coherence of townscape character, although its plainness is not quite compensated for by the proportions of its facades.

In sub-area B buildings are generally 4 to 5 storeys. The frontage onto Burgess Park in sub area B is dominated by a single housing block. Each of the pockets of 'estate' development is consistent in its architecture and use of material. Many of these post-war blocks have been heavily retro-fitted with features such as pitched roofs, enclosed stairwells and entrances and the use of colour or features to emphasise the public areas of the building and to distinguish one from another. Along Daniel Gardens and Longhope Close, the new Tuke School has replaced previous blocks of council housing.



Chimneys on existing housing blocks are highly visible within the area and in particular along Commercial Way

Views and landmarks

There are no landmarks that contribute to the character of the area.

Chimneys located in sub-area B near Commercial Way are highly visible both from the immediate surrounding and further afield.

The key views are north towards Burgess Park from a number of streets and also from between the pavilion blocks on the park edge. These views to the park establish a visual relationship between the park and the character area and make a positive contribution to local character. From sub-area B views to the park are limited due to the east-west orientation of a long residential block running parallel to St George's Way.

The northern edge of the character area, in particular sub area B, is also highly visible from the north across the park.



View across Burgess Park towards George's Way

Public realm

The public realm in this character area includes both strategic and local open spaces in addition to the street spaces.

There are two strategic open spaces that serve the wider surroundings and influence the character of the area. These are Burgess Park to the north and the Surrey Canal Walk running along the eastern boundary.

Within the area, three well-used local open spaces were created as part of the redevelopment. These relate to the character of the immediate housing and include play space and games areas. The Central Venture Park on Kelley Avenue is more contemporary and urban in character while the Jowett Street Park on Ashmore Close and Calypso Park include more extensive planting and are softer in character.

A number of streets in this character area contain tree planting, in particular to the southern section of Chandler Way, Kelley Avenue and Newent Close and Cator Street, creating a softer character.

In addition sub-area A contains some dispersed tree planting on other streets, such as Gattonby Street. Wide streets and paved car parking areas in front of housing creates a less green setting than in parts of the older estates in sub area B.



Cator Street in sub-area B: Mature tree planting lines the street



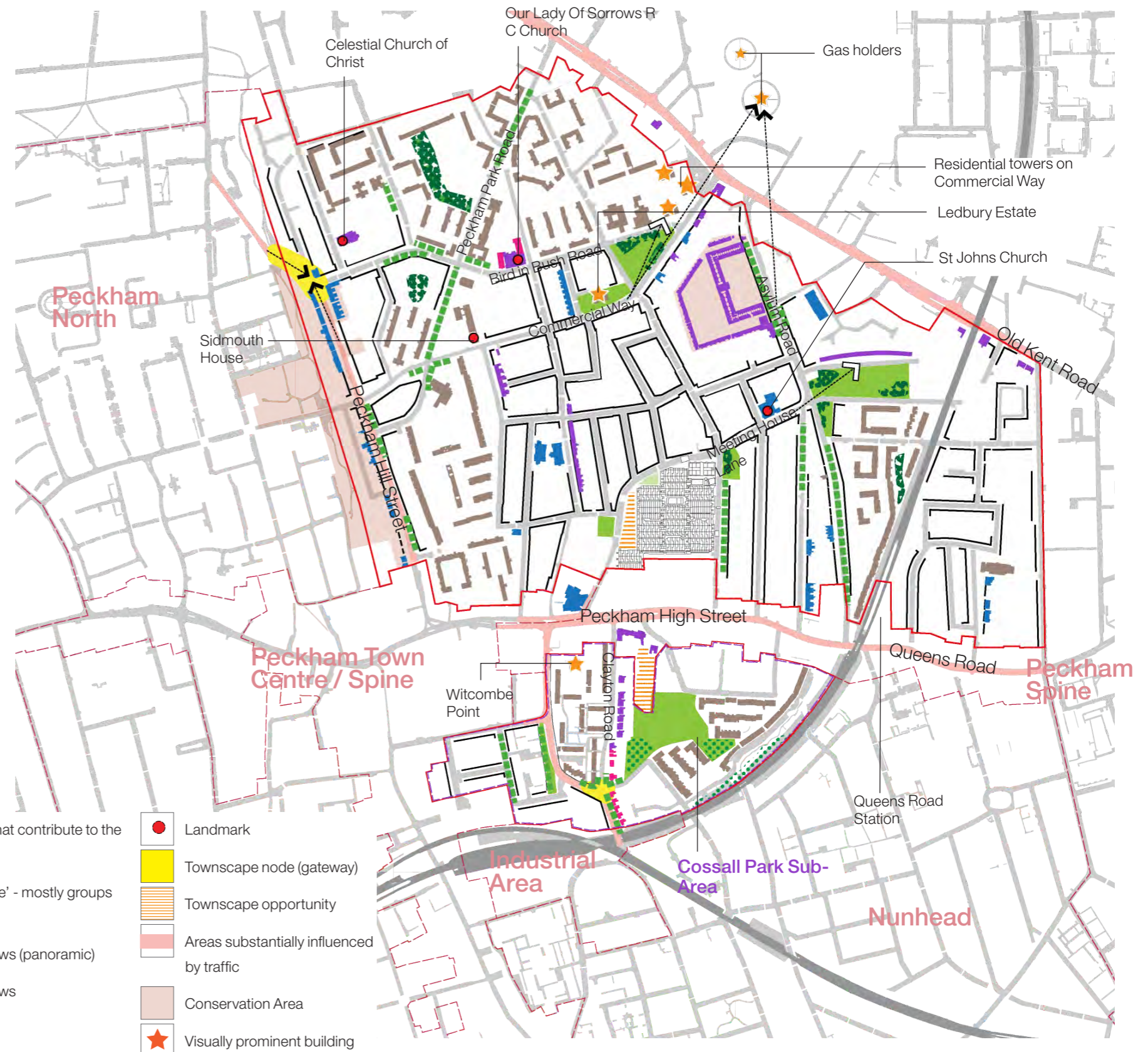
Gattonby Street in sub-area A: wide street with paved car parking areas in front of houses.

3.6 Peckham East

Summary

A mixed area, which straddles (but does not include) the A202 arterial route on Peckham High Street and adjoins Peckham town centre. The area to the south of Peckham High Street, referred to as Cossall Park Sub-Area, is physically separate, but has similar characteristics to the area to the north of Peckham High Street. The character area as a whole is mainly residential but with a mixed-use street frontage along Meeting House Lane. It contains pockets of late Victorian terraced housing, interspersed with a variety of larger scale mid-rise interwar and post World War 2 estates. Notable features include formal arrangements of buildings such as the Caroline Gardens almshouses, and school buildings and churches of significantly larger scale than the surrounding terraced housing. To the south, a lack of streets connecting through the railway viaduct separate this area from Nunhead.

Key	Continuous and consistent building frontages	Building groups that contribute to the character	Landmark
Tree belts and groups of trees	Inconsistent development frontages	<td> Townscape node (gateway)</td>	Townscape node (gateway)
Street trees	Street trees	Long distance views (panoramic)	Townscape opportunity
Open space	Listed building	Local directed views	Areas substantially influenced by traffic
Sub-areas that have a distinct character of their own	Possible local listed buildings as identified by Southwark	Conservation Area	Visually prominent building



Although this area is mixed and is physically separated by Peckham High Street/Queens Road, it does not fall naturally into clearly identifiable sub-areas which each have their own distinctive character.

Location, siting and setting

This area lies to the north east of the town centre, to the north of Nunhead and to the south of the Old Kent Road (A2). It is bounded by the Surrey Canal Walk to the west and Pomeroy Street to the east. In part, it is also bounded by the A202 arterial route, but it straddles it in part, with the Cossall Park Sub-Area south of it. The South London railway line forms the southern boundary to this character area.

It is sited on relatively flat low lying ground.

Its setting is Peckham town centre and the A202 arterial route to the south, Old Kent Road to the north, Peckham North residential area to the west and Nunhead to the east. In particular, the north-eastern part of the area relates also to Old Kent Road as well as to Peckham.

Land use and activity

The land uses are predominantly residential, with some social and community facilities, such as schools churches etc. The northern frontage of Meeting House Lane contains a mix of uses with

some retail frontages (some of which have been converted to residential use).

Some streets within the area are used for rat-running so traffic can be busy at peak times, for instance on Meeting House Lane, Commercial Way, Bird In Bush Road and Clayton Road.

Historical development

This area is similar in many ways to Peckham North – largely open until the first decades of the 19th century, and then rapidly covered by speculative housing development in the second half of the century. Planned Georgian expansion led to the early setting out of Peckham Hill Street at the end of the 18th century. Commercial Way was extended to join the Old Kent Road. Peckham Park Road, Meeting House Lane and Asylum Road were principal routes across the area, and its character was the same as that to the west of the canal – densely packed terraces of speculatively built houses. This area also had two large open areas at its centre, reflecting the survival of market gardening until quite late in the area's development. One of these lay to the south and west of the Licenced Victuallers Almshouses, built on Asylum Road in the late 1820s and early 1830s (containing a number of Grade II listed buildings).

The railway line linking the London, Chatham and Dover Railway with the South Eastern Railway was

put through in the 1870s, creating Queens Road station. The character and appearance of the zone immediately to the south of Queens Road, enclosed by the curve of the railway as it crosses Rye Lane, was the same as that to the north of Queens Road, and developed at the same time. New streets and houses infilled the open areas between Clayton Road and what is now Consort Road.

As with Peckham North, a substantial amount of 20th century housing development has altered the historic character of Peckham North East. However, more survives here of 19th century terraced houses - notably along Peckham Hill Street and the area to the south of Commercial Way. To the south of Queens Road, the survival of older streets and buildings is more fragmentary. Many of the older houses in the area are listed or are locally listed – examples include 98-108 Peckham Hill Street (listed Grade II) and numerous other houses in the same street that are locally listed.



Glengall Road, Celestial Church of Christ creates a positive landmark in the area



Commercial Way



View to visually prominent gas holders and tower blocks



Existing estate development set within open space

Heritage designations

This area contains many listed buildings and potential locally listed buildings, and contains two conservation areas – Peckham Hill Street and Caroline Gardens.

Listed buildings (all Grade II unless indicated otherwise)

- Celestial Church Of Christ And Attached Wall And Railings, Glengall Road
- 108 And 110 Peckham Park Road
- 112 And 114 Peckham Park Road
- 116 Peckham Park Road
- Wall And Gateposts To 116 Peckham Park Road
- 118 And 120 Peckham Park Road
- 122 And 124 Peckham Park Road
- 110-114 Peckham Hill Street
- Church Of Our Lady Of Seven Dolours, Bird In Bush Road
- 98 And 100, Peckham Hill Street
- 192 And 104, Peckham Hill Street
- 106 And 108, Peckham Hill Street
- 34-40 Peckham Hill Street And Attached Handrails
- 218, Commercial Way
- 80-98, Furley Road
- 48, Willowbrook Road
- 121 And 123 Friary Road
- 127-151 Friary Road
- 153, 155 and 157 Friary Road
- Office, Licensed Victuallers Almshouses, 1-100, Asylum Road
- Licensed Victuallers Benevolent Institution (Caroline Gardens) 1-100, Asylum Road (Three Ranges)
- North Lodge, Licensed Victuallers Benevolent Institution (Caroline Gardens) 1-100, Asylum Road
- South Lodge, Licensed Victuallers Benevolent Institution (Caroline Gardens) 1-100, Asylum Road
- Railings and gates to Caroline Gardens

- 12 And 14, Asylum Road
- 302 And 304, Commercial Way
- Doddington Cottages, 326 And 328, Commercial Way
- Doddington Place, 330 And 332, Commercial Way
- The Kentish Drivers Public House, 720, Old Kent Road
- 1-50 Clifton Crescent And Attached Railings
- 864 And 866, Old Kent Road
- 880, 882 And 884, Old Kent Road
- Carlton Cottages, 6 And 8, New Cross Road
- Carlton Cottages, 10 And 12, New Cross Road

Potential locally listed buildings

- | | |
|--|--|
| Willowbrook Bridge, Willowbrook Road | 110 Asylum Road |
| 74 Marmont Road | 4-16 King's Grove |
| 2-18 Ledbury Street | 34-40 King's Grove |
| 8-14 York Grove | 2 Ledbury Street |
| 20 York Grove | 3 Ledbury Street |
| Peckham Park Primary School (west block), Marmont Road | 4 Ledbury Street |
| Peckham Park Primary School (west block), Friary Road | 5 Ledbury Street |
| 1-11 Peckham Hill Street | 6 Ledbury Street |
| 13-23 Peckham Hill Street | 7 Ledbury Street |
| 2-8 Peckham Hill Street | 8 Ledbury Street |
| 10-16 Peckham Hill Street | 9 Ledbury Street |
| 18-20 Peckham Hill Street | 10 Ledbury Street |
| 22-30 Peckham Hill Street | 11 Ledbury Street |
| 58A-62 Peckham Hill Street | 12 Ledbury Street |
| St George's Terrace 1-6 Peckham Hill Street | 13 Ledbury Street |
| 64-66 Peckham Hill Street | 14 Ledbury Street |
| 78-88 Peckham Hill Street | 15 Ledbury Street |
| 110-114 Peckham Hill Street | 16 Ledbury Street |
| 56 Peckham Hill Street | 17 Ledbury Street |
| Glengall Tavern, Bird in Bush Road | 18 Ledbury Street |
| Commercial Way Bridge, Commercial Way | 74 Marmont Road |
| 108 Asylum Road | St John's Church, Meeting House Lane |
| | Glengall Tavern, Bird in the Bush Road |
| | Commercial Way Bridge, Commercial Way |

- 103-109 Commercial Way
- 290-292 Commercial Way
- 314-318 (even) Commercial Way
- 320 Commercial Way
- Grenier Apartments, Gervase Street
- Prince of Windsor, 888 Old Kent Road

Conservation Areas

- Peckham Hill Street
- Caroline Gardens

Urban structure/ layout

The area is divided by the A202 arterial route and the South London railway line, both of which limit movement across them.

The streets of eighteenth century rural Peckham are still embedded in today's layout, in particular Meeting House Lane, Peckham Park, Road Friary Road, Goldsmith Road and Asylum Road.

To the north and west of the area, there are large blocks of development with few streets running north-south. In the centre and east of the area, there is a grid of street blocks which are generally long and narrow, running in a north-south direction, although these are interspersed with larger blocks of development.

To the south of the A202 arterial route, Cossall Park area, the streets do not form a well connected network.

There is a townscape node at the edge of this character area on Peckham Hill Street where it changes direction to bridge over the Surrey Canal Walk.



Willobrook Road, the crossing over the former canal is an important townscape node and arrival point into Peckham from the North.



Asylum Road, one of the historic routes in the area.



Historic Regency terrace

Townscape/ built form

The built form is mixed, with street of terraced housing and a variety of larger post-World War 1 estates from different decades of the twentieth century, focused in particular to the north of Commercial Way and around Peckham Park Road, although examples can also be found to the south of Meeting House Lane, south of the A202 arterial route and to the east of Asylum Road.

In terraced streets, generally:

- the buildings are 2 to 3 storeys in height, some with a raised ground floor;
- there is a consistent building line with small front gardens (if any);
- there are consistent terraces or groups of buildings with similar features.

Examples of consistent streets of Victorian narrow two storey houses with pitched roofs and ground floor bays include Coll's Road with simple detailing, and Kincaid Road with more elaborate mouldings and details.

Other examples include flat fronted two storey houses with parapets, such as on Friary Road, some with raised ground floors for instance on Asylum Road.

Generally materials are stock brick with stucco mouldings, or stucco.

In the north of the area are two notable groups of formally arranged buildings – the Caroline Gardens Almshouses and Clifton Crescent.

