

CHARACTER AREAS

The area overview analysis has been used to identify the following potential character areas in Peckham:

TOWN-CENTRE



1: Peckham High Street



2: Rye Lane North

INDUSTRIAL/CREATIVE



3: Rye Lane South

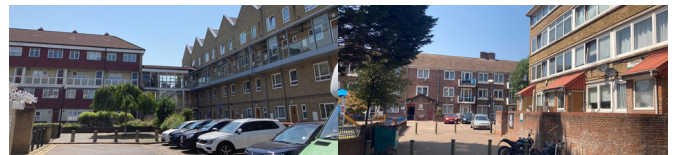


4: Copeland

RESIDENTIAL



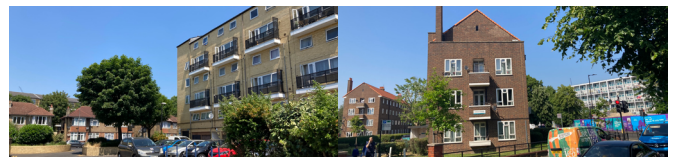
5: Calypso & Chandler



6: Gloucester & Willowbrook



7: Kelly & Sumner



8: Bells & Goldsmith



9: Fenham & Friary



10: Pelican & Highshore



11: Holly & Elm



12: Clifton



13: Moncrieff



14: Bellenden



15: Brayards & Consort



PECKHAM

AREA CHARACTER STUDY (DRAFT EXTRACT)
OCTOBER 2023

PLANNING CONTEXT

RELEVANT WARDS



WARDS CONTAINED WITHIN AREA OF STUDY:

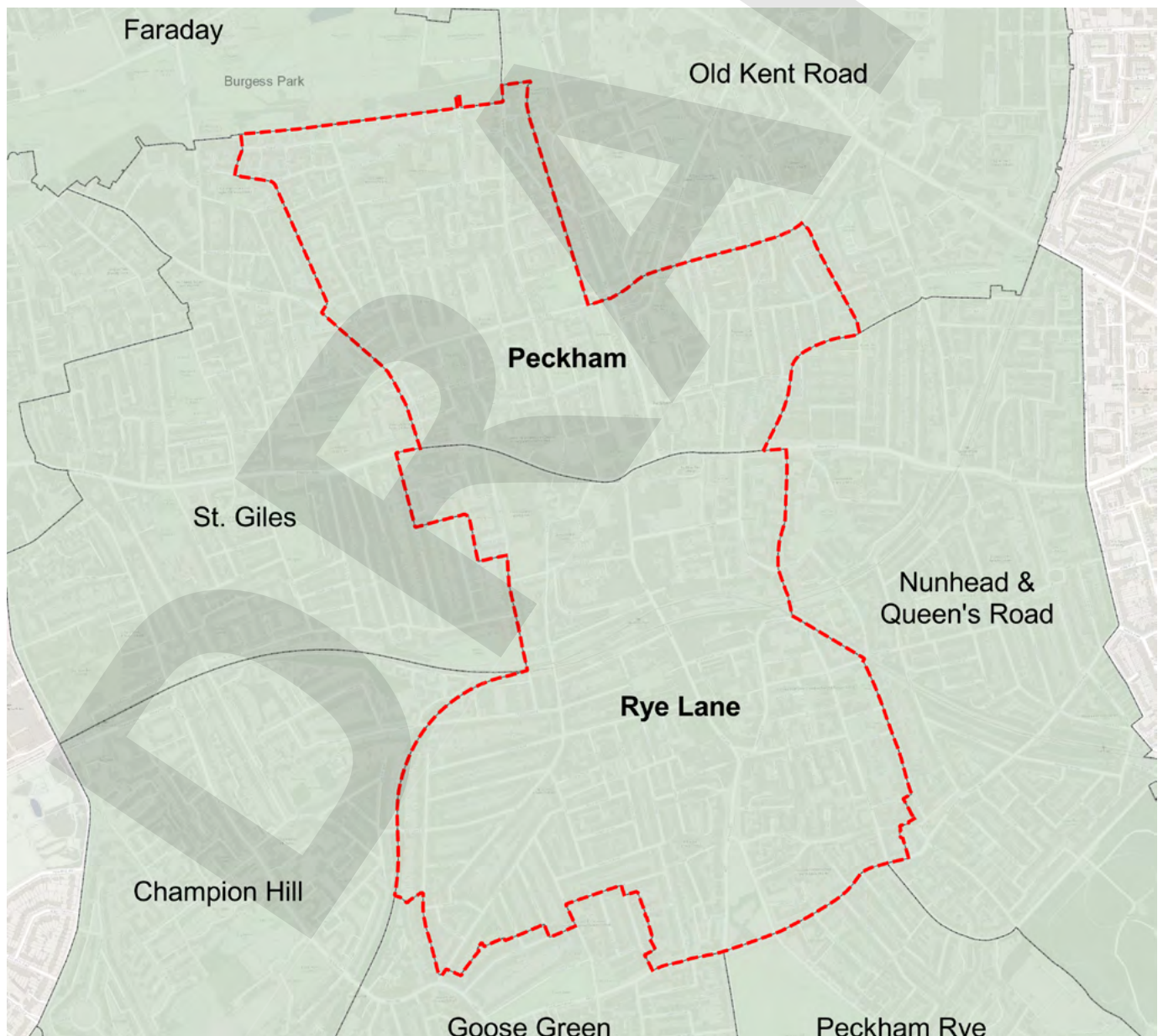
- Peckham
- Rye Lane

ADJACENT WARDS

- Faraday
- Old Kent Road
- Nunhead & Queen's Road
- Peckham Rye
- Goose Green
- Champion Hill
- St. Giles

KEY

-  Peckham Area
-  Wards



FLOOD RISK

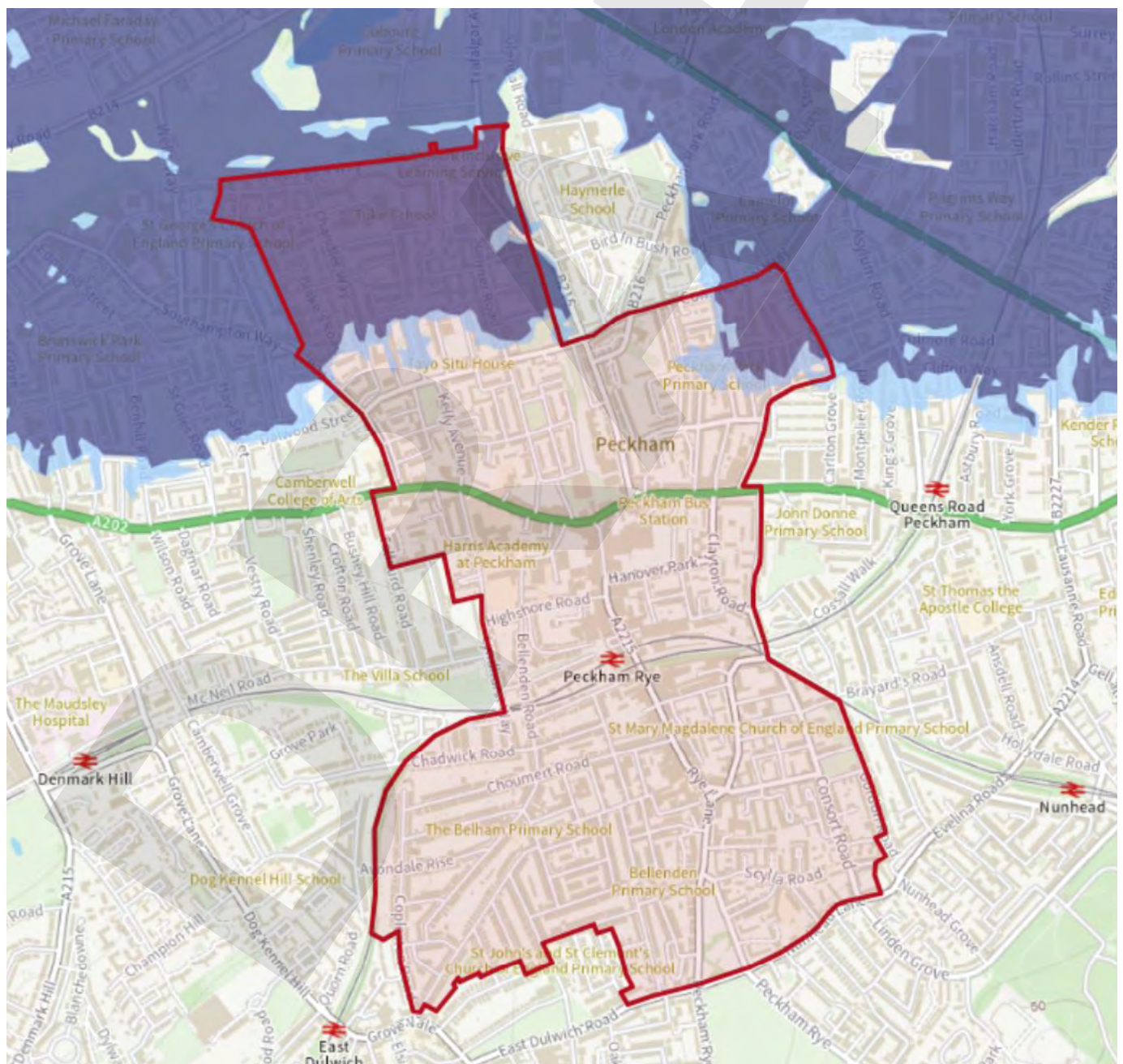
FLOOD RISK FROM RIVERS AND THE SEA

The Thames Barrier protects 125 sqkm of central London from flooding. This area would otherwise be at risk of flooding due to tidal surges from the River Thames and would be a Flood zone 3. Flood zone 3 is the highest risk level. This area include some of northern Peckham, as indicated below. Without the Thames Barrier the area would have a high probability of flooding.

Southern Peckham is in Flood Zone 1. This means the area has a low probability of flooding from rivers and the sea.

KEY - FLOOD RISK ZONE

- Flood zone 3: areas benefiting from flood defences
- Flood zone 2
- Flood zone 1



Source: Risk of Flooding from Rivers and Sea, (Environment Agency, 2023).

FLOOD RISK

FLOOD RISK FROM SURFACE WATER

Surface water flooding occurs when large amounts of rainfall overwhelm drainage systems. This is due to land heights, surface finishes, drainage and other features.

The areas highest at risk of flooding from surface water include the residential area to the south of Burgess Park, the streets surrounding Bellenden Road, and the roads running along the eastern side of the town centre including Consort Road, Copeland Road and the southern part of Rye Lane including Peckham Rye.

Other areas at risk from surface water flooding include the pocket of residential streets surrounding Fenham Road.

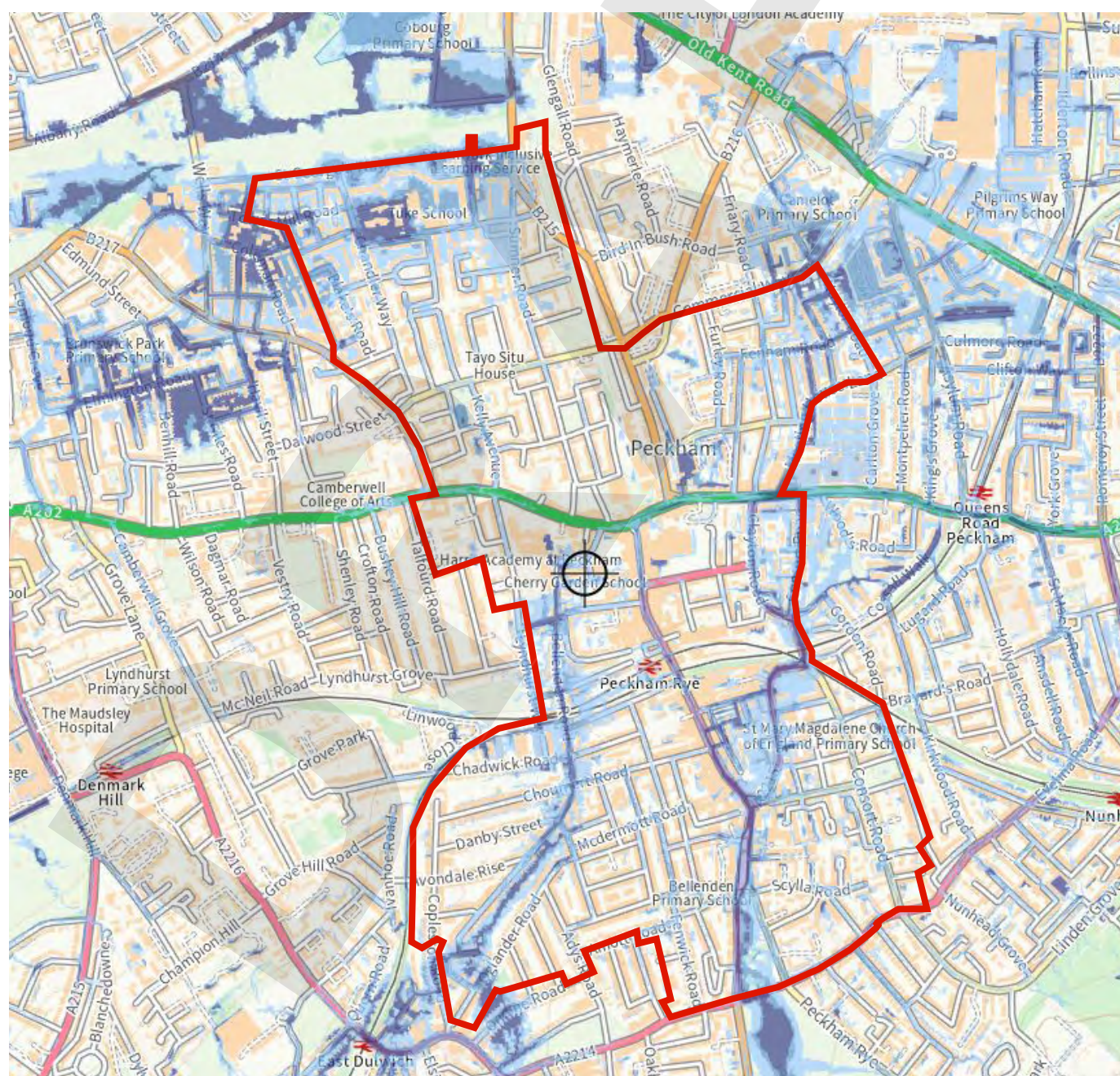
KEY - EXTENT OF FLOODING RISK FROM SURFACE WATER