The estates are varied, including examples that:

- define formal edges to streets and spaces, such as the 1920s LCC estate on Peckham Hill Street or the 1930s estates on Green Hundred Road at 4-5 storeys in height;
- include a mix of medium rise (4 storey) together with tower blocks as at Commercial Way or Consort Road;
- create low rise megablocks that address the street at least in part, such as on Meeting House Lane, at 3 storeys;
- set buildings in space, such as at Butler Close; or
- define streets and spaces, such as at Jay Close.

Views and landmarks

There are a number of churches that form landmarks and contribute to the character.

Visually prominent buildings include residential tower blocks within the area on Commercial Way, with a group of three 'I' shaped blocks at the east end of the street that do not make a positive contribution to local character.

To the north of Old Kent Road, two gas holders are visually prominent structures that may be interpreted as being landmarks or otherwise.

The key views are:

- Witcombe Point (residential tower);
- the gas holders beyond the AAP area, from Asylum Road looking north;
- the gas holders from Commercial Way/Naylor Road junction looking north west across the open space;
- the Commercial Way (east end) towers from Commercial Way/Naylor Road junction looking north west across the open space;
- the Commercial Way tower looking south along Nutcroft Road;
- view looking north along Peckham Hill Street to a building at the junction with Colegrave Rd – a negative landmark; and
- looking south east along Peckham Hill Street on arrival into the area, towards a group of listed buildings on the corner of Bird In Bush Road.

Public realm

The public realm in this character area comprises the streets themselves together with local open spaces. There is also space within housing estates that is accessible to the public although it is officially amenity space associated with the housing. There are no other urban spaces within this character area.

There are three local open spaces:

The edge of Brimington Park is well defined and supervised by the formal terrace on Clifton Crescent but poorly defined and supervised by buildings on its southern edge. It is well landscaped with mature trees, and includes play and sports facilities. Brimington Estate Allotments are also nearby.

Commercial Way/ Naylor Road open space is generally well defined and supervised, well landscaped and with trees and includes play facilities.

Cossall Park is tucked away and has little impact on the character of the wider area, however it creates a green setting for the immediate surroundings, in particular the residential buildings to the south. It forms an important character influence in the Cossall Park sub area.

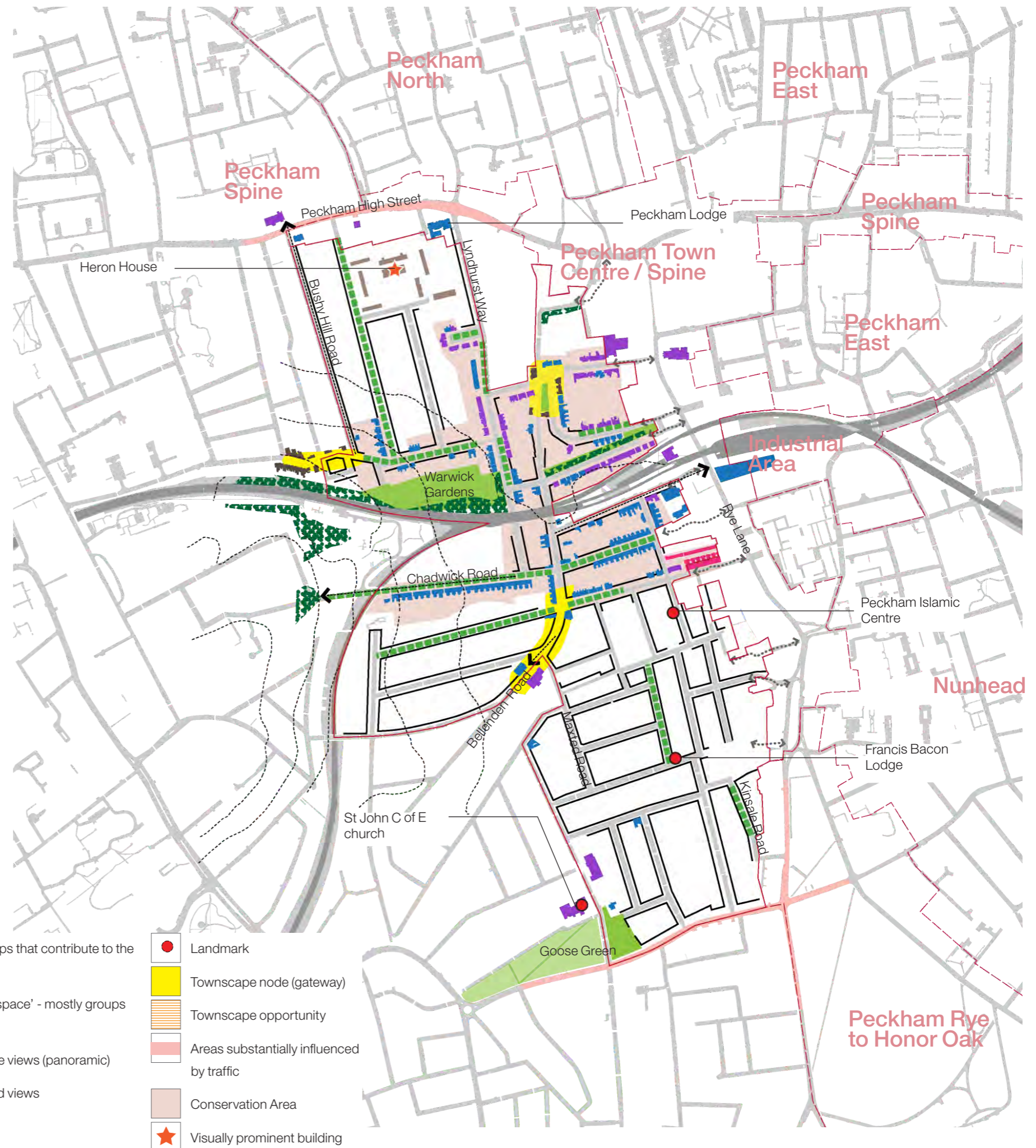
Hard landscape is generally functional.

In terms of soft landscape, street trees define the street spaces where building lines do not address street, for instance on Peckham Park Road.

They also soften long streets, particularly in the long streets to the south of Meeting House Lane.

3.7 Peckham South

This area is mainly residential, with a mixed-use street frontage on Bellenden Road. It adjoins Peckham town centre. It has a coherent townscape of consistently good quality, which generally takes the form of small-scale Victorian terraces and villas, with some later infill development, although the quality weakens towards the edge of the town centre. The railway viaduct serving Peckham Rye station runs through this character area, with streets connecting beneath it. The earliest development, in the centre of the area, both to the north and south of the railway line, is designated as the Holly Grove Conservation Area and includes a number of listed and locally listed groups and terraces of buildings. Warwick Gardens is a local open space and to the north, the small open space between Bellenden Road and Elm Grove creates a local focal point for this part of the area.



Key

- | | | | |
|---|--|---|---|
|  Tree belts and groups of trees |  Continuous and consistent building frontages |  Building groups that contribute to the character |  Landmark |
|  Street trees |  Inconsistent development frontages |  'Buildings in space' - mostly groups of estates |  Townscape node (gateway) |
|  Open space |  Street trees |  Long distance views (panoramic) |  Townscape opportunity |
|  Sub-areas that have a distinct character of their own |  Listed building |  Local directed views |  Areas substantially influenced by traffic |
| |  Possible local listed buildings as identified by Southwark | |  Conservation Area |
| | | |  Visually prominent building |

Identification of sub areas

The area contains a number of local variations in character, but there are no distinct sub-areas.

Location, siting and setting

This character area lies to the west of town centre, and south of the A202. It is bounded by Camberwell and a railway line to the west, the town centre to the east and the A202 arterial route character area to the north. The land rises towards the west, in particular up Lyndhurst Road and Chadwick Road where the topography influences the character of the townscape. Its setting is Peckham town centre and the A202 arterial route to the north and Camberwell to the west and East Dulwich to the south west, with Goose Green immediately to the south.

Land use and activity

The land use is predominantly residential, with some social and community facilities and some industrial use on Chadwick Road. Bellenden Road is a mixed use street, with a number of retail units. Generally there are relatively low levels of pedestrian activity with local concentrations around Bellenden Road, schools and community facilities and on routes towards the town centre.

Historical development

In the 1830s, this area extending from Rye Lane to the foot of Denmark Hill was in use as market

gardens or general agriculture. Some of the houses on Peckham Road appear to have been very grand, and their gardens and pleasure grounds ran south into the open fields. Only a few streets ran west from Rye Lane – Hanover Lane (now Highshore Road), George Street (now Holly Grove) and Choumert Grove are shown extending west towards a north-south watercourse that is now the route of Bellenden Road.

The pattern of development over subsequent decades is similar to other character areas. By the 1860s, a grid of residential streets had been laid out – Talfourd Road, Denman Road, Lyndhurst Road, Lyndhurst Grove, Blenheim Grove and others that still exist had appeared, their location following the lines of previous fields and gardens.

Peckham Rye railway station was opened in 1865, and the arrival of the railways divided this part of the character area in half. Residential development continued apace, though the southern zone towards East Dulwich Road was not built out until the 1880s and 1890s.

The historic character of the character area is a mix of late Georgian and early Victorian buildings, largely in the north with gridded streets of smaller terraced later Victorian and Edwardian buildings to the south and west. This character has been eroded in the 20th century to the north by developments such as the Highshore School, the industrial estate at Chadwick Road, the Bellenden Road Business Centre and new housing development such as that at Talfourd Road and in Troy Town in the south.

Many houses in the area are listed – 16-25 Highshore Road, 31-41 Lyndhurst Way and 15-20 Holly Grove are all Grade II, and within the same streets are numerous locally listed buildings.

Heritage designations

This area contains no statutorily listed buildings, one conservation area (Holly Grove) and a very large number of potential locally listed buildings.

Listed buildings (all Grade II unless indicated otherwise)

9 Blenheim Grove	11-14 5 and 6 Holly Grove and Railings
11 and 11a, Blenheim Grove	15 and 16 Holly Grove and Railings
26, Elm Grove	17 and 18 Holly Grove
28a and 28b, Elm Grove	19 and 20 Holly Grove
30, Elm Grove	21 and 24 Holly Grove and Railings
32a and 32b, Elm Grove	32 and 33 Holly Grove
34, Elm Grove	Southwark Educational Services Centre and Perimeter Wall, Bellenden Road
St James's House, 45, Elm Grove	Girdlers Almshouses, 1-5, Choumert Road
7, 9 and 11, Highshore Road	Walls, Gates and Railings To Girdlers Almshouses
16 and 18 Highshore Road	St Johns and St Clements School, Adys Road
17 and 19 Highshore Road	Church Of St John The Evangelist, East Dulwich Road
21 and 23 Highshore Road	
25 Highshore Road	
31-41 Highshore Road	
21-29, Lyndhurst Way	
31 and 33 Lyndhurst Way	
35 and 37 Lyndhurst Way	
39 and 41 Lyndhurst Way	
Ewbank Grove, 82 and 84, Lyndhurst Way	
Penshurst Place, 74 and 76, Lyndhurst Way	
5 and 6 Holly Grove and Railings	
7 and 8 Holly Grove and Railings	
9 and 10 Holly Grove and Railings	



Recreation Ground provides valuable open space in the area



Bushy Hill Road, with view to South London Gallery

 Conservation areas

Holly Grove

 Potential locally listed buildings

86 Lyndhurst Way	29 Chadwick Road
98 Lyndhurst Way	30 Chadwick Road
1 Chadwick Road	31 Chadwick Road
68 Bellenden Road	32 Chadwick Road
198 Bellenden Road	33 Chadwick Road
St. John's Vicarage, East Dulwich Road	34 Chadwick Road
1 Chadwick Road	35 Chadwick Road
2 Chadwick Road	37 Chadwick Road
3 Chadwick Road	41 Chadwick Road
4 Chadwick Road	41 Chadwick Road
5 Chadwick Road	43 Chadwick Road
6 Chadwick Road	52 Chadwick Road
7 Chadwick Road	63 Chadwick Road
8 Chadwick Road	65 Chadwick Road
9 Chadwick Road	67 Chadwick Road
10 Chadwick Road	69 Chadwick Road
11 Chadwick Road	71 Chadwick Road
12 Chadwick Road	73 Chadwick Road
13 Chadwick Road	75 Chadwick Road
14 Chadwick Road	77 Chadwick Road
15 Chadwick Road	79 Chadwick Road
16 Chadwick Road	81 Chadwick Road
17 Chadwick Road	83 Chadwick Road
18 Chadwick Road	85 Chadwick Road
19 Chadwick Road	87 Chadwick Road
20 Chadwick Road	89 Chadwick Road
21 Chadwick Road	91 Chadwick Road
22 Chadwick Road	93 Chadwick Road
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143 Chadwick Road
145 Chadwick Road
147 Chadwick Road
149 Chadwick Road
151 Chadwick Road
153 Chadwick Road
155 Chadwick Road
8 Lyndhurst Square
9 Lyndhurst Square
53-59 Lyndhurst Grove
68-74 Lyndhurst Grove
76-80 Lyndhurst Grove
86 Lyndhurst Grove
96 and 98 Lyndhurst Grove
104 Lyndhurst Grove
106 and 108 Lyndhurst Grove
47 Lyndhurst Way
49 Lyndhurst Way
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62 Lyndhurst Way
63 Lyndhurst Way
88 Lyndhurst Way
92 Lyndhurst Way
94 Lyndhurst Way
The Wishing Well Public House, 79 Choumert Road
The Bellenden Brasserie, 68 Bellenden Road
89 Bellenden Road
91 Bellenden Road
98 Bellenden Road
100 Bellenden Road
101 Bellenden Road
102 Bellenden Road
The Prince Albert House, 111 Bellenden Road
120 Bellenden Road
122 Bellenden Road
124 Bellenden Road
126 Bellenden Road
128 Bellenden Road
144 Bellenden Road
146 Bellenden Road
148 Bellenden Road
150 Bellenden Road
152 Bellenden Road
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158 Bellenden Road
160 Bellenden Road
162 Bellenden Road

164 Bellenden Road
166 Bellenden Road
168 Bellenden Road
The Faith Chapel, 198 Bellenden Road
All Saints Church, Blenheim Grove
All Saints Church Sunday School, Blenheim Grove
13 Blenheim Grove
15 Blenheim Grove
17 Blenheim Grove
19 Blenheim Grove
21 Blenheim Grove
25 Blenheim Grove
27 Blenheim Grove
29 Blenheim Grove
31 Blenheim Grove
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100 Talfourd Road
102 Talfourd Road
104 Talfourd Road
106 Talfourd Road
108 Talfourd Road
The Oglander Public House, Oglander Road
13 and 15 Highshore Road
28 and 30 Highshore Road
32 and 34 Highshore Road
48-54 Elm Grove

56 and 58 Elm Grove
25 and 28 Holly Grove
27 and 28 Holly Grove
30 and 31 Holly Grove
9-27 Elm Grove
1 Choumert Grove
2 Choumert Grove
3 Choumert Grove
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84 Choumert Grove
86 Choumert Grove
88 Choumert Road
90 Choumert Road
92 Choumert Road
94 Choumert Road
96 Choumert Road
98 Choumert Road
St John's Vicarage 62 East Dulwich Road SE22
115 Bushey Hill Road
The Gowlett Public House, 62 Gowlett Road



Junction Elm Grove / Bellenden Road



Choumert Road

Urban structure/ layout

The area is based on a clear network of streets, lined with predominately Victorian terrace houses. Off Grummant Road in the north of the character area lies a modern housing estate that is an exception within the area.