High

Medium

Low

Very Low



Source: Extent of Flood Risk from Surface Water (Environment Agency, accessed 18.09.2023 <https://check-long-term-flood-risk.service.gov.uk/map?eastings=534190&northings=176535&map=SurfaceWater>)

HISTORY & HERITAGE

MIDDLE AGES

Peckham is mentioned in the Domesday Book of 1086 as 'Pecheham'. This is believed to be from the Old English 'peak' and 'ham' referring to a small village near to a hill. The book records it as a small rural settlement of about 240 acres, including 4 households, 1 ploughland and 2 acres of meadow.

At this time, England was predominately divided into manors. By the 14th century, there were two manors in the area: Peckham Manor House, located west of present day Peckham Hill Street and Basing Manor House, located close to the present intersection of Peckham High Street and Bellenden Road.

Between the 16th and 18th century Peckham grew from a small hamlet into a village.



Basing Manor House, High Street Peckham
(C. Dewley, 1872)

18TH CENTURY

By the 18th century, Peckham had grown to a village with a population of approximately 600 people. Most of the homes were around the High Street. These were still surrounded by fields. The area developed slowly as Peckham did not have a direct connection to London. The closest route was the Kent Road (now the Old Kent Road), to the north-east.

The only way to reach Peckham was on foot or by horse. In 1750 one horse-drawn coach a day went from Central London to Peckham. Many herders would stop their cattle in Peckham on the way to London. This led to several pubs received cattle-themed names, including the Kentish Drovers, Red Bull and Red Cow.

North of the High Street was predominately crop growing and market garden land. A number of brickfields were located on the eastern side of Rye Lane.

New homes were initially built on the main roads of Peckham High Street and Rye Lane. Later, further roads were built including Elm Grove, South Grove (now Holly Grove), Blenheim Grove and Choumert Place (now Choumert Road).

By the end of the 18th century, Peckham had a population of approximately 1700 – 2000 people. Most residents were involved in agriculture. It was also a popular out-of-town home for merchants and courtiers, as well as a popular resort village.



Peckham Rye
(Andrew Geddes, date unknown)



The Old Inn, Peckham Rye
(John O'Connor, date unknown)

HISTORY & HERITAGE

19TH CENTURY

London's population grew and transport connections improved. This led many people to move out of the city centre to surrounding towns and villages, including Peckham. This was initially those wealthy enough to own a horse of carriage.

The Grand Surrey Canal connected Peckham to Camberwell and the Surrey Commercial Docks in the 1820s. Horse-drawn coaches replaced omnibuses in the 1830s. Regular services started to run from Peckham to central London, including Oxford Circus.

Peckham Rye railway station opened in 1865. This had links to London Bridge and Victoria, and later connections to Dover, Brighton and the South. As transport connections improved the less affluent were also able to commute to the city. This led to rapid growth in population.

New homes were built to accommodate this growth, typically brick and stucco terraced houses or villas. They were of varying sizes and densities to accommodate the range of social classes. These were initially built in the north of Peckham and next to the new railway lines, but soon continued throughout the area.

A large number of religious institutions were also built, serving a variety of denominations. A fire station opened on Peckham Road in 1867.

Industry grew next to the canal and rail links. There was no one dominant industry, though trades related to building were prominent. Two breweries opened in the area. In 1867 the Bussey Building was founded for the manufacturing of armaments and later, sporting equipment.



The head of the Grand Surrey Canal, looking south towards Peckham High Street, c1930 (Southwark Local Studies Library)



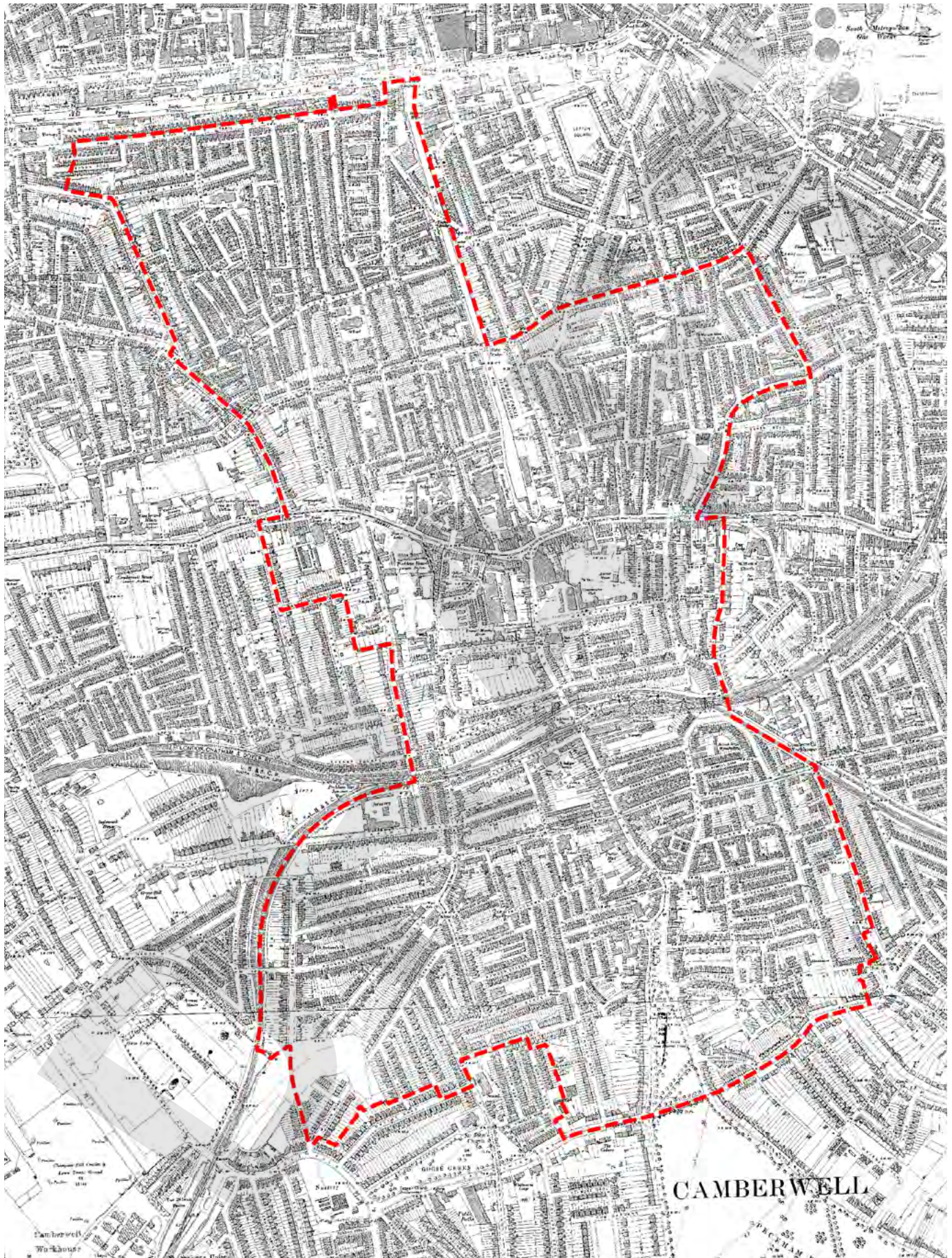
Jones and Higgins' Store in 1896
(Beasley, J. 'The Story of Peckham and Nunhead', 1999)