Townscape/ built form

The majority of houses are Victorian terraced houses, with overall a coherent townscape although there is variation in the form and scale of houses and also in the roof forms. Building heights vary from 2-4

storeys. The area around Lyndhurst Grove, Talfourd Road and Denman Road is particularly varied, with some 3.5 storey Victorian town houses next to two storey newer infill development, creating a varied roofline. For instance, on Lyndhurst Grove itself there are two and three storey terraces, paired and detached villas, with pitched roofs, parapets, eaves and gables onto the street frontage.

The building lines are generally consistent, with small front gardens in front of buildings. Most front gardens are bounded by low brick walls.

Where streets are built up slopes, such as Lyndhurst Grove and Chadwick Road, the roof lines step up the slopes within terraces as well as between them.

The area to the south of the railway and adjacent to the town centre is more consistent on a street by street basis. Building lines as well as eaves heights are generally consistent and continuous.

Generally the materials used for facades are stucco or stock brick with stucco mouldings. Buildings in the north of the area are predominantly Late Georgian or Victorian, with Victorian or Edwardian housing further to the south, although there are some more recent examples of infill.

Choumert Mews is a distinctive pedestrian-only mews, with a narrow, gardened communal alley providing access and small scale, 2 storey terraced housing either side, with no private gardens.

Views and landmarks

There are a number of landmark buildings in the area. These are mostly places of worship such as the Peckham Islamic Centre and St John C of E church which lies just outside the character area boundary. There are also a number of townscape nodes. The arrangements of groups of buildings and spaces are particular memorable at the junction of Elm Grove and Highshore Road, on Bellenden Road where there are a number of retail units and the curvature of the street creates a positive townscape group and at the top of the hill on Lyndhurst Grove.

Due to its scale and bulk the Thomas Calton Centre is visually prominent within the area, although it does not contribute positively to local character.

There are no long views associated with this character area, but a number of street views are important for local character: Looking west along Chadwick Road the tree cover on higher ground beyond the AAP area is visible above the roofline, creating a green and lush setting for the houses near the character area's western boundary. Looking east towards Rye Lane many streets offer views to the main shopping street. Grander buildings on Rye Lane terminate some of these, for example the view along Blenheim Grove.

Public realm

The public realm in this character area includes the streets and several small scale open spaces.

There is limited open space in the area. The most substantial is the Warwick Gardens recreation

ground to the north of the railway line and off Lyndhurst Grove, although this is mainly tucked behind the street frontages, so has a limited influence on the character of the wider area. Smaller incidental spaces provide positive townscape settings, most notably a series of spaces along Elm Grove between it and Bellenden Road and also Holly Grove, and also the linear open space along the north side of Holly Grove. Goose Green to the south of this character area is a registered common.

Soft landscape contributes to local character, in particular where there are tree lined streets, such as on Chadwick Road, and small open spaces on Elm Grove, and the substantial row of trees, shrubs and grass along Holly Grove. Planted front gardens also contribute positively to the local character of the area.

While there are opportunities to enhance the public realm further, generally the design of the public realm is appropriate, with high quality, purpose designed street furniture focused on Bellenden Road, and appropriate boundary treatments, street furniture and equipment in open spaces. An exception is the housing estate off Grumant Road, which includes large unbroken expanses of hardstanding that dominate.

On-street car parking is characteristic on almost all streets within this character area.



Lyndhurst grove



Green character of Holly Grove

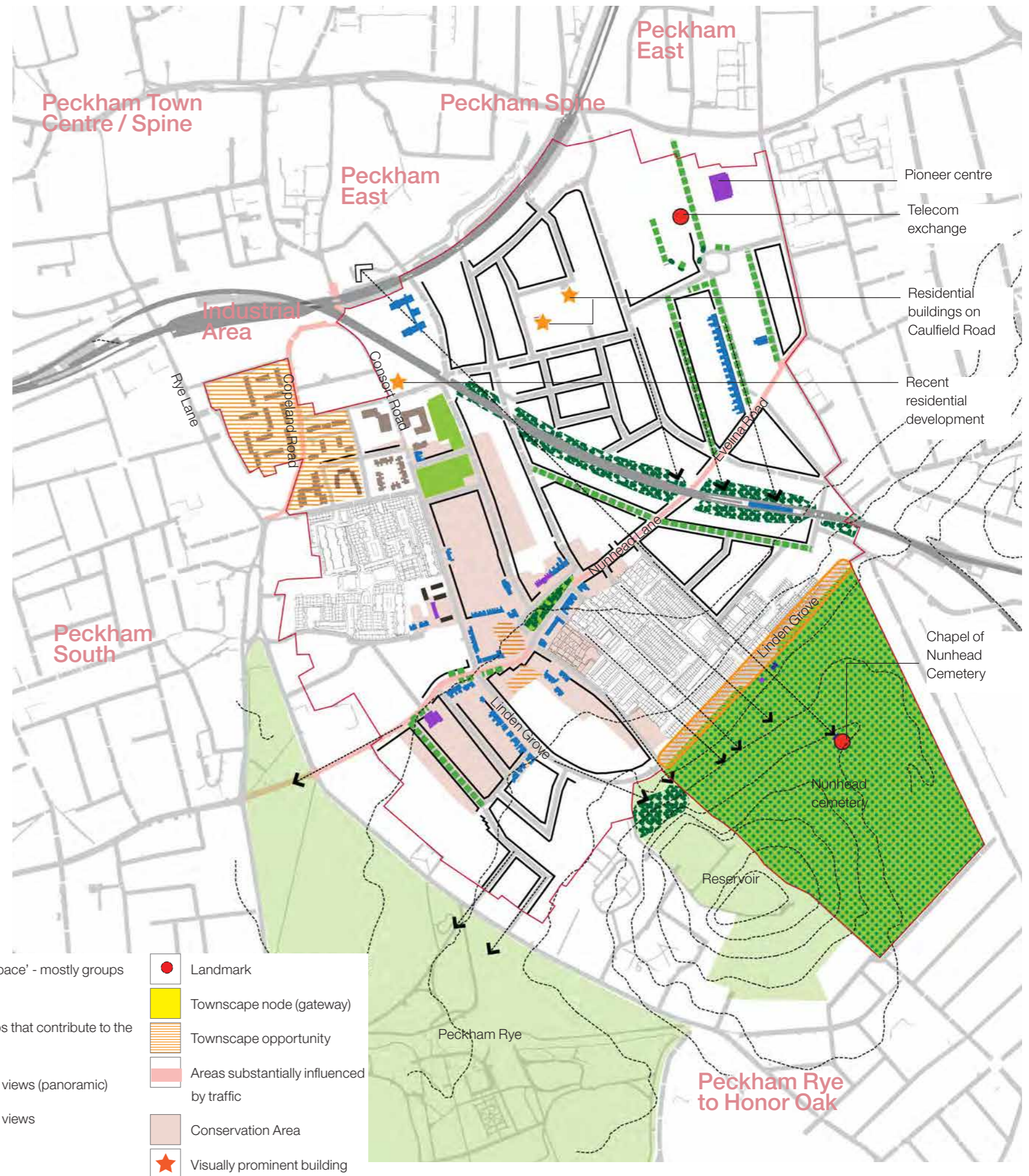


Mix use frontage creates focus for the area in Bellenden Road

3.8 Nunhead

Summary

An area with its own distinct identity, based around a mixed-use centre on Nunhead Lane/ Evelina Road, but otherwise mainly residential. It adjoins Peckham town centre and the A202 arterial route at Queens Road. It generally takes the form of small-scale late Victorian terraced housing with small-scale estates dating from the 1960s and later in places, particularly on the fringes of Peckham town centre and also between Nunhead Lane and Nunhead cemetery. Nunhead Green creates a focal point for this area. South of Nunhead Lane the land rises steadily to Nunhead Cemetery and Nunhead reservoir. Nunhead Cemetery is a significant open space and Registered Park and Garden on high land at the southern edge of this character area.



Key					
	Tree belts and groups of trees		Continuous and consistent building frontages		'Buildings in space' - mostly groups of estates
	Street trees		Inconsistent development frontages		Building groups that contribute to the character
	Open space		Street trees		Long distance views (panoramic)
	Sub-areas that have a distinct character of their own		Listed building		Local directed views
			Possible local listed buildings as identified by Southwark		Landmark
					Townscape node (gateway)
					Townscape opportunity
					Areas substantially influenced by traffic
					Conservation Area
					Visually prominent building

Identification of sub-areas

There are three sub areas that can be identified:

- West of Consort Road and north of Heaton Road on the fringes of Peckham town centre;
- South of Nunhead Green on the slopes up to and including the cemetery;
- In the north east of the area, east of Hollydale Road

Location, siting and setting

Nunhead is a distinct place that lies to the south-east of Peckham town centre, to the north of Peckham Rye and Honor Oak, and to the south of the South London railway line and the A202 arterial route at Queens Road. It is bounded by the South London railway line and the A202 arterial route at Queens Road to the north, and by Lausanne Road to the east.

It is sited on land that rises gently up from the north to Nunhead Lane and then steadily and more steeply sloping to the south.

Its setting is Peckham town centre and the A202 arterial route to the north, and the open spaces of Peckham Rye and the Nunhead reservoir to the east.

Land use and activity

The land use is predominantly residential, with some social and community facilities, such as schools churches etc. There is a mixed-use centre with local shopping around Nunhead Green. There are also a number of shops on Gibbon Road. Nunhead Lane and Lausanne Road are busy vehicular routes.

Historical development

Nunhead was developed for housing later than the areas to the north. Historically crossed by Nunhead Lane and centred around Nunhead Green, Nunhead was largely open fields when Nunhead Cemetery was opened in 1840 by the London Necropolis Company. It is one of the seven large cemeteries around London consecrated in the 1830s and 1840s. The earliest suburban development in the area was along Linden Grove, set out in the 1840s to provide access to the cemetery from Nunhead lane. It ran south from where Albert Road (now Consort Road) met Nunhead Lane, and curved to the northeast to join Cemetery Road, which ran past the main entrance to the cemetery. Linden Grove was followed by Nunhead Grove in the 1850s-60s.

The London, Chatham and Dover Railway was built across Nunhead on a prominent brick viaduct and embankment in the 1870s. Apart from St Mary's Road and some other streets of early Victorian villas similar to those of Linden Grove, the rest of the area remained largely open. Later Victorian housing

development began along Consort Road, and by the end of the century the whole area was occupied by streets and terraces.

Unlike areas to the north, far more of this Victorian character survives today. Modern estates to the west of Consort Road and the south of Evelina Road have considerably altered specific parts of the character area, but many of the older streets remain intact.

Heritage designations

This area has many listed buildings, including monuments in Nunhead Cemetery, two conservation areas, a registered landscape (Nunhead Cemetery) and a number of potential locally listed buildings.

Listed buildings (all Grade II unless indicated otherwise)

- K2 Telephone Kiosk Outside Shergar Public House (Shergar Public House Not Included), Consort Road
- Beestons Gift Almshouses, Consort Road
- Gates, Piers And Railings To Beestons Gift Almshouses, Consort Road
- Water Pump To Beestons Gift Almshouses, Consort Road
- Beer And Wine Trade Homes, 1-7, Nunhead Green
- Chapel Of Nunhead Cemetery
- East Lodge, Nunhead Cemetery
- West Lodge, Nunhead Cemetery
- Entrance Gate Piers, Gates And Railings To Nunhead Cemetery
- Monument To Henry Daniel, Nunhead Cemetery
- Monument To John Allan, Nunhead Cemetery
- Monument To Maria Proom, Nunhead Cemetery
- Monument To Oppenheim And Schroeter, Nunhead Cemetery



View from Nunhead Cemetery



View towards cemetery



Space outside Nunhead cemetery

Monument To Sophia Kempton, Nunhead Cemetery
 Monument To Thomas Humphreys, Nunhead Cemetery
 Monument To Vincent Figgins, Nunhead Cemetery
 Stearns Mausoleum, Nunhead Cemetery
 The Scottish Martyrs Memorial, Nunhead Cemetery

Conservation areas

Nunhead Green
 Nunhead Cemetery

Potential locally listed buildings

The Pyrotechnists' Arms public house, Nunhead Green 64 St Mary's Road
 66 St Mary's Road
 44-52 Nunhead Lane 68 St Mary's Road
 54, 54A and 54B Nunhead Lane 70 St Mary's Road
 87 Nunhead Lane 72 St Mary's Road
 89-99 Nunhead Lane 74 St Mary's Road
 10-18 Nunhead Green 76 St Mary's Road
 26-38 Nunhead Green 78 St Mary's Road
 29-39 Nunhead Green 80 St Mary's Road
 40- 44 Nunhead Green 82 St Mary's Road
 Nunhead Library, Gordon Road 84 St Mary's Road
 69-73 Scylla Road 86 St Mary's Road
 83-89 Scylla Road 88 St Mary's Road
 91-103 Scylla Road 90 St Mary's Road
 105-115 Scylla Road 92 St Mary's Road
 The Old Nun's Head public house, Nunhead Green 94 St Mary's Road
 119 Consort Road 96 St Mary's Road
 177-181 Consort Road 98 St Mary's Road
 The Consort Road Clinic, Consort Road 100 St Mary's Road
 102 St Mary's Road
 Nunhead Station Sculpture, Gibbon Road 104 St Mary's Road

106 St Mary's Road 20 Gordon Road
 108 St Mary's Road 2 Linden Grove
 110 St Mary's Road 4 Linden Grove
 112 St Mary's Road 10-20 Linden Grove
 114 St Mary's Road 22 Linden Grove
 116 St Mary's Road 24 Linden Grove
 118 St Mary's Road 26-28 Linden Grove
 120 St Mary's Road 30-34 Linden Grove
 122 St Mary's Road 36-40 Linden Grove
 124 St Mary's Road 6-18 Nunhead Grove
 John Donne Primary School, Woods Road 30-36 Nunhead Grove
 20-26 Nunhead Grove
 8-14 Woods Road 30-42 Nunhead Grove
 20-22 Woods Road 1-7 Forester Road
 36-38 The Emmanuel Miracle Temple, Gautrey Road

Parks and Gardens

Nunhead Cemetery

Urban structure/ layout

Nunhead Lane and Consort Road follow the alignment of historic routes. Elsewhere the street layout forms a grid of street blocks in most of the area, with the exceptions of:

- the area to the west of Consort Road, where the development blocks become large with few east-west streets and limited, indirect, routes through blocks for pedestrians;
- the area to the south of Nunhead Green, where estate development has indirect north-south street and pedestrian connections;

20 Gordon Road
 2 Linden Grove
 4 Linden Grove
 10-20 Linden Grove
 22 Linden Grove
 24 Linden Grove
 26-28 Linden Grove
 30-34 Linden Grove
 36-40 Linden Grove
 6-18 Nunhead Grove
 30-36 Nunhead Grove
 20-26 Nunhead Grove
 30-42 Nunhead Grove
 1-7 Forester Road

Generally the street layout pattern is arranged with relatively long, narrow development blocks that run in a north-south direction.

The south easterly rail line from Peckham Rye to Nunhead crosses this area on embankments, but there are a number of streets that connect under rail bridges so that it does not act as a strong barrier between different parts of the area.

Nunhead Green acts as a focal point for the character area as a whole.

Townscape/ built form

To the north of Nunhead Green, between Consort Road and Hollydale Road, the streets are characterised by narrow fronted small-scale Victorian terraced housing, with:

- 2 storeys in height with pitched roofs;
- bay windows generally only to ground floor creating a regular rhythm along street; and
- small front gardens.

East of Hollydale Road the plot width starts to increase, with wider streets and, on streets such as St Mary's Road, mature street trees and more substantial buildings arranged in groups many with gables at 2-3.5 storeys.

To the east of Hollydale Road, on the roundabout created by St Mary's Road, a recent community



Hollydale Road



Beeston's Gift almshouses



Nunhead Lane

centre terminates views although it has not been designed to be a landmark building.

South of Nunhead Green is a variety of estate development with some examples defining and enclosing street spaces but others failing to enclose space or to address streets, for instance along Linden Grove facing the cemetery.

Around Nunhead Lane and Nunhead Green is a concentration of built form and activity that creates a sense of focus.

In the area to the west of Consort Road and north of Heaton Road, the built form is characterised by estates where the buildings do not define the street well. In this area, there is little consistency in the building line between different developments. In some instances the buildings do not front onto the street space and / or provide very limited supervision of the public realm. In this part of the character area, the scale of development is 2-4 storey but this, combined with the width of the street combined and the set back of the building line in relation to the street space does not create a successful sense of enclosure appropriate to an urban form of development.

Views and landmarks

The key landmark that contributes to local character is the spire of the former cemetery chapel in Nunhead cemetery.

Other visually prominent buildings are the tower blocks on Caulfield Road/ Firbank Road.

Key views are:

- Views of the green space of Peckham Rye looking west along Forester Road, Somerton Road and Waveney Road;
- Views of the wooded skyline formed by Nunhead reservoir, looking south east up Linden Grove and Nunhead Grove;
- Views of the wooded skyline formed by Nunhead Cemetery, looking south east up Banstead Street and Barset Road;
- View of the spire of the former cemetery chapel looking south east up Howbury Road;
- Views south east along Hollydene Road and streets further east to the wooded railway embankment; and the
- View out from Nunhead Cemetery north across to central London.

Public realm

The public realm in this character area includes the street spaces, some of which also act as urban spaces, together with the significant open spaces of Nunhead Green and Nunhead Cemetery and other local open spaces.

At the entrance to Nunhead Cemetery, there is a formal widening of Linden Grove with heavy stone piers and cast iron railings but this currently acts mainly as a car park rather than an urban space, with no landscape treatment;

Nunhead Green itself has been block paved but at present this does not successfully integrate the green space into the wider street spaces around it to become an urban space rather than a street.

Other than Nunhead Cemetery, open spaces within the area are limited. Nunhead Cemetery is heavily wooded, overgrown with large numbers of historic monuments, some derelict buildings and with defined routes along paths.

Nunhead Green is an attractive, well landscaped green space with mature trees and a play area. Consort Park is simply landscaped with trees, play and sports facilities, although the small scale of surrounding buildings does not successfully enclose this space and not all buildings address and supervise the space effectively;

Hard landscape is generally functional, with Nunhead Green being a rare example of any variation in surface treatment.

Soft landscape is important mainly in terms of trees within the area. The street trees and soft landscape of Nunhead Green are important to area as a whole. Street trees are also important to the character of the area to the west of Hollydene Road. Trees also play

a role in creating a wooded backdrop to key views, such as:

- the wooded south eastern railway embankments, which provide a green backdrop to views along terraced streets; and
- the wooded cemetery and reservoir on higher ground provides wooded skyline views.



Linden Grove, remaining Victorian villas and new 3 storey infill development create a street of urban character.



St Mary's Road / Dundas Road, new development relates well and enhances the existing character of the area.


















3.9 Peckham Rye to Honor Oak

Summary

This character area is based around a number of interlinked open spaces, with a variety of functions and uses, on slopes that rise up from the south of Peckham town centre over One Tree Hill to Honor Oak Park. These include the funnel shaped Peckham Rye, Nunhead and Honor Oak reservoirs, One Tree Hill, Camberwell New Cemetery and Honor Oak Recreation ground. Within this character area, on the slopes of the land, are pockets of late Victorian terraced housing and some monumental buildings. Of the open spaces, Peckham Rye, a Registered Park and Garden, forms a focus for the area and is enclosed by substantial buildings, mainly residential terraces and villas.



Key

-  Tree belts and groups of trees
-  Open space
-  Sub-areas that have a distinct character of their own
-  Continuous and consistent building frontages
-  Inconsistent development frontages
-  Street trees
-  Listed building
-  Potentially local listed buildings as identified by Southwark
-  'Buildings in space' - mostly groups of estates
-  Long distance views (panoramic)
-  Local directed views
-  Landmark
-  Townscape node (gateway)
-  Townscape opportunity
-  Areas substantially influenced by traffic
-  Conservation Area
-  Visually prominent building

Identification of sub-areas

Three sub areas can be identified:

- Peckham Rye and the development around it;
- Reservoirs and pockets of housing; and
- One Tree Hill, Cemetery and recreation ground;

Location, siting and setting

This character area is located to the south of Peckham town centre and Nunhead.

It is bounded by the alignment of the former Crystal Palace rail line, Forest Hill Road and Honor Oak Park.

It is situated on land that slopes, rising up to a series of high points - One Tree Hill in the south east, Nunhead reservoir in the north and the Overhill Road area to the south east outside the AAP area.

The setting for this character area includes Honor Oak Park and East Dulwich outside the AAP area, as well as Nunhead and Peckham town centre within it.

Land use and activity

The land uses is mainly open space of different types, including cemetery, reservoirs, allotments, sports and recreation grounds, play areas, informal open space, gardens with facilities such as café etc. There are particular concentrations of pedestrian activity on Peckham Rye and Honor Oak recreation ground.

Interspersed with these open spaces, there are pockets of housing with associated schools and other social and community facilities.

Historical development

Peckham Rye, in the north west of the character area, consists of two open areas – Peckham Rye Common and Peckham Rye Park. Peckham Rye Common is ancient common land, and extended across the road leading from Goose Green to Nunhead. 18th century mapping also shows the north-south road crossing the common rather than passing to its west.

The crowded state of Peckham Rye Common led to a committee of local people being formed in 1888 (Peckham Rye Extension Committee) with the intention of purchasing the adjoining Homestall Farm for the purpose of enlarging the common. By 1893 the decision had been made by the LCC to create a new park rather than extend the existing common. The park was officially opened to the public on Whit Monday, 14 May 1894. During the Second World War part of the park was used for food production, and the original railings were removed as part of the war effort.

The Southwark and Vauxhall Water Company built a reservoir in 1855 between Peckham Rye and Nunhead Cemetery, though it does not appear on

OS maps until a number of years later. In 1871 work began on four covered reservoirs at Nunhead, and what may have been a single open reservoir on the site beside the cemetery had been converted to two covered reservoirs the end of the 19th century. The company also built Honor Oak Reservoir Pumping Station (listed Grade II) to the south between 1902 and 1909, but was taken over by the Metropolitan Water Board (MWB) during the construction, and the MWB completed the project.

By the middle of the 19th century, both sides of Peckham Rye Common were lined with houses, and many had long gardens. A substantial number survive today, providing this part of the area with considerable historic character. A number of roads, also with houses, branched from the eastern side of the Common towards the reservoir beside Nunhead Cemetery: Rye Hill Villas (now Rye Hill Park, the name given to this small area), Elland Road, and Siddall Road. Many of the houses here have disappeared, replaced by interwar and post war social housing.

Similarly, at the northern end of the Common, north of East Dulwich Road only a few older buildings remain on the western side. Peckham Rye Bathing Pool was opened on 8 Sept 1923 on the triangle of common land. It closed in April 1987, and the pool was filled in and reinstated as part of the Common.

The zone to the south of Nunhead Cemetery and Rye Hill Park is typical late Victorian/Edwardian



Marmora Road



Peckham Rye

suburban development. Streets are shown as laid out for future development in the 1870s (the area being designated 'Newlands'), though by the end of the 19th century, only a few had actually been built. By the 1920s, however, the area is as we now find it, and is characterised by streets of small houses similar to many found in East Dulwich and elsewhere in Nunhead. Ivydale Road returns northward alongside Nunhead Cemetery, with playing fields in the zone between the houses on the east side of the road and the railway track.

The area bounded by Colyton Road, Homestall Road, Marmora Road and Forest Hill Road was also developed relatively late. Cricket grounds replaced farms in this part of the area to the south of Peckham Rye Park. Residential streets were laid out in the 1880s and 1890s, but – and despite the construction of the Honor Oak Reservoir in 1902-1909 – only Mundania, Therapia, Mamora and part of Scutari Roads were built by the 1920s. Shelbury and Dovedale Roads, and extensions to Mundania and Therpaia Roads were laid out after WWII. The northeastern corner of this enclave, at the junction of Colyton and Homestall Roads, remains a sports ground.

To the south east of Brenchley Gardens and the line of the former Crystal Palace railway is a small group of streets, between Forest Hill Road and One Tree Hill. The development in this area dates largely from the postwar period, with a few earlier houses. Two such 19th century houses are associated with the St Francesca Cabrini RC primary school (formerly the Sacred Heart Convent, and now locally listed),

which dominates the junction of Forest Hill Road and Honor Oak Park. The convent was established here in 1910, though the main building is from the late 1950s.

The area to the south east of Brenchley Gardens, between the two southern branches of the London, Chatham and Dover Railway and north of One Tree Hill, remained largely open until after the Second World War, and still retains a very open character. One Tree Hill remains a wooded recreation area, apart from the Church of St Augustine (1872-3, listed Grade II). In the 1920s, the Honor Oak and Forest Hill Golf Course was replaced with Camberwell New Cemetery (containing a Grade II listed crematorium, lodge, chapels, waiting rooms and boundary structures), but leaving a large recreation area. To the north of Brockley way (the line of an ancient footpath) London County Council flats were built in the interwar period. Some were demolished and replaced with new housing in recent years.

Heritage designations

Listed buildings (all Grade II unless indicated otherwise)

141-153, Peckham Rye

The Elms, Peckham Rye

Honor Oak Pumping Station

Valve House To Honor Oak Pumping Station

Ivydale Road School, Caretakers Cottage, Related Buildings And Wall, Ivydale Road

Honor Oak Baptist Church And Attached Walls And Railings, Forest Hill Road

Church Hall To Honor Oak Baptist Church, Forest Hill Road

30 And 32, Honor Oak Rise

34 And 36, Honor Oak Rise

38 And 40, Honor Oak Rise

Woodville Hall, Part Of Sacred Heart Convent School, Forest Hill Road

Church Of St Augustine, Honor Oak Park

Crematorium, Camberwell New Cemetery

Gates, Piers And Railings, Camberwell New Cemetery

Lodge, Camberwell New Cemetery

Mortuary Chapels, Camberwell New Cemetery

Waiting Room, Camberwell New Cemetery

Conservation areas

Honor Oak

Potential locally listed buildings

Oaklands, Honor Oak Park

St. Francesca Cabrini Primary School, Forest Hill Road

Gates and railings in front of St. Francesca Cabrini Primary School to Forest Hill Road

Borough Boundary stone in front of St. Francesca Cabrini Primary School

Cabrini House, 2 Honor Oak Rise

The Waverley Arms Public House, 202 Ivydale Road

29 and 31, The Rye, Peckham Rye

259 Peckham Rye

Bredinghurst School, Stuart Road

40, The Ivy House PH, Stuart Road

Parks and Gardens

Peckham Rye

Open Spaces

Peckham Rye, in the north west of the character area, consists of two open areas – Peckham Rye. Peckham Rye is ancient common land, and extended across the road leading from Goose Green to Nunhead. 18th century mapping also shows the north-south road crossing the common rather than passing to its west.

The area to the south east of Brenchley Gardens, between the two southern branches of the London, Chatham and Dover Railway and north of One Tree Hill, remained largely open until after the Second World War, and still retains a very open character. One Tree Hill remains a wooded recreation area, apart from the Church of St Augustine (1872-3). In the 1920s, the Honor Oak and Forest Hill



Brenchly Gardens, distinct character due to its landscape setting and lack of development frontages.



Torrige Gardens, 60s development with modern terraces and a block of flats set in open space

Rye Hill Park, views across the valley between tower block, set in space

Golf Course was replaced with Camberwell New Cemetery, but leaving a large recreation area.

Urban structure/ layout

Peckham Rye fans out from, or funnels into Peckham town centre to the north, with gently curving sides that create an expansive open space.

The area is generally well linked together and to surrounding areas, although there are limited places to cross the railway line to the south east.

Areas of built development are generally based on a grid of streets, with the exception of the area around Rye Hill Park which has a variety of estate types within a small area.

There is a townscape node at the junction between Honor Oak Road and Forest Hill Road.

Townscape/ built form

The streets around Marmora Road have large, wide fronted plots with substantial double fronted Victorian villas with gables on the upper slopes and a later development of 1950s detached houses on lower slopes and streets further from Forest Hill Road.

The primary development is along the contours with fewer and less imposing, frontages on streets across the contours.

The steeply sloping streets around Honor Oak Rise would appear to have developed in the grounds of substantial stucco houses, which still remain

although with a wide variety of development around them.

The streets around Inverton Road are more typical terraced streets with pitched roof and a regular rhythm of bay windows and buildings stepping gently up and down the contours as necessary.

Hawksdale Road and Kelvington Road have formally paired semis and groups of wide fronted local authority housing. These streets on the edge of the built up part of this character area, have an almost rural feel to them.

Peckham Rye is defined by substantial buildings, generally of 3-5 storeys, mainly residential, large scale detached and paired villas, terraces and blocks of flats, on the west side in particular with simple forms, roofs and detail that combine together to create a group in views across the open space.

Views and landmarks

There are no landmark buildings that contribute to local character. The tower blocks on Rye Hill Park form visually prominent buildings but do not contribute positively to local character.

Key views are:

- from Strakers Road northwards, a wide view of Peckham Rye with the buildings around its edge;
- from Rye Hill Park south-west to Overhill Gardens on the skyline;
- from Overhill Road and other streets north-east to the tower blocks on Rye Hill Park;

- from Brenchley Gardens north west to Central London;
- views of Peckham Rye at the end Shelbury Road and Scutari Road;
- view south along Cheltham Road to the wooded skyline of Camberwell New Cemetery; and
- view south west along Athenlay Road to wooded skyline of One Tree Hill and cemetery.

Public realm

The public realm comprises the street spaces together with the public open spaces within the area.

These include a wide variety of spaces with different functions and characters, but linked together visually to create a green backdrop for built development.

However, at present the north end of Peckham Rye does not successfully draw the sense of open space and landscape into the town centre.

Hard landscape is generally functional.

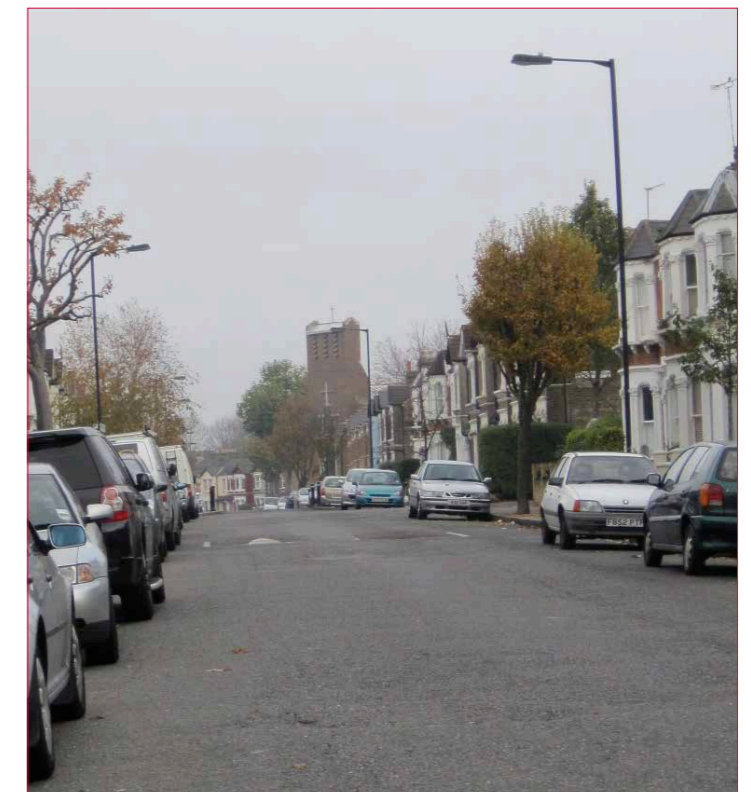
Soft landscape plays an important role in the local character.