Peckham became a major commercial hub with varied businesses serving both residents and visitors. Many public houses and music halls were established. The tram network was extended along Peckham High Street in 1870s, connecting Peckham to Camberwell and the Old Kent Road. This involved the widening of Peckham High Street and the demolition of all shops on one side of the street. As a result, Rye Lane became the main shopping street. Shops were built on side roads off Rye Lane and the High Street, many of which had living accommodation above them.

The late 19th century saw the change of retail and the emergence of chain stores and department stores with grand premises. The Jones and Higgins drapery shop expanded to be a prominent department store on the corner of Rye Lane and Peckham High Street and Henry Holdron's "Market" opened on Rye Lane.

By the late 19th century, there were few remaining green spaces in Peckham. This increase in density led many upper-middle class residents to move away. It also placed more pressure on the remaining green spaces. Peckham Rye Common had passed into public ownership in 1868. This protected it from development but it started to become very crowded. The local government bought the land of the adjoining Homestall Farm. They opened the combined spaces as Peckham Rye Park on 14 May 1894.

HISTORY & HERITAGE



Above: 1896 Ordnance Survey Map of Peckham (Please Note: The 'Camberwell' label in the bottom-right of the map refers to the Camberwell civil parish, which included a far larger area than is associated with present-day Camberwell, including Peckham)

HISTORY & HERITAGE

20TH CENTURY

Peckham's population peaked at the beginning of the 20th century at around 93,000 residents. After this, it started to fall. Yet Peckham's prominence as retail centre continued and many prominent chain stores opened outlets in Peckham. Many cinemas also opened, some converted from existing buildings and others purpose built. Rye Lane became known as "the Oxford Street of South London".

Horse trams replaced electric trams in 1904, and new double-decker motor omnibuses were introduced. Steam trains were also replaced with electric trains.

Peckham became an important place for community based health practices. Prominent local doctor and civil rights activist Dr. Harold Moody set up a practice in Peckham in 1913. Dr. Williamson and Dr. Pearse founded the Pioneer Health Centre in the 1920s to promote holistic health and well-being. A lido also opened in Peckham Rye on 1923.

In the 1930s, the London County Council (LCC) started building housing estates in the area. Bombing damaged Peckham during the war, especially to the east of Rye Lane. This damage accelerated the government house-building programme. Large areas of crowded and damaged terraced housing were replaced with modernist estates.

Peckham's population continued to decline in the 20th century. Many older residents moved out and younger residents moved in. This included many immigrants from the Caribbean, Western Africa, Asia and Eastern Europe.

The Surrey Canal was closed in 1971 and infilled. Despite this, some industry remained, including a timber yard, as well as further industry around the railway. The infill of the canal along with gradual clearance of older streets and housing, led to the creation of Burgess Park north-west of Peckham.



View of Witcombe Point and Lambrook House from Peckham High Street (Miles Glendinning, 1988)



Rye Lane, 1913 (City of London, London Metropolitan Archives)

Motorcars began to increase in usage as they became more affordable. This combined with changing retail patterns led to the increase of supermarkets and shopping malls. The department stores closed and new developments were built set back from Rye Lane with car parking. A Sainsbury's supermarket and multi-storey car park was constructed in the 1980s. The northeast of Rye Lane was demolished in 1985 and replaced with the Aylesham Centre. The remaining stores on Rye Lane began to specialise in bargain and ethnic shopping. This responded to the needs of the more diverse populace and retained the town centre's vitality.

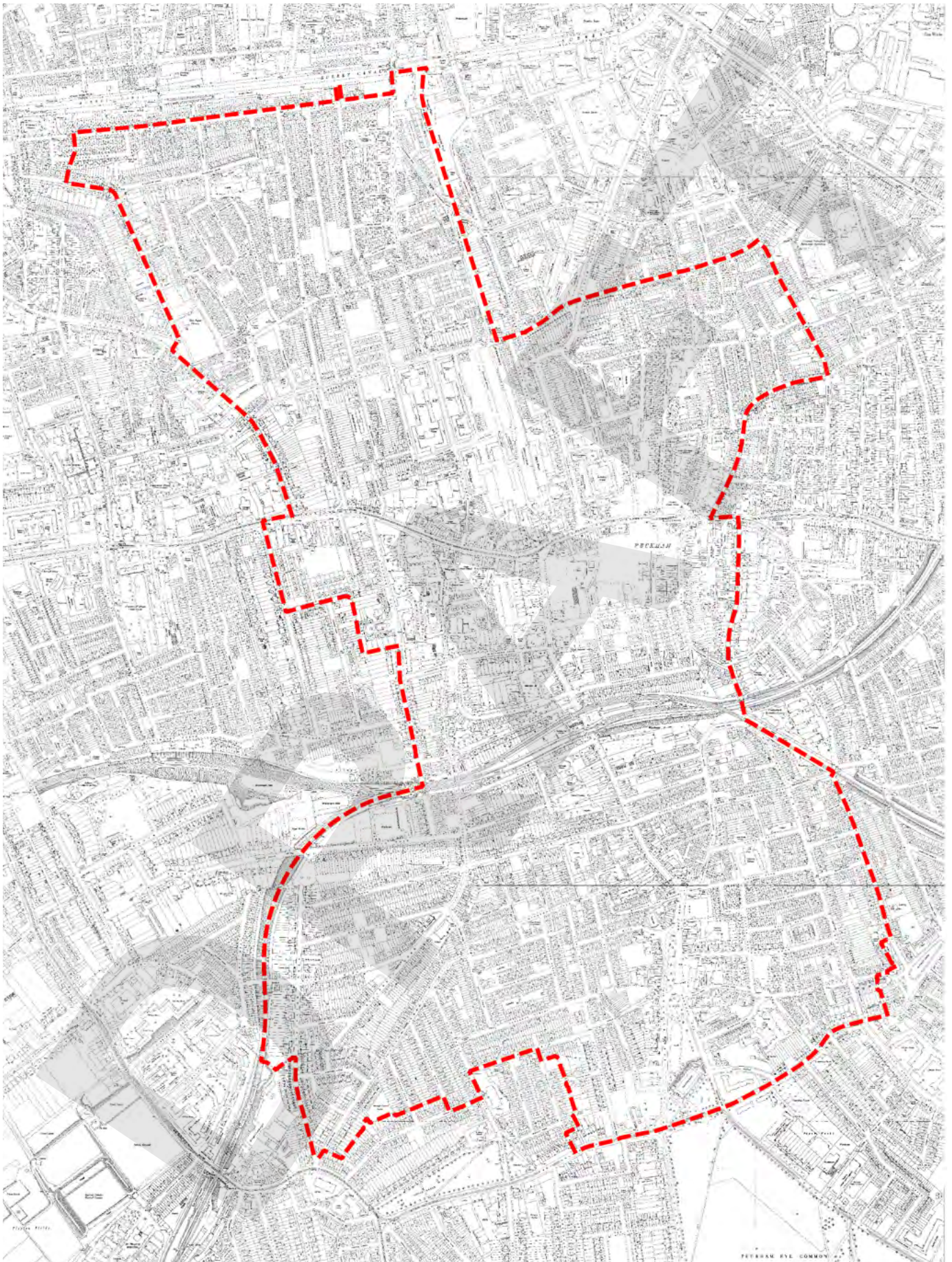
Some of the modernist estates began to be seen as areas of high criminality and low safety in the 1990s. The council started to redevelop them, particularly in the north of Peckham.

The canal branch to Peckham was converted into a linear park that concluded in the new Peckham Square. This square included a large steel-and-timber arch and two new prominent public buildings. The Peckham Pulse Health Centre was built west of the square, intended as a continuation of the ideas of the Pioneer Health Centre. The Peckham Library was built east of the square, designed by leading architectural practice Alsop & Stormer.



Peckham Arch by Troughton McAslan, constructed in 1994 with Peckham Library by Alsop and Störmer behind, constructed in 2000.

HISTORY & HERITAGE



Above: 1951 Ordnance Survey Map of Peckham

HISTORY & HERITAGE

21ST CENTURY

10-year old Damilola Taylor died after being stabbed while walking through North Peckham Estate on 27 November 2000. The area continued to be redeveloped after this incident. Many of the estate blocks were demolished and rebuilt as a mix of terraced housing and medium-rise flat blocks.

Peckham town centre has continued to change, with an increase in cultural venues. The Sainsbury on Rye Lane had closed and been converted into a cinema in 1994. This became the Peckhamplex in 2010. In 2017 the Peckham Levels opened in the attached multi-story car park, providing a range of performance and exhibition spaces. The Bussey Building has been adapted to provide a range of cultural, commercial and community spaces.

The South London Art Gallery expanded in 2018, with a new gallery space in the former Peckham Road Fire Station. In 2018 the Mountview Academy of Theatre Arts relocated to a purpose-built building on the edge of Peckham square. The University of Arts London has also constructed student accommodation and a creative digital hub in Eagle Wharf, north of Peckham square.

This increase in cultural and educational spaces has also led to an increase in new commercial spaces. Many of these are targeted at younger and more affluent visitors to Peckham.



Terraced housing and flat block on Peckham Grove

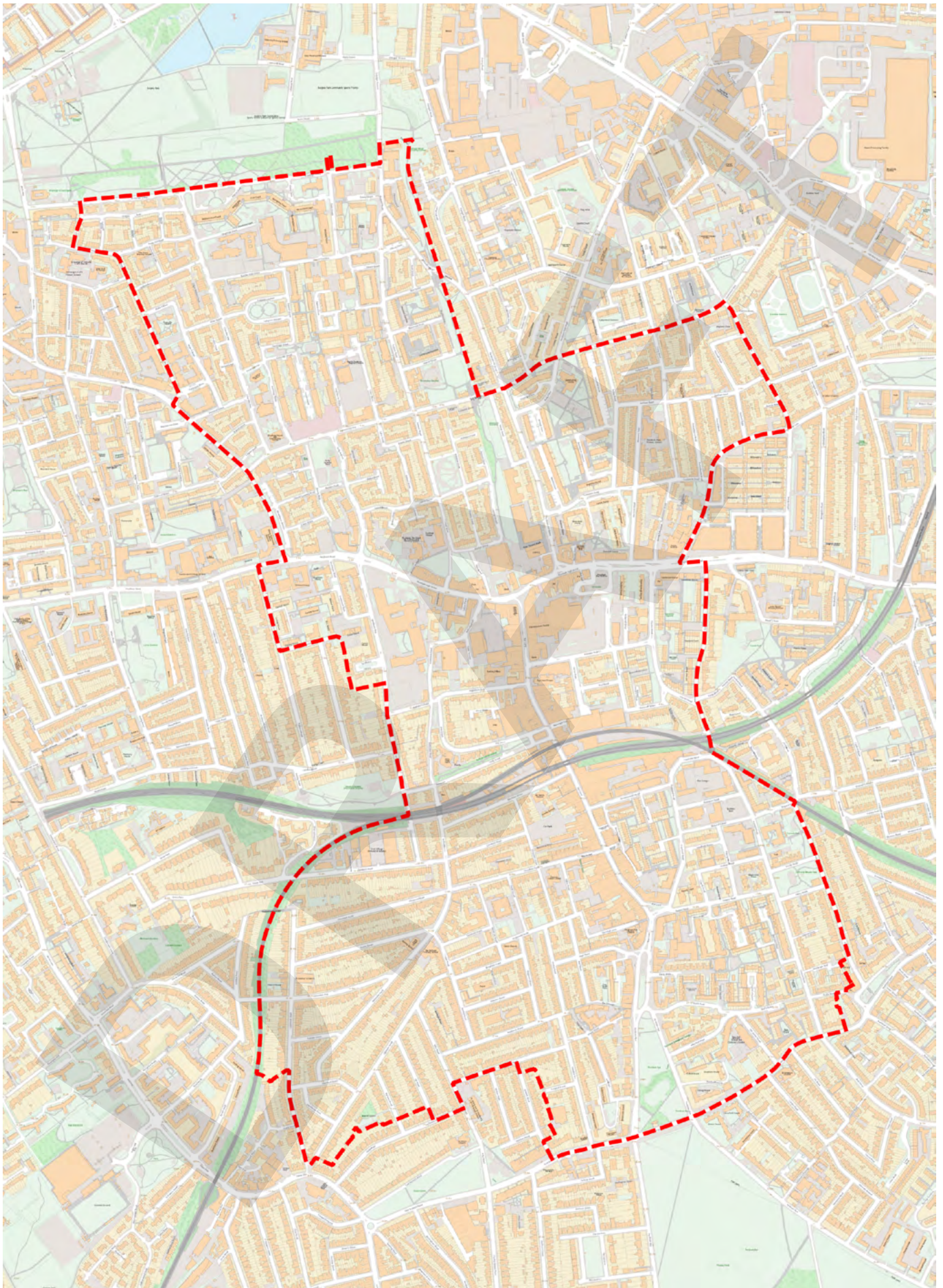


The Bussey Building and Copeland Park



UAL student accomodatio and the Mountview Academy building.