Informal venues of street trees are important along edges of Peckham Rye.

The wooded areas of Peckham Rye, Brenchley Gardens and One Tree Hill in particular, create a green backdrop to views looking southwards from the areas of residential development. Open grassy areas provide wide views out across the expanse of open space and longer views across Central London.



View to Central London over golf course



View to Saint Antony with St. Silas

4. Management

This section sets out management guidelines for each of the character areas. We have identified potential threats to the quality of the character of each area as well as opportunities to improve it. A table gives a summary of townscape development opportunities. These include sites that are derelict, impact negatively on the townscape quality or offer an opportunity to improve the character as a whole. These opportunities have been identified from a townscape perspective only and do not take into consideration wider development opportunities.

The management recommendations set out proposals of how to improve and strengthen the character of the area.

4.1 Peckham Town Centre

Potential threats to character

- The town centre contains a high number of historic and architecturally interesting buildings, many of which are in poor condition, with a threat of continuing decline of the existing building fabric, for example the terrace of buildings at the corner of Peckham Hill Street.
- The quality of the pedestrian environment does not generally contribute to local character, and is not high, in terms of the landscape of the public realm, or in terms of qualities such as traffic noise, with a threat that people will choose to go elsewhere to shop.
- Vacant sites and buildings break the continuity of town centre frontages in places, in terms of their level of activity/ pedestrian footfall, and the scale of development/ enclosure of space, with the threat that, over time, the town centre role and function may become weakened beyond them for example empty retail units and poor use of upper floor spaces, for example 100 Peckham High Street.
- The lack of integration between the town centre, Peckham Industrial Area and adjoining residential areas, particularly to the east, is a threat to its success in attracting people on foot or by cycle.

Residential areas to the east of the town centre are not well linked to Rye Lane. For example the existing Copeland Road Industrial Estate creates a barrier for east-west movement. Also existing pedestrian routes, such as the one adjacent to the multi-storey car park are not inviting and appear unsafe.

Potential opportunities for managing character

- A number of vacant sites/ buildings and single storey buildings along Peckham High Street and Rye Lane, for example 281-283 Rye Lane, create uncharacteristic breaks or weaken the form and activity of the street frontage and roofline. They provide an opportunity to reinforce the form and activity of the street frontage by redevelopment or extension.
- There is a potential opportunity to strengthen and enhance the character of the area through redevelopment of the multi-storey car park, which would provide the opportunity to create better quality east-west connections to Rye Lane from the Peckham East character area and new south-north links through railway arches to the Peckham Industrial Area character area.
- There is an opportunity to reinforce the character of the town centre, through ensuring that infill development, or redevelopment, is appropriate

to its context, in particular with a vertical rhythm to street frontages above ground floor level and a regular rhythm of shopfronts, and well related in height and scale to the adjacent buildings.

- The Station entrance is currently confined and accessed from Rye Lane only by means of an arcade. It makes little contribution to the character of the town centre at present. Should the opportunity arise the town centre as a whole would benefit from re-opening up a space in front of the station to act as forecourt and public space at the heart of the town centre, as was originally the case, so integrating the station better into the town centre;
- There is an important view towards Peckham town centre when approaching from the north along the Surrey Canal Walk, of a group formed by the Peckham Library building, Peckham Arch and the clock tower of the former Jones & Higgins Department Store and Peckham Arch. However, the foreground of this view (north of the Library) is not currently very well defined or attractive. There is an opportunity to strengthen this approach, for example by introducing high quality development at Eagle Wharf, to the north of Peckham Library, and enhancing the landscape and public realm;
- Whilst the council has identified the current space south of Jocelyn Street, known as Flaxyards, as a development site, it could also provide an

opportunity to create high quality open space or improve the public realm in the town centre. A skin of development to the south of the space would improve the appearance of the edges, create a more positive setting, and provide overlooking to enhance safety;

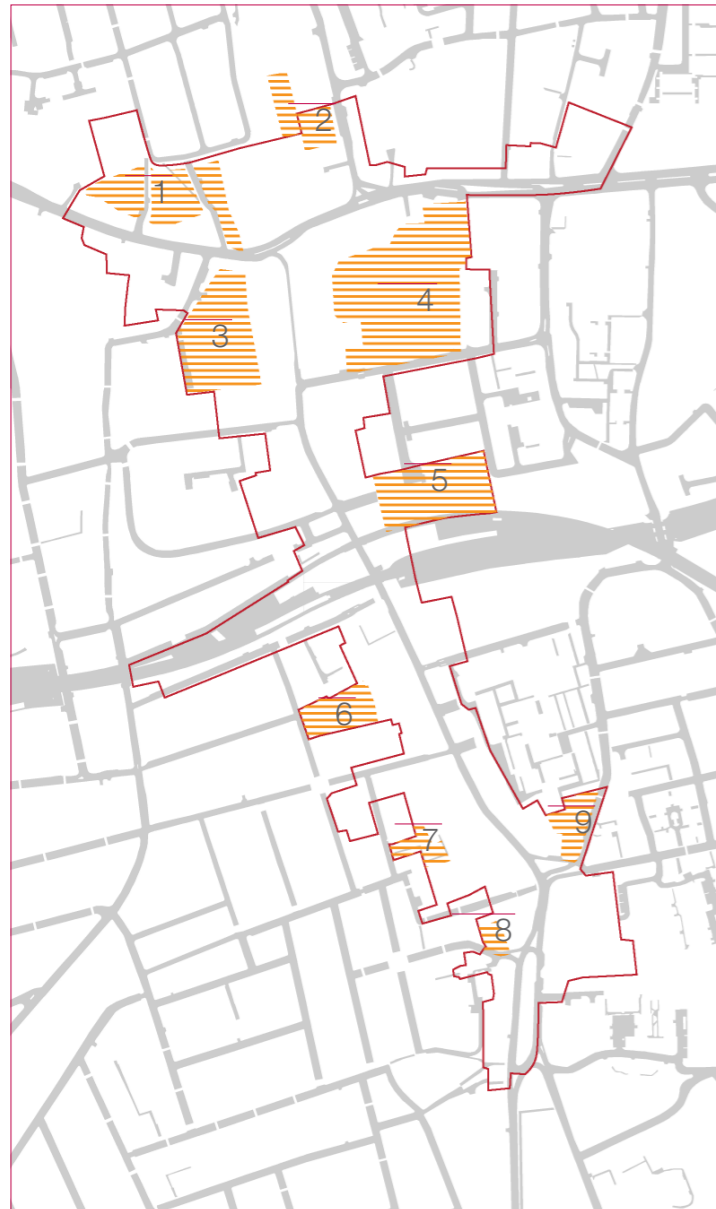
- At present, the open space on Elm Grove lies immediately outside the town centre boundary. It could serve as an important town centre space and provide quiet green space away from the bustle of Rye Lane. There is an opportunity to improve the quality of links between Rye Lane and the open space, in particular through introducing more active frontages and by integrating Elm Grove into the open space, and reinforcing visual links for instance through street tree planting;
- There are two sites in Peckham town centre that are more in character with out-of-town forms of development. These are the Morrison's and, in particular, the Lidl supermarket sites. Should these sites come forward for development there is an opportunity for the potential redevelopment to be higher density and more urban in form, scale and character, well integrated into the main shopping streets and creating active town centre frontages along key routes;
- At present, Peckham town centre is very linear, primarily stretched out along Rye Lane. It sits between two significant linear green open spaces,

Surrey Canal Walk in the north and the former Lido area of Peckham Rye in the south. There is a opportunity to link these two green spaces together more effectively by means of landscape character in Rye Lane, by developing a landscape strategy that identifies locations along Rye Lane where it is feasible to introduce new street tree planting, within the street space in association with footway widening.

Management recommendations

- Infill development should be of the highest design and construction quality, with a vertical rhythm reflecting the pattern of historic plot widths, relating in height to the adjacent buildings and create a continuous, active street frontage on the main and any secondary streets;
- Buildings should define and enclose street spaces, with building lines at the back edge of pavement;
- Integrate the Peckham Rye station building better into Rye Lane and create a positive forecourt space when possible;
- Reduce the impact of vehicular traffic;
- Large town centre opportunity sites, including the Aylesham Centre/Morrisons, the Lidl site and the multi storey car park site should be approached comprehensively and should not be developed on an incremental basis;
- Enhance the quality of the public realm, in terms of both hard and soft landscape in key locations, in particular, existing urban spaces such as Peckham Square; townscape nodes at the junctions between Rye Lane and Nigel Road, Heaton Road, Peckham High Street and Peckham Hill Street; and at junctions between secondary streets and Rye Lane, where there is potential to create new small-scale urban spaces;
- Pedestrian linkages should be improved to the areas east of the town centre. The multi storey car park and employment area provide opportunity to expand the town centre and create new east-west as well north-south routes;
- Parking should be sensitively integrated into the town centre, situated at rear and screened from important streets and routes. Surface level car parking might not be the most appropriate form of parking in the town centre;
- New development should be designed to contribute positively to the characteristics of the town centre, to create an urban form and scale of development, in terms of building lines, building heights, massing and a design approach to elevations that reinforces local character and enhances the character of conservation areas.

Key townscape development opportunities



	<i>Site location</i>	<i>Townscape opportunity</i>
1	Flaxyards	To develop the space to create a high quality addition to the town centre and address issues of exposed backs of buildings and lack of supervision of public realm.
2	East of Surrey Canal Walk (Eagle Wharf)	To develop a frontage with better supervision of Peckham Square and to focus views of Peckham Library from the south on arrival in the town centre character area.
3	Bellenden Road Lidl and retail park	To redevelop to create a form of development with more urban street frontages, that is with a building line and scale that will define and enclose the public realm at the entrance to Bellenden Road from Peckham Road and that will define and enclose the spaces of Bellenden Road and Ophir Terrace further south, and also a design approach that relates well to the characteristic vertical rhythms of the town centre's street frontages. Improve pedestrian links to Rye Lane.
4	Aylesham Centre, car park and bus station (possibly in association with Flamborough House/ Purdon House)	To redevelop part of all of existing shopping centre, supermarket, car park and bus station to create a more urban form and scale of development to street frontages in terms of a building line at edge of public realm, building heights that create a sense of enclosure for the public realm, with massing that breaks down any large scale elements so that their scale is not intrusive (at roof level in particular) and a design approach that relates well to the characteristic vertical rhythms of the town centre's street frontages
5	Multi-storey car park	To redevelop to create a less monolithic form of development, potentially with opportunities for pedestrian movement in a north-south direction and with building heights and massing that are designed to break down its scale in views both from the railway line and the surrounding area.
6	Choumert Grove car park	Create a street frontage to Choumert Grove that relates well to its context, for example by tree planting and landscaping.
7	Asda Supermarket car park	To develop in part at least to create a street frontages to Alpha Street that creates a street frontage that relates well to its context
8	Land between Sternhall Lane and Nigel Road	To redevelop to create a more urban scale of development
9	Copeland Road car park	To develop to create an urban form and scale of development that relates well to the town centre character.

4.2 Peckham Spine (arterial route)

Potential threats to character

- The area as a whole does not have a strongly coherent character at present. In the town centre, its character is urban, with building lines that tightly define the edge of the street and building heights that provide a strong sense of enclosure. Towards both Camberwell and Queens Road its character is less urban, with urban scale buildings, but generally set back behind forecourts and with elements of soft landscape along the frontage. Around Queens Road station the character becomes more urban again. These distinctions help to create a distinct sense of identity for different places along this route. The loss of soft landscape elements and/ or forecourts would reduce this distinctiveness.

- A consistent feature of this area is its heavy traffic, which if it increases further would continue to threaten local character.

Potential opportunities to reinforce character

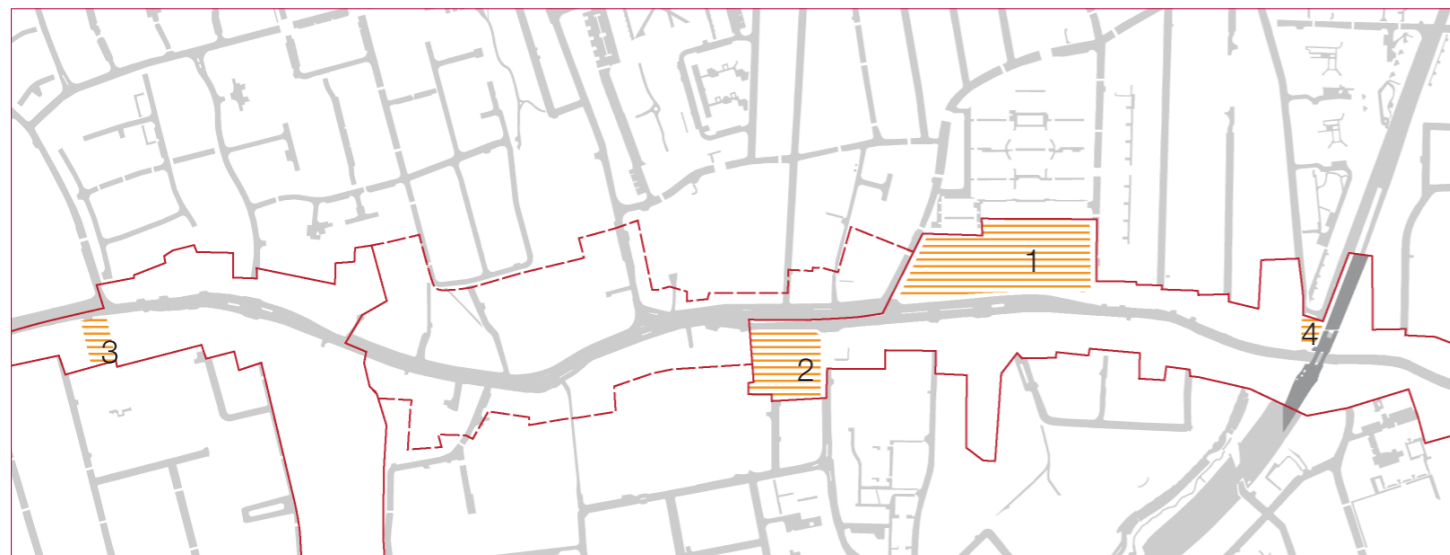
- There are a number of opportunity sites along the arterial road corridor. On these sites there is the opportunity to create high quality buildings that enhance the character of the arterial route and to distinguish the different places, such as Peckham town centre, along its length;
- There is an opportunity to increase the presence of Queens Road Station on Queens Road;
- There is an opportunity to reinforce tree planting along frontages outside the town centre area to emphasise the difference in character more strongly and to create a sense of coherence for

those areas where the built form does not have strong coherence.

Management recommendations

- Any development should create a street frontage with active ground floors, locating the main entrance on the street, introducing street or forecourt tree planting and creating a high quality public realm;
- Development should be of an appropriate bulk and massing to create a sense of enclosure to this road and relate well in building line and scale to existing development;

- Investigate the potential to manage traffic speeds and flows and to design the street space so that it is not a barrier for pedestrians, for instance by reducing the space allocated to vehicular traffic, creating a central island without barriers or introducing more pedestrian crossing points;
- Enhance the quality of the public realm to reinforce local character for instance by reinforcing street tree planting, in particular between the town centre and Queens Road.



Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	Former Wooddene estate	Vacant Site. Development opportunity to define and enclose street space with built frontage and reinforce trees along street frontage
2	Flamborough House (Job Centre) / Purdon House	Redevelopment, possibly as part of wider scheme could create a well defined, urban street frontage, whilst retaining trees, to Peckham High Street.
3	Former Fire Station and Sausage factory	Vacant buildings. Planning permission consent already granted. Retain and refurbish, based on assessment of heritage significance, and enhance boundary treatments.
4	Land to the west of Queens Road Station	Create improved frontage / public realm and access to station

4.3 Peckham Industrial Area

Potential threats to character

- The area around the Bussey building currently contains a large number of creative uses, gallery spaces and small businesses that rely on low rents. Future development may threaten this vibrant and eclectic mix of creative uses and other businesses, which contribute to the character of Peckham as a whole.
- Increases in traffic volumes or speeds on the Consort Road/ Copeland one-way system would further isolate parts of this area from the town centre character area and also from the Nunhead character area.

Potential opportunities to reinforce character

- The railway arches provide an opportunity to open up new north-south linkages to the Peckham East character area, at least for pedestrian and cycle movement.
- The proximity to the town centre offers an opportunity to integrate the two areas, which are potentially complementary to one another, much closer together so they can reinforce the overall vibrancy of Peckham.

Management recommendations

- Improve integration and linkages between the area and the town centre;
- Create new east-west as well as north-south pedestrian linkages;
- Should the area or part of it become available for redevelopment, any new development should aim to retain a characteristic mix of uses, but should relate more closely to the character of the town centre in terms of providing well defined and active street frontages, an urban form and scale of built development and creating a public realm.
- Pavements should be generous in width to create a positive pedestrian environment despite high traffic volumes;
- Reduce negative impacts from vehicular traffic for instance by reducing speeds or returning to two way streets; and
- Where possible, open up views to railway arches and create pedestrian / cycle routes along side them.
- Retention and restoration of the Bussey Building.

Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	Copeland Road Industrial Park	To develop the edges to Bournemouth Road and Copeland Road to create high quality frontages and investigate opportunities to create new links to town centre and north-south linkages through the viaduct; Retain the Bussey building; Opportunity for courtyard arrangement and activities supporting the town centre
2	Land between Copeland Road and Consort Road	To develop the edges to Copeland Road and Consort Road to create more positive and active edges



4.4 Peckham North

Potential threats to character

- Speeds and volumes of traffic on rat runs through or on edge of area could threaten its character and create barriers to movement, in particular for pedestrians and cyclists.

Potential opportunities to reinforce character

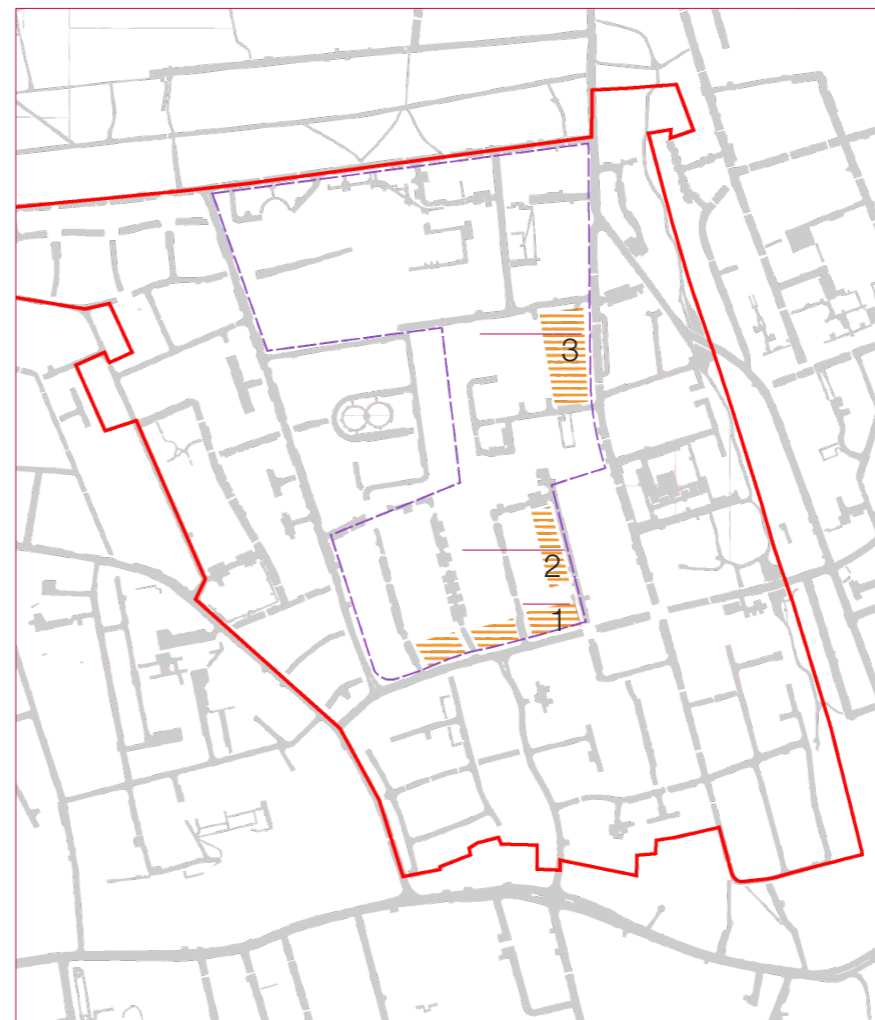
- There are a number of opportunity sites on Commercial Way. These provide the opportunity to create a positive street frontage along this road. Development should relate well to the building heights of buildings to the south and create an urban street;
- Enhance the Surrey Canal Walk on its southern edge at the transition to Peckham town centre;
- Create visual links into Burgess Park wherever development creates potential;
- Reduce the barrier effect of St George's Way along the southern edge of Burgess Park through traffic management to reduce vehicular speeds and incorporating measures to promote pedestrian and cycle connections on the desire lines between the park and this character area etc, integrated into an overall enhancement of the public realm.

Management recommendations

- New development on any of the opportunity sites should create street frontages;
- New development should relate to existing building heights in the area and should create an urban pattern of development, with buildings providing a good degree of enclosure to streets, particularly where these are wide to accommodate parking;
- Views and visual links to Burgess Park should be retained and new ones created where possible;
- Retain mature trees that exist in the area.

Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	Cator Street	Underused land on street frontage. Opportunity to define street frontage with built development
2	Commercial Way	Vacant land. Opportunity to define street with built development.
3	Sumner Road.	Vacant site. Opportunity to define street with built development, incorporating any trees if of arboricultural value when assessed.



4.5 Peckham East

Potential threats to character

- If traffic volumes or speeds increase then these could create barriers on routes through the area, such as Meeting House Lane, Commercial Way and Bird in Bush Road, which are used as rat runs at present;
- The area to the south of the A202 arterial route in particular is cut off from its surroundings by heavy traffic on the A202 and on Clayton Road and the railway line to the south east. Any redevelopment of the Aylesham Centre in the town centre character area that brought additional traffic would potentially isolate this area still further.

Potential opportunities to reinforce character

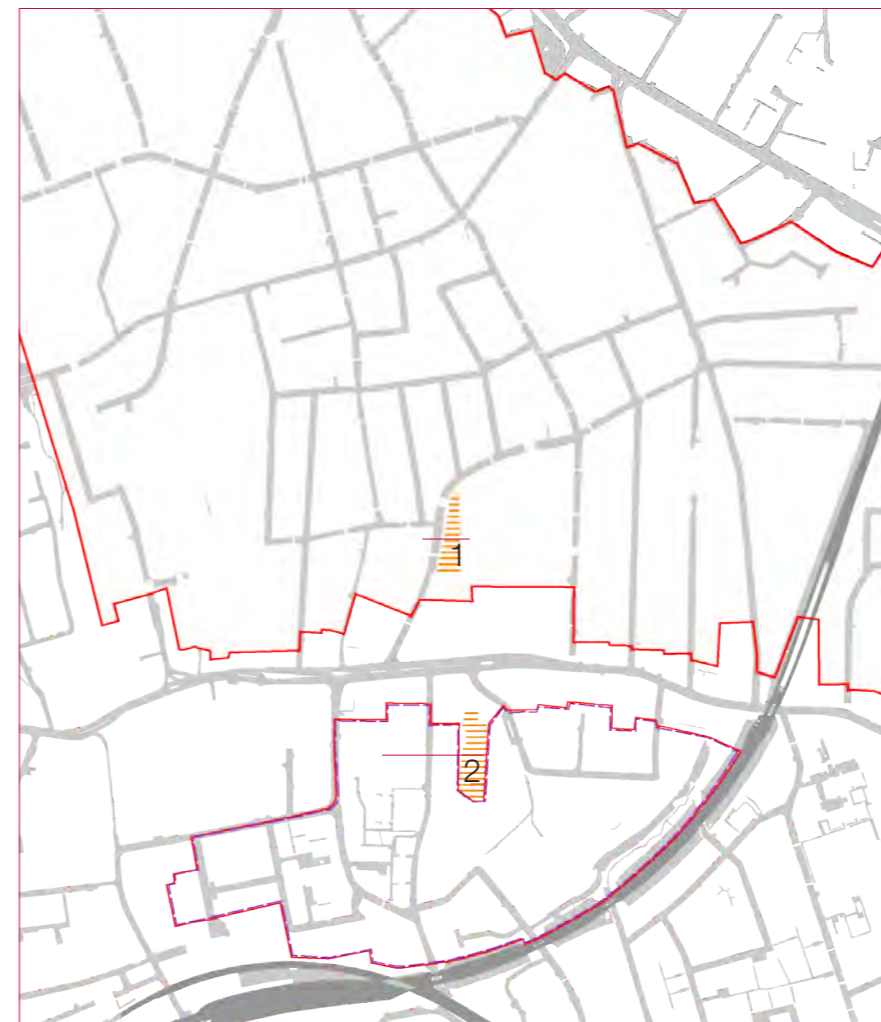
- The area lacks coherence, any sense of focus and/ or townscape nodes to mark arrival points or gateways. Historically there were places, such as Meeting House Lane, where mixed use development created a focus for activity, however many of these units have been converted to residential use. In future cases, there is an opportunity to seek design solutions that retain the potential to convert such units back to non

residential uses in future. However, there is also a potential opportunity to reinforce the local shops that remain through public realm enhancements to create a stronger sense of place.

- There is also an opportunity to enhance the public realm to create new townscape node(s) at key arrival points, such as at the north end of Peckham Park Road, to help strengthen local character and sense of identity;
- Most of the existing spaces are located towards the edges of the area, therefore not providing a good opportunity to become a focus. Should larger areas / or blocks be redeveloped, for example the low rise estate on Meeting House Lane, the introduction of a new high quality open space should be considered;
- The area contains a number of twentieth century housing estates, some of which are of better quality than others. Where re-development is proposed the existing quality should be carefully assessed. The focus of new development should lie on the external and internal quality of housing;
- There is an opportunity to create more consistency within the general mixed character, i.e. create blocks / streets focused on terrace housing while other distinct blocks are developed following other townscape principles. There is an opportunity to define the edges between areas of varying character and create better definition.

Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	Land on Meeting House Lane	To redevelop with a more urban scale of building, and to replace a blank brick wall defining the street frontage with a more active edge
2	Scaffolding Yard behind Woods Road	To redevelop within the curtilage of a listed building, to create a built frontage that overlooks and helps to supervise Cossall Park, restore and enhance the setting of the listed building on Woods Road



- There is an opportunity to strengthen the mixed-use character of Meeting House Lane and the middle section of Friary Road. Many of the commercial ground floor units have already been converted to residential use that has undermined the character of the area. These short rows of commercial ground floor units provide very local townscape nodes in the absence of anything more significant (for instance, compare to the successful example of a revival of local shops on Bellenden Road).
- There is an opportunity to enhance the entrance and forecourt to Queens Road station.

Management recommendations

- Introduce new and retain existing street trees where possible;
- Resist further conversion of commercial ground floor units to residential;
- Encourage change of use back to commercial uses on ground floors in particular where there is a historic precedent;
- Create a focus for the area and high quality townscape nodes; and
- Investigate the opportunity to introduce new open space.

4.6 Peckham South

Potential threats to character

- The main potential threat envisaged is from incremental and poorly executed refurbishments and roof extensions that may influence the character over time, in particular in more consistent streets around Bellenden Road;
- Also the introduction of off-street parking in front of houses (paving over front gardens) could potentially undermine the character of certain streets.

Potential opportunities to reinforce character

- There are opportunities to enhance the townscape through development in adjoining character areas, such as the surface car parks on the west of the town centre character area, to create a street frontage onto Choumert Grove and Alpha Street that contributes to the character of the area;
- There is an opportunity to improve the links between the Holly Grove open space and Warwick Gardens, with public realm works at the west end of Holly Grove;
- Much of this character area is within the Holly Grove Conservation Area, where the

Conservation Area Appraisal provides an opportunity for guidance on detailed alterations to the existing fabric.

Management recommendations

- The architectural quality of any visible extensions or alterations that require planning permission should be high;
- Retain existing and introduce new street trees;
- Off-street parking in front of houses should be resisted;
- Enhance the public realm to strengthen townscape nodes that mark the arrival points into this character area, such as the Holly Grove/ Elm Grove open space, around the Bellenden Road/ Elm Grove open space and the west end of McNeil Road;
- Ensure that houses follow a consistent building line and that front gardens are bounded by high quality low treatment, brick walls and/or hedges; and
- Ensure that new development has a rhythm that relates well to the regular plot widths of existing housing.

Key townscape development opportunities

<i>Site location</i>	<i>Townscape opportunity</i>
No sites identified	

4.7 Nunhead

Potential threats to character

The main threat that is anticipated arises from incremental and poorly executed alterations and extensions, or infill developments that may influence the character over time.

Otherwise the loss of mixed use, active frontages around Nunhead Green would also be a threat to local character.

Also the introduction of off-street parking in front of houses can lead to a negative change in street character.

The development of the key townscape opportunity sites around Nunhead Green could potentially represent a threat to the character of the area unless they are developed with sensitivity to the existing character.

Potential opportunities to reinforce character

The area around Copeland Road provides the opportunity to create a better street environment, i.e. street frontages, a more urban scale of development and better links that connect into the routes east from the town centre character area.

The estate to the west of Copeland Road provides the opportunity to improve pedestrian links to the town centre. Should this area be redeveloped new development should relate more closely to the character of the town centre in terms of mix of uses,

building form and scale, and relationship to the street frontage.

The blocks east of Copeland Road provide the opportunity to create a better transition between the town centre and the residential character of Nunhead.

Nunhead Cemetery is an important feature in the area. However, development on Linden Grove does not relate well to the street or to the cemetery, because it backs onto the street or because the scale of the development is too low to enclose the space (1 storey). Future redevelopment of this frontage would provide the opportunity to create a higher quality street frontage with larger houses that positively address the cemetery.