HISTORY & HERITAGE



HISTORY & HERITAGE

HISTORIC CHARACTER OVERVIEW

- Peckham Town Centre has a mixture of buildings of all ages. There are many Victorian shops on Peckham High Street and Rye Lane as well as some that date back to the 18th century. The middle of Rye Lane has a collection of inter-war buildings.
- There are also many newer buildings in the town centre built from the 1980s onwards. These are mostly set back from Peckham High Street and Rye Lane, with some notable exceptions including the Aylesham Centre.
- Immediately to the west of Rye Lane are many early and mid 19th century terraced and villa style housing developments. Most of these are Grade II listed or have been nominated for local listing.
- Peckham Hill Street contains a mixture of early and mid 19th century buildings and recently constructed developments.
- Late Victorian (Pre-War) terraces are grouped in the north-east and south-west of Peckham. More recent infill developments are also dispersed throughout these areas.
- There are post-war housing developments located in east and south-east Peckham. These are predominately flatted or maisonette low-rise developments. There are interspersed with industrial sites, transport infrastructure and newer flatted developments.
- North-west Peckham contains mostly low and mid-rise flats and terraced homes constructed in the 1990s or 2000s. There are also some post-war flat-based developments.

CONSERVATION AREAS



PECKHAM HILL STREET

The remnants of a 19th century planned suburban development with a strong landscape element.



RYE LANE PECKHAM

Busy commercial streets characterised by a mixture of 18th to mid 20th century buildings.



HOLLY GROVE

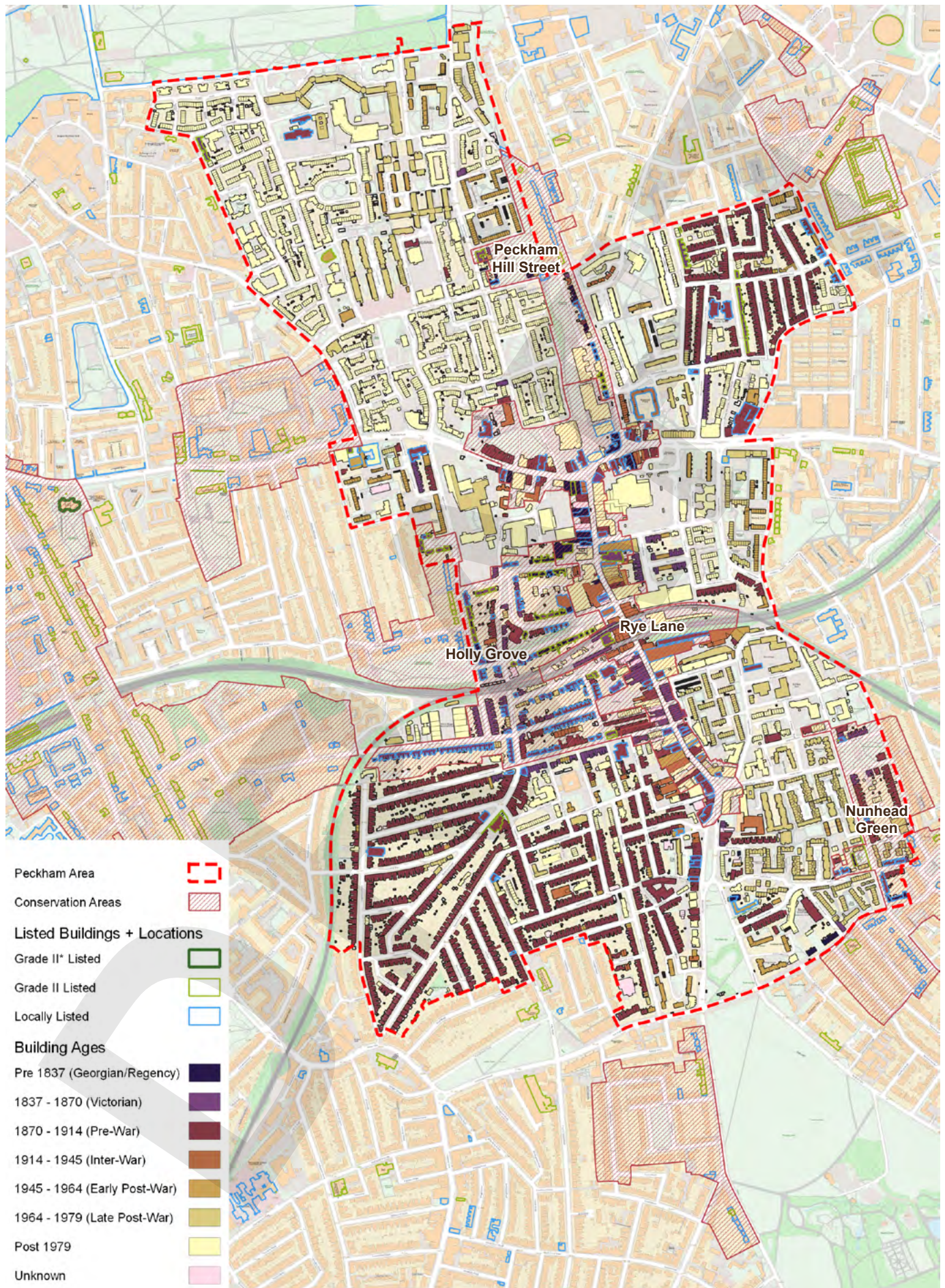
An early to mid 19th century planned suburban development with a strong landscape element.



NUNHEAD GREEN

19th to mid 20th century buildings focused on the central Green.