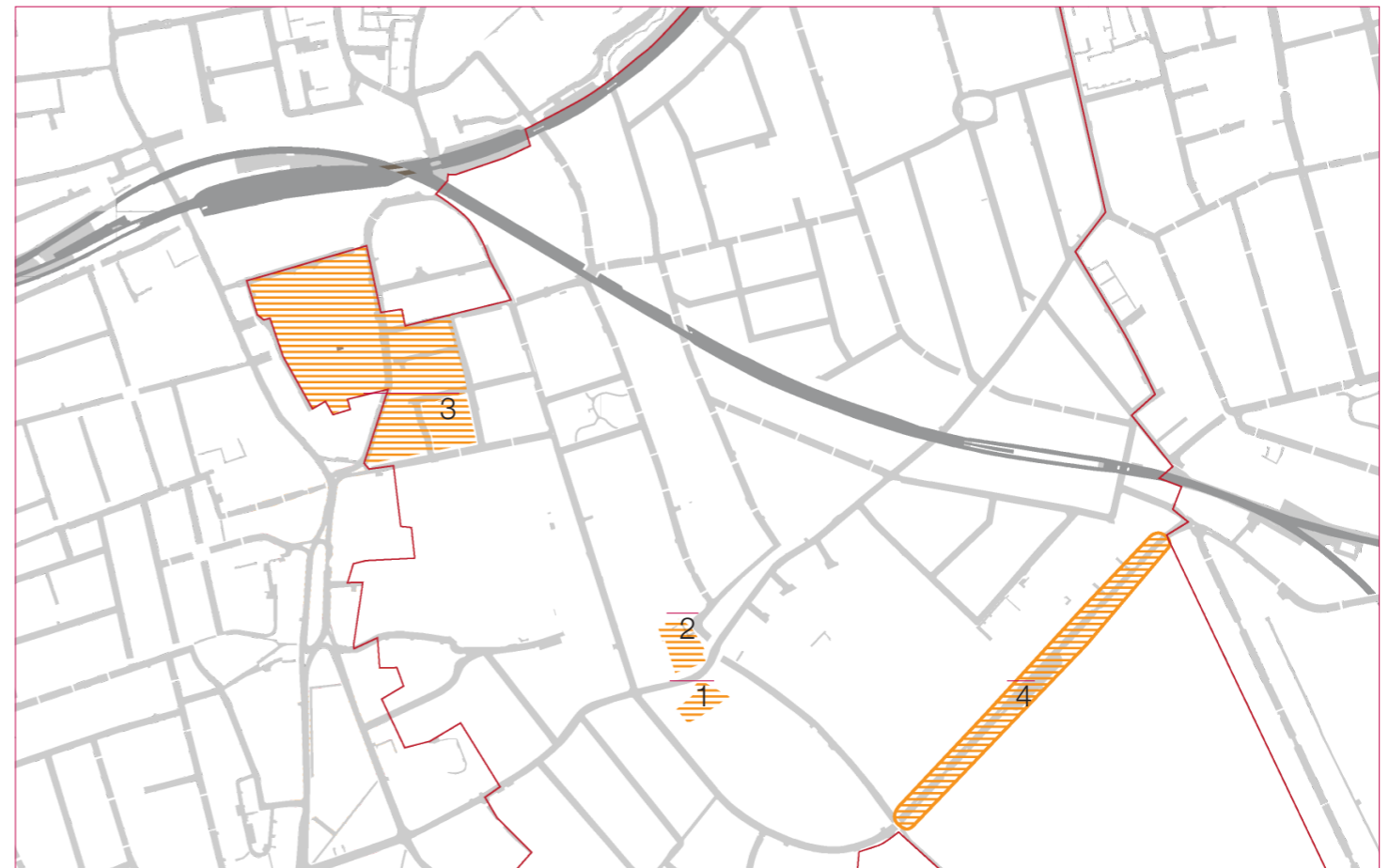
If any development opportunities arise in the area around Gordon Road, there is an opportunity to reconfigure development and open space in this area, so that open space is better supervised by development frontages than at present.

The central part of the area lies within the Nunhead Green Conservation Area where the Conservation Area Appraisal identifies guidelines for the detailed design of alterations, extensions and infill development.

The opportunity to designate a Conservation Area around St. Mary's Road should be considered.

Management recommendations

- Roof extensions should be minimised and refurbishments including the replacement of windows should be of high quality;



Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	South of Nunhead Lane	Vacant buildings and site. Potential to redevelop to create more urban street frontage that addresses the street positively to mark the arrival in the centre of Nunhead.
2	Nunhead Green	Vacant single storey building and site. Opportunity to redevelop to create a strong edge to the west end to the open space of Nunhead Green in an urban form
3	Land between Copeland Road and Pilkington Road	Estate development. Redevelopment, possibly as part of a wider scheme could create well defined urban frontages
4	Linden Grove	Create a high quality frontage with buildings looking out over Linden Grove and the Cemetery.

- Around Nunhead Green, where ground floor premises are proposed to be converted to residential use, design solutions should be adopted that retain the potential for future conversion back to non residential use.
- Street trees where existing should be retained and replaced where necessary;
- Introduction of off-street parking in front of houses should be resisted;
- Enhance Nunhead Centre (identified as a townscape node for its focus of activity) through public realm improvements in association with new development, with high standards of landscape and public realm enhancement;
- Retain and enhance views to Peckham Rye, the Cemetery and the backdrop of trees; and
- Ensure that houses follow a consistent building line and that front gardens are bounded by high quality treatment, low brick walls and/or hedges.

4.8 Peckham Rye to Honor Oak

Potential threats to character

The only threat that is anticipated arises from incremental and poorly executed alterations and extensions that may influence the character over time.

Also the introduction of off-street parking in front of houses can lead to a negative change in street character.

Potential opportunities to reinforce character

Townscape opportunities in this area are limited to infill development.

A key open space opportunity is enhancing the landscape at the north end of Peckham Rye (the former lido area) to create a strong sense of open space funnelling into the town centre.

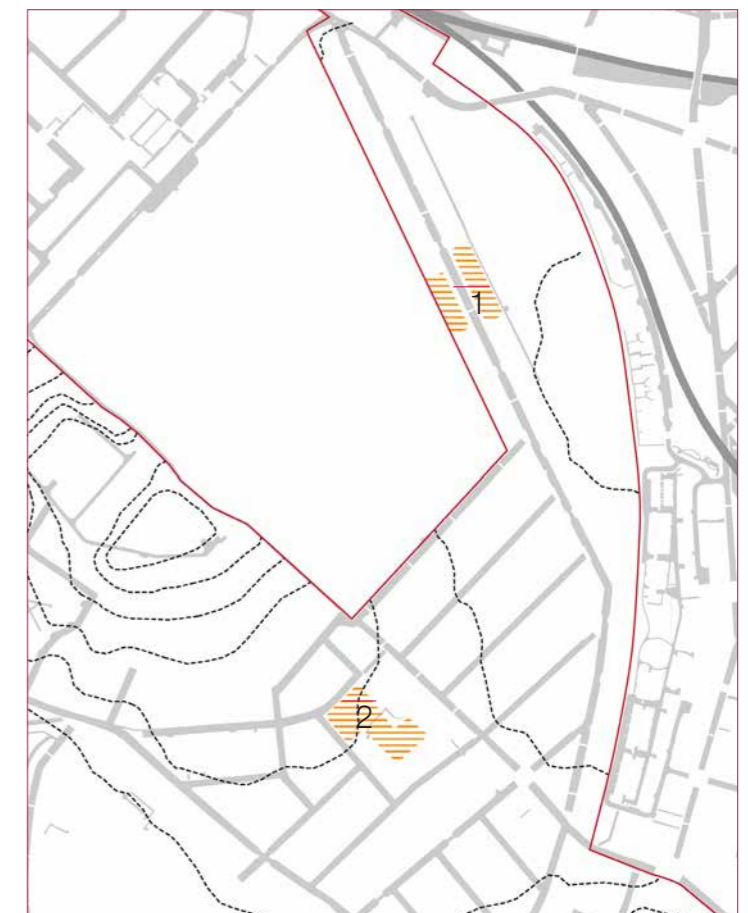
Other open space opportunities include ensuring that open spaces are linked together effectively for walking and cycling.

Management recommendations

- Roof extensions should be minimised and refurbishments including the replacement of windows should be of high quality;
- Street trees where existing should be retained and replaced where necessary;

- Views should be retained and the impact of new development in these should be considered;
- Introduction of off-street parking in front of houses should be resisted;
- Enhance townscape nodes at arrival points in this area, at the north end of Peckham Rye (around the junction of Rye Lane and Nigel Road) and at the junction of Honor Oak Park/ Forest Hill Road/ Honor Oak Road through public realm enhancement;
- Retain and enhance views to Peckham Rye, the Cemetery and backdrop of wooded skyline as well as high level views over Peckham Rye and the golf course to the city in the background;
- Review Conservation areas in this part of the AAP area, in particular to identify whether Peckham Rye and Peckham Rye, together with its built frontages, merits designation, but also to clarify the special interest of those which exist at present.
- Ensure that development along the frontage of Peckham Rye is of the highest quality and consistent with the scale and bulk of existing development, in particular the western frontage.
- Infill development should retain the established building line and eaves height, in particular in

- areas where the rhythm and type of terrace housing is very consistent, such as on Ivydale Road;
- Ensure that houses follow a consistent building line and that front gardens are bounded by high quality treatment, of low brick walls, railings on plinths and/or hedges; and
- Retain the contrast in character between urban terraces of housing and large open spaces.



Key townscape development opportunities

	<i>Site location</i>	<i>Townscape opportunity</i>
1	Vacant site adjacent to Bredinghurst School	To develop to create an urban form of development that addresses the street frontages.
2	Sites of existing prefab housing on Ivydale Road	To redevelop to create an urban form of infill development that responds to the established character of Ivydale Road.



RYE CARS
Rye Cars
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B-Hardings

Delta Tavern
Genuine Restaurant
Tel: 01273 811111

MINI SUPER MARKET
TEL: 020 7732 9955 TRAVEL AGENT

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Appendix 1: Methodology and definition of terms

Methodology

The methodology included a number of tasks:

1. Initial briefing - to enable officers to hand over all relevant information, as set out in section 1.4 of this document;
2. Review and assimilation of information/ documentation/ previous work supplied;
3. Site surveys and appraisals - urban design/ heritage field work on foot, bicycle and by car to identify areas with common typical characteristics and potential boundaries between them. Recorded by photographs and hand annotated OS base plans;
4. Planning policy update;
5. Area-wide historical and heritage research;
6. Based on findings from 1-5 above, identification of draft character area boundaries - refined in discussion with officers;
7. Preparation of draft character analysis maps - spatial mapping to define existing character areas and those characteristics which contribute to the character of each;

8. Drop -in consultation event with Council stakeholders to allow their input and response to the draft character area boundaries and analysis mapping to refine the findings;

9. Refinement of character area boundaries and analysis mapping and preparation of written commentary and photographic illustrations for each character area.

10. Identification of threats, and opportunities to reinforce character, management recommendations and key townscape development opportunities.

Defining character areas and character analysis

Character area definition and character analysis is based upon appraisal of a number of different attributes of a place:

- Location, siting and setting: Its relationship to physical context and topography;
- Land use and activity: typical and atypical patterns of uses and activities;
- Historical pattern of development;
- Heritage assets: listed buildings, locally listed buildings, conservation areas, historic parks and gardens, areas of archaeological interest;

- Urban Structure/ layout: typical and atypical patterns of street network, linkages and barriers to movement, key destinations, arrival points and townscape nodes;
- Townscape/ built form: building lines, heights, massing, enclosure of space, rhythms of frontages, architectural character;
- Landmarks and other visually prominent buildings, and key views into, out of and within each area; and
- Public realm: Urban spaces, open spaces, hard and soft landscape.

Definition of terms

See overleaf for a definition of the terms, as used in this study.

Building line

The line formed by the frontages of buildings along a street.

Built form

Buildings and structures.

Enclosure of space

The creation of a sense of space being defined or contained, by means of surrounding buildings or planting. The degree of enclosure will increase as the height of buildings around a street or other space increases. Urban places are characterised by space with a sense of enclosure.

Figure ground

A plan showing the relationship between built form and space, with the built form generally shown in black and the space left as white.

Focus

A meeting, or gathering point, often represented by some form of public space at a key point in a layout, where routes meet or where social or civic functions are located.

Formal/ informal

These terms can apply to the design of buildings or to streets or layouts. Formal places or buildings are regular, geometrical or symmetrical. Informal places are irregular, and asymmetrical.

Landmark

A distinctive building that is taller than its surroundings, and which contributes to local character.

Massing

The shaping of the overall volume, or bulk, of a building.

Perimeter block

A form of development of a street block in a layout, with frontages of buildings, generally continuous or nearly continuous, facing public space, usually streets on each of its edges.

Public realm

The parts of a place that are available for everyone to use at any time of day, for instance streets, squares and parks.

Rhythm

A regular, repeated pattern of plot and /or house sizes that can be expressed in the pattern of street frontages.

Scale

The size of development, can refer to the general heights of buildings, or to the extent of an estate.

Setting

The context or environment in which something sits.

Supervision

The potential for a place to be overlooked by people in neighbouring buildings.

Townscape

The visual appearance of built development at the scale of streets rather than buildings; the appearance of streets, including the way the components of a street combine in a way that is distinctive.

Townscape node (gateway)

A point where several important routes join, which may also be an orientation point or an arrival point/ gateway into a place.

Urban Space

Public space that is primarily hard in landscape, such as squares, as opposed to open space, which is primarily soft in landscape.

Urban Structure/ layout

The settlement pattern of streets and spaces, and blocks of built development.

Visually prominent building

A building that is taller than its surroundings, but not notably distinctive, so does not contribute to local character

Appendix 2: Consultation Summary

A drop-in event was organised by Tibbalds with Southwark Planning officers also present. This public consultation event was held at Peckham Library on the 10 December 2011. Local residents and interest groups were invited via posters and e-mail.

At the event the draft characterisation maps and character summaries were exhibited for people to comment on. The purpose of the event was to test the work in progress and ensure that it reflects the views of the local population.

The event was attended by around 20 people who left a range of useful comments.

On the following pages we have directly reproduced all comments made at the drop-in event and summarised other comments relayed to us by e-mail.

The comments, set out below have been taken into account in preparing the Peckham and Nunhead Characterisation Study.

The invitation poster features a blue header with the text 'Peckham and Nunhead Characterisation Study'. The main heading is 'Come and get involved' in a large, bold, red font. Below this, the text reads: 'Please come along to get involved and discuss the Peckham and Nunhead Characterisation Study'. A section titled 'What is happening' explains that on Saturday 10 December, there will be a discussion at Peckham Library to inform the Peckham and Nunhead Area Action Plan (PNAAP). It states that the study aims to understand and document neighborhood characteristics and welcomes local views. A 'Where' section lists 'Peckham Library, 122 Peckham Hill Street' and a 'When' section lists 'Saturday 10th December 11:00 am - 1:00 pm'. The Southwark Council logo is at the bottom left. On the right, there is a map of the draft PNAAP area, a small inset map of the area, and four photographs showing various street scenes from the neighborhood.