HISTORY & HERITAGE



BUILDING TYPES, DENSITY & HEIGHT

Peckham features a wider range of buildings, which can be broadly be divided into the following typologies:

LOW-MID DENSITY COMMERCIAL/INDUSTRIAL

SUPERSTORE / SHOPPING CENTRE / MARKET BUILDINGS

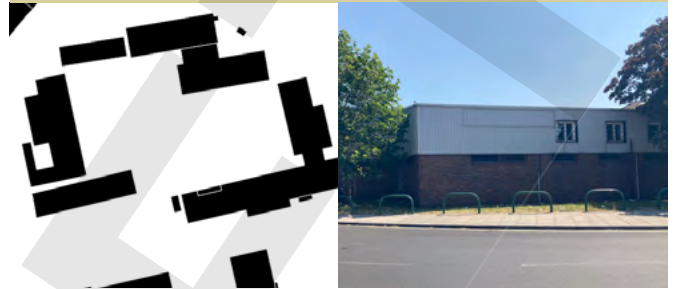


Density: Low - Medium

Number of storeys: 1 - 2

Low-lying buildings typically constructed from concrete or brick with flat or corrugate roofs for commercial purposes. Typically divided into main public spaces and separate servicing/delivery spaces, with adjacent surface car-parking.

WAREHOUSE / TRANSPORT / INDUSTRIAL



Density: Low - Medium

Number of storeys: 1 - 5

Low-lying, functional buildings, often with adjacent fenced or fenced enclosures.

Typically constructed from corrugate or brick, with sheet metal roofing. Size and age varies. Some have been re-purposed for creative uses.

LOW-MID DENSITY RESIDENTIAL

VILLA / SEMI-DETACHED HOUSING



Density: Low - Medium

Number of storeys: 2 - 3

Detached or semi-detached houses usually located together in rows. The fronts of the houses define streets, though sometimes the houses have front gardens or private parking areas. Private gardens of varying sizes are located at the rear.

Mostly built from brick, with pitched roofs. Mostly built before 1920, with a few more recent examples.

TERRACED HOUSING



Density: Low - Medium

Number of storeys: 2 - 4

Terraced houses laid out in long rows. The fronts of the houses define streets. Private gardens of varying sizes are located at the rear.

Mostly built from brick, with pitched roofs. Mostly built before 1920, with a few contemporary additions to some rows.

MID-HIGH DENSITY MIXED USE

TERRACED COMMERCIAL WITH HOUSING/OFFICES ABOVE



Density: Medium - High

Storeys: 3 - 4

Terraced buildings with commercial uses on the ground floor. These are usually shops, restaurants or bars, with flats or offices above.

Mostly built pre-1920. Usually brick construction, with pitched roofs. Various materials are used for the shop fronts. Sometimes the commercial unit extends out at the ground floor.

MID-RISE MIXED-USE BLOCKS



Density: Medium - High

Storeys: 3 - 10

Residential flat blocks above commercial units and cycle/bin storage on the ground floor. Some may include additional commercial floors. Typically designed with an outer edge that creates a strong boundary to the street. Larger blocks may have an internal communal courtyard or podium. Each flat typically has its own balcony.

Construction is typically concrete frame with brick or render cladding. Used for many newer buildings.

MID-HIGH DENSITY RESIDENTIAL

MID-RISE RESIDENTIAL BLOCKS



Density: Medium - High

Storeys: 3 - 10

Residential flat blocks accessed off a communal corridor or external deck. Ground floor units typically have their own front door and may include maisonettes.

Popular from the late-19th to the present day. Earlier examples are built with brick, while later are typically built with a concrete frame and pre-fabricated concrete or brick cladding panels.

HIGH-RISE FLAT BLOCKS



Density: High

Storeys: 11+

Rectangular or square flat blocks of significant height. Spaced far apart to provide open space at the ground floor.

Popular in the late-20th century and typically built with a concrete frame and pre-fabricated concrete brick cladding panels.

BUILDING TYPES, DENSITY & HEIGHT

OTHER

UNIQUE STAND-ALONE BUILDINGS



Density: Varies (Typically Low - Medium)

Number of storeys: 2 - 8

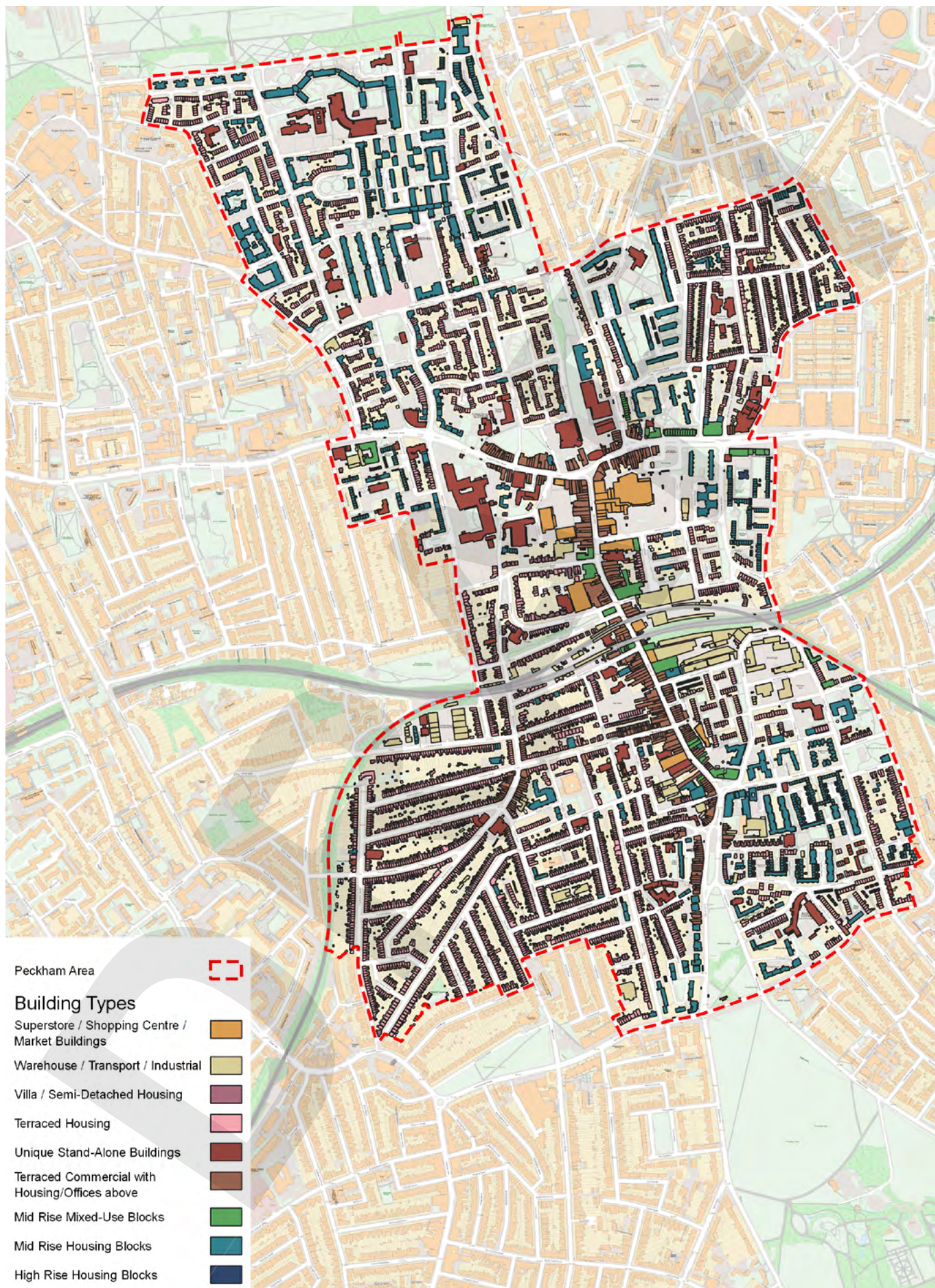
Typically specialist buildings to serve a specific function. Such examples include religious, medical, educational or civic buildings. These buildings typically stand apart from their surroundings. They often serve as local landmarks.