Figure 1: Invitation

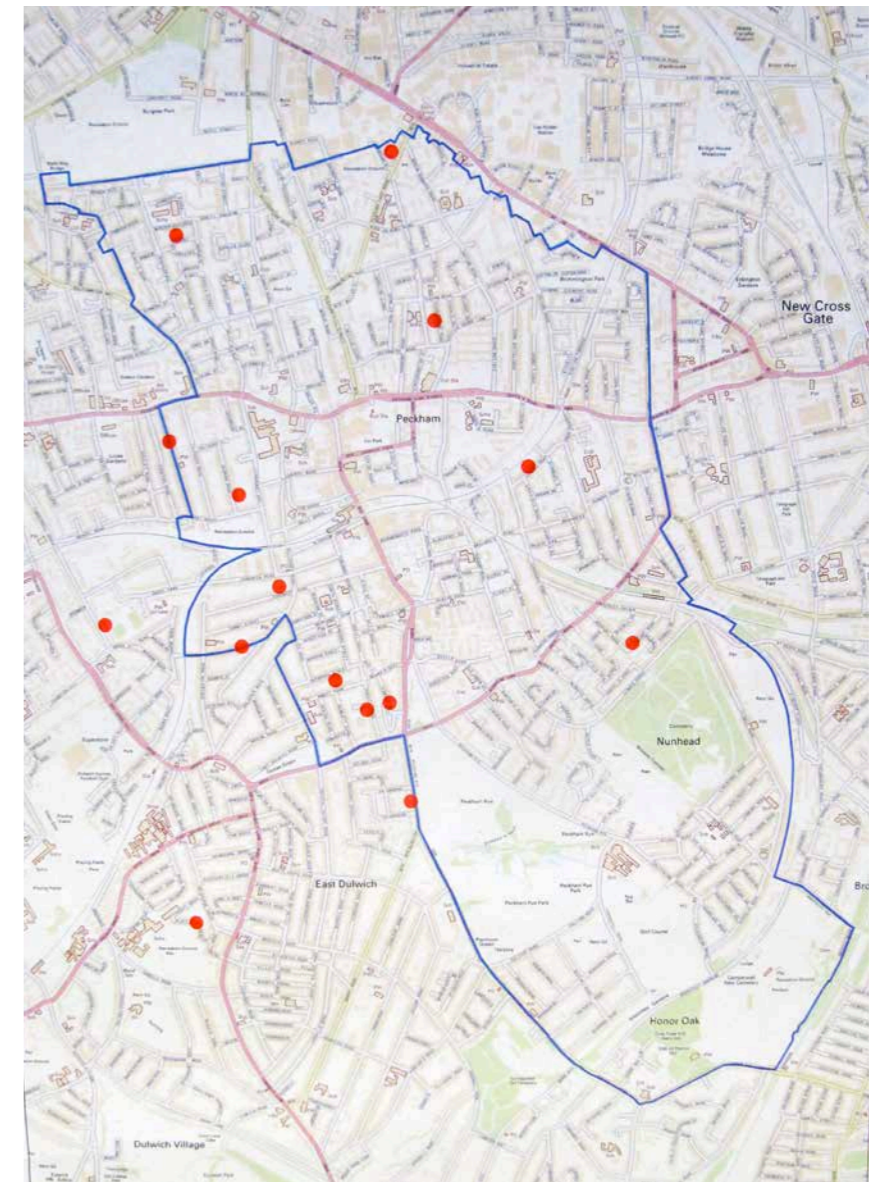


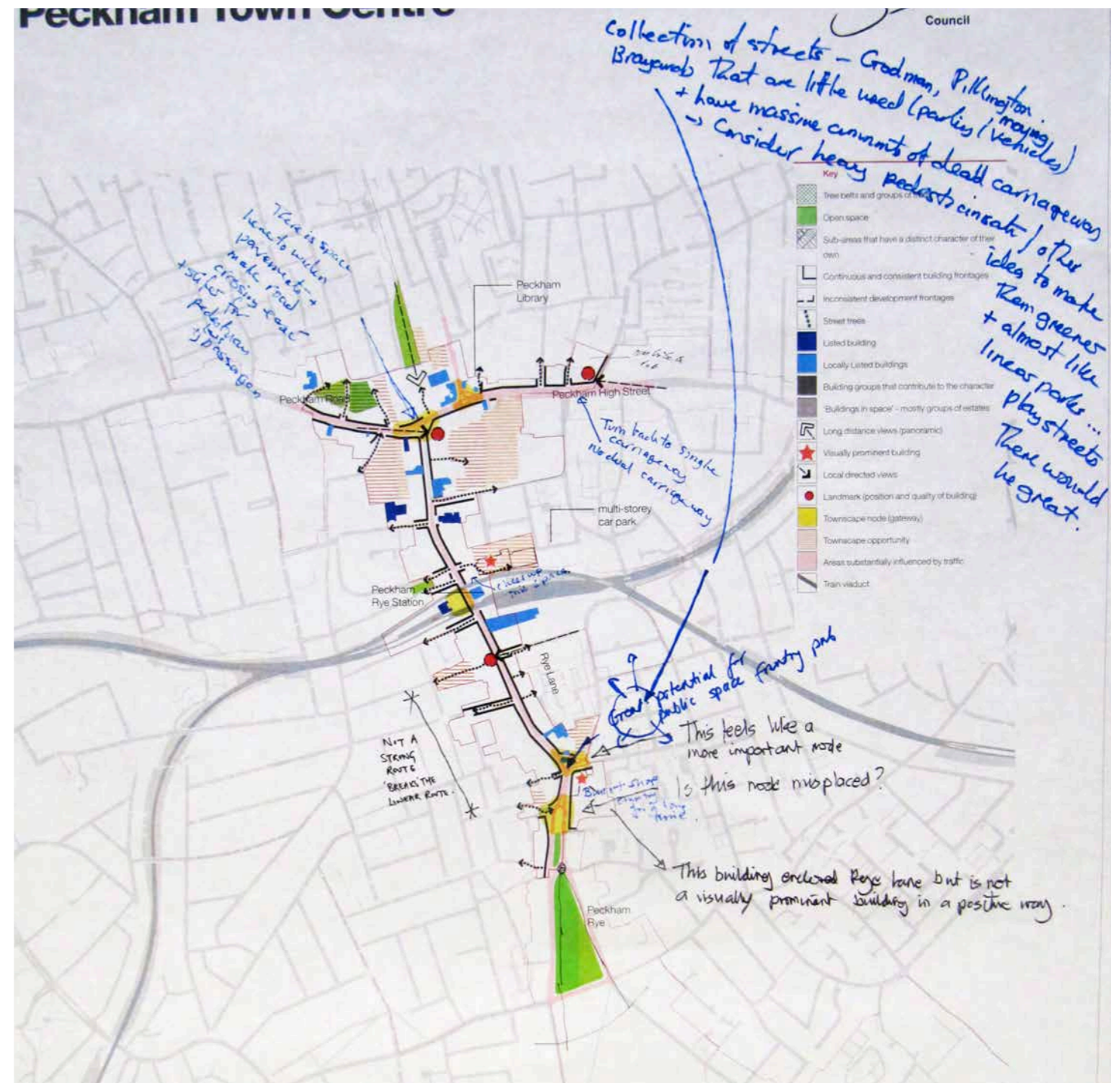
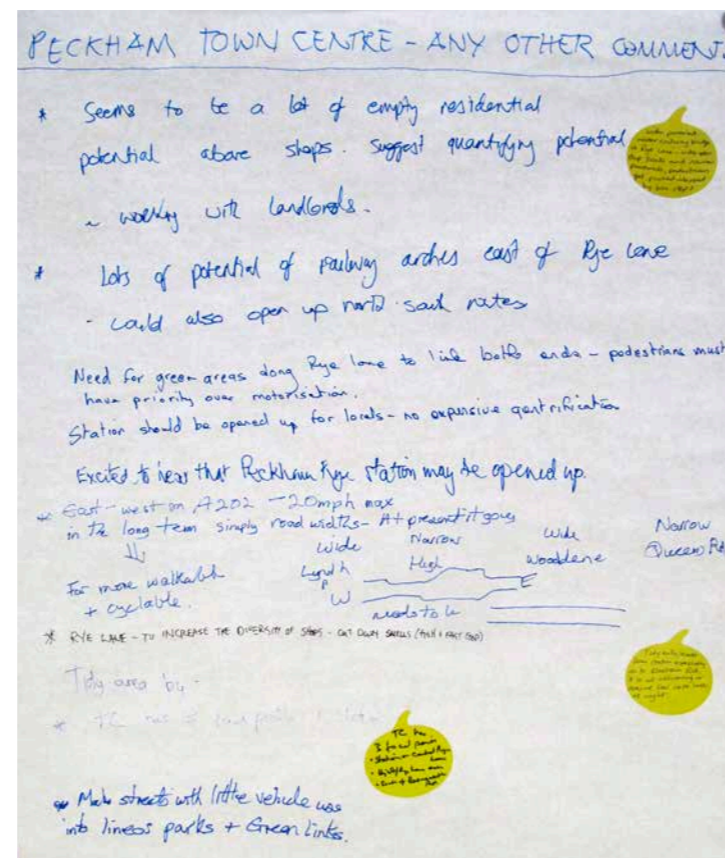
Figure 1: Spread of people attending the consultation event. Three additional people came from outside the shown area.

Consultation comments

Peckham town centre

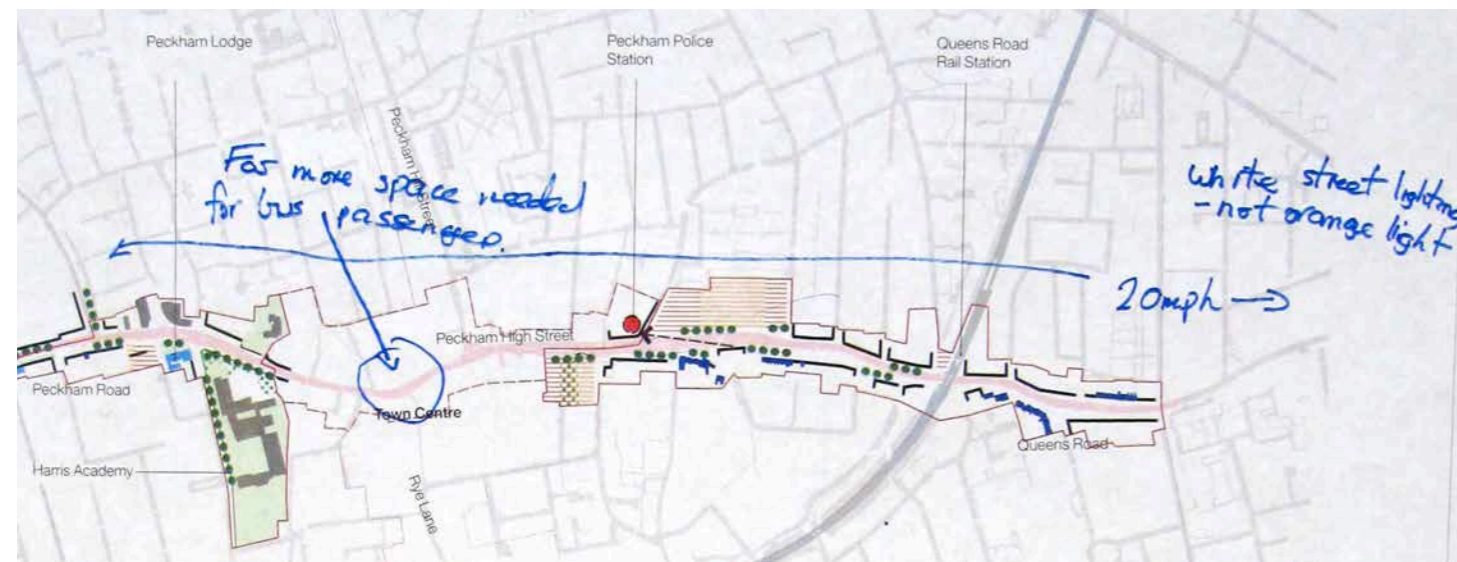
- Seems to be a lot of empty residential potential above shops. Suggest quantifying potential and working with landlords.
- Lots of potential of railway arches east of Rye Lane – would also open up north/south routes.
- Need for green areas along Rye Lane to link both ends – pedestrians must have priority over motorisation.
- Station should be opened up for locals – no expensive gentrification.
- Excited to hear that Peckham Rye station may be opened up.
- East-West on A202 – 20mph max.
- Rye Lane to increase the diversity of shops – cut down smells (fish and fast food).
- Tidy area.
- Make streets with little vehicle use into linear parks and green links.
- Tidy entry/exits from station especially onto Blenheim Road, it is not welcoming or doesn't feel safe late at night.

- Widen pavement under railway bridge in Rye Lane – with open shop fronts and narrow pavements, pedestrians get pushed into road by bus stops.



A202 Arterial Route

- Suggest working with private landlords in Peckham (Queens Road Peckham) to better present their frontages.
- Peckham (Queens Road Peckham) feels like a motorway. Calm down.
- Something of site, substance and architectural quality on the Woodenne site.
- As one of the main routes into London from Kent and the South East, this route should be greatly improved – trees/lighting/improved frontages/buildings with identity/complete street frontage/taller building.
- Its vital this becomes a credible 20mph route to link the eastern areas into Peckham town centre of foot. It needs to be narrowed throughout to make it easier to cross and make connections north-south.
- Bussey Building – has great potential for the arts.



Peckham Industrial

- Return to two way streets.
- Mixed use area.
- Environmental improvements to railway arches as per north of borough.
- Fully support vision for Bussey Building.

Peckham Industrial

Peckham industrial area is a small area that abuts the east side of the town centre. It includes the arches below the railway viaducts together with adjoining land and buildings. It also takes in Copeland Road/Consort Road, the key one-way vehicular routes through Peckham from north to south, and an area of business development between them. Much of this character area is tucked away from the street frontage, but where it relates to street frontages, the space is poorly defined and supervised. It is a mixed area with industrial buildings of a variety of scales, eras and styles.

✓ One way vehicular routes with fast moving traffic create noise and barriers to potential movement

Limited built frontages with no coherent building line, street generally defined by boundary walls and fences and poor supervision

Buildings of various ages are industrial quality, including substantial brick built former warehouses and more recent framed structures with cladding

Large scale brick railway arches, most filled in and occupied

Peckham North

- Housing density and population density are high (population density may be 2.5 - 3 times the Greater London average).
- Trafalgar House and Willow Road one way too fast and wide. Strong pedestrian and cyclist connections are needed to link the two parts of the park – should be 20mph throughout.
- Surrey Greenway – eventually green route to Thames Footpath to the south. Peckham Rye Park/Common – link in with the green route from Nunhead Street to cemeteries to One Tree Hill etc.



Peckham East

- Important to protect and enhance open spaces with vegetation – help keep air clean and provides open spaces for residents to gather and communicate.
- Woodenne Estate (cleared) to have high standard development – low rise.



Peckham South

- There are plans to formalise street playing for children in Deaman Road which is not met with universal approval among residents. The park at Warwick Gardens is an excellent amenity.
- The sense of Peckham becoming a cultural quarter is matched by the mix of professional residents in creative industries.
- The streets are well established, because the pavements are narrow there are not enough trees growing in the roads – need more!
- Control shops on Bellenden Road to retain a mix of local shops and visitor shops.
- Play street in Denman Road sounds a FABULOUS idea. There are lots of streets where there is little parking and dead carriageway means that they should be given over to PEOPLE not vehicles.
- The traffic management system is 30 years out of date and needs to be changed.



Nunhead

- Braywards shopping parade important locally but a mess. Enforcement and environmental improvements.
- Railway bridge demarcate area need greater sense of entry/exit point.
- Evelina Road/Nunhead Garden/Nunhead Lane carries a great deal of traffic to the detriment of the area due to the closure of many roads in Lewisham – forcing vehicles into Nunhead, some action needs to be taken to reduce this amount of traffic.
- Not having Nunhead Station open onto Nunhead Lane/Evelina Road is a great missed opportunity to strengthen the identity of the area and significantly boost town centre trade.
- Understand Southwark owns a number of retail units. Great opportunity for shaped property portfolio management for long term betterment of area.
- Needs to be far easier to cross road between Nunhead Green and shops – could narrow road and slow traffic to make better connections throughout Nunhead town centre.



Peckham Rye and Honor Oak Park

- Townscape at northern end would be a focal point/gateway to balance Peckham Arch at northern end of Rye Lane. This would give a sense of identity and sense of place to this important point.
- Need an off road cycle lane along the length of Peckham Rye East. This will transform cycle between these areas and Peckham.



Other comments

“My comments written on the wall posters included a reference to the material on our BRG web site about the character of our neighbourhood which we have called Rye Lane West since the council named it Lane West 9 or so years ago. No one knew what that was so we added the word Rye to make it intelligible. We have on the BRG web site our own character description of that neighbourhood - see here:

<http://www.bellenden.net/planning-policy-rye-lane-west>