Style, age and construction method is unique to each building but the level of architectural design and detailing is typically higher than it's surroundings.

DISTRIBUTION OF BUILDING TYPES

- Peckham Town Centre is characterised by the clearly defined Rye Lane and Peckham High Street shopping streets. Both streets feature a primary frontage of narrow terraced units and larger mixed-use flat blocks with commercial ground floors and other uses above, primarily residential. This properties create a clear definition to the street. Behind them is a mixture of larger shopping centres and stores, industrial buildings or unique stand-alone buildings, typically of a civic or educational use, and car parks.
- Warehouse, transport infrastructure and industrial sites are located near to the railway lines to the east and west of the town centre. Some of these have been converted to creative uses, while others continue industrial or infrastructure related uses.
- There are several small pockets of terraced housing and villas around the town centre.
- Areas of terraces laid out in long linear streets are located in the north-east and south-west of Peckham.
- The north, east and south-east of Peckham features a mixture of older modernist mid-rise flatted residential blocks and newer mid-rise flatted residential blocks and terraced housing. Often the terraced housing is designed in urban blocks with higher flatted blocks located on the corners. Unique stand-alone buildings are dispersed throughout.
- There is only one high-rise residential building (over 10 storeys) located in Peckham. This is the 20-storey Witcombe Point block located on the Consort Road estate.
- There is a strong correlation between the distribution of building types throughout Peckham and the time when those areas were constructed.

BUILDING TYPES, DENSITY & HEIGHT



OPEN SPACE, GREENERY & ECOLOGY

Easy access to green spaces has been shown to be very important for wellbeing. **Southwark's Open Space Strategy (2013)** found that on the whole Peckham meets the borough standard for natural green space. However, it also reported one of the lowest levels of satisfaction with open space, which may be down to the varied quality of open green spaces across the borough.

OPEN SPACES



PUBLIC PARKS, GREENS & GARDENS

The Peckham area is bordered by two large public parks, Burgess Park to the north and Peckham Rye Common to the south. The latter is also part of a strategic green chain of parks that runs from Dulwich to Peckham.

These large parks are supplemented by a range of smaller local parks, greens and open spaces. This includes the linear green spaces of the former Surrey Canal and the Holly Grove shrubbery.



NATURAL / SEMI-NATURAL GREEN SPACE

These are areas of open space that are natural or semi-natural in character. Some are partly accessible nature gardens, such as those on Bellenden and McDermott Road. Some are private spaces, such as Lettsom Gardens.

The Grove Park cuttings and Nunhead Railway embankments are not accessible but provide important wildlife habitat and greenery.



NEIGHBOURHOOD SPACES

There are also a range of sports areas and play spaces across the Peckham area, though there are a far greater concentration of these in north Peckham.

The map on the following page shows the parks and green spaces across Peckham.

- The areas dashed in orange mark areas where residents have to walk for more than 400m to their nearest publicly accessible green space, representing a walk of greater than 5-minutes. These are concentrated south of Peckham town centre, especially where the railway lines forms a barrier to movement.
- North Peckham has a good range of smaller parks, though these vary in quality. The former Surrey Canal linear green park provides a green spine to the northern area.
- Many of the green spaces in the south-west inaccessible or are private or have limited accessibility, preventing many residents from having easy immediate access to green spaces.

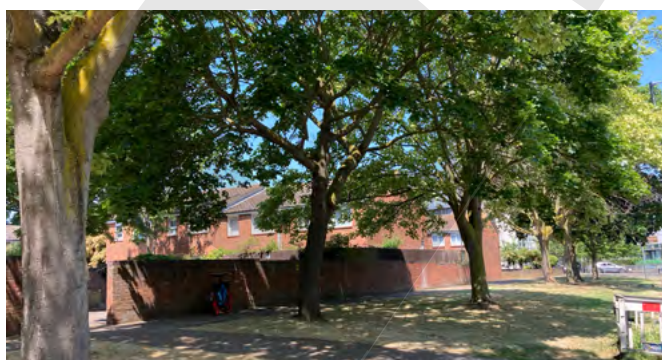
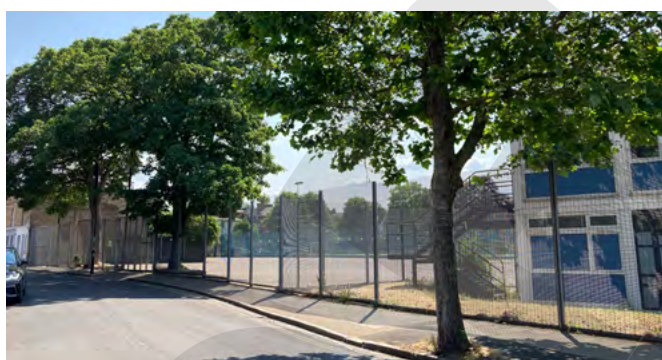
OPEN SPACE, GREENERY & ECOLOGY



OPEN SPACE, GREENERY & ECOLOGY

Planting, particularly of trees, is important for biodiversity and ecology. Planting also has a positive impact on air quality and reduces flood risk. Trees provide shade which helps reduce urban overheating. They can also contribute positively to the character of an area.

TREE COVERAGE



CANOPY COVER

Southwark receives ProximiTREE™ data that details the exact spatial location and height of trees in the borough. It also has information on the circumference of the canopy of the trees. This allows for analysis of the tree canopy coverage.

Peckham has a high level of canopy cover around its green spaces, especially Rye Park and the former Surrey Canal. There is also high canopy coverage around the Harris Academy and along the railway embankments.

Canopy cover varies across the residential neighbourhoods in Peckham. Most residential areas have some trees, although canopy cover is noticeably higher in the Bellenden area and around the Bells Gardens Estate.

There is a lack of canopy cover in the Peckham Town Centre and along Peckham Road/Peckham High Street/Queens Road (A202) and Rye Lane.

TREE PRESERVATION ORDERS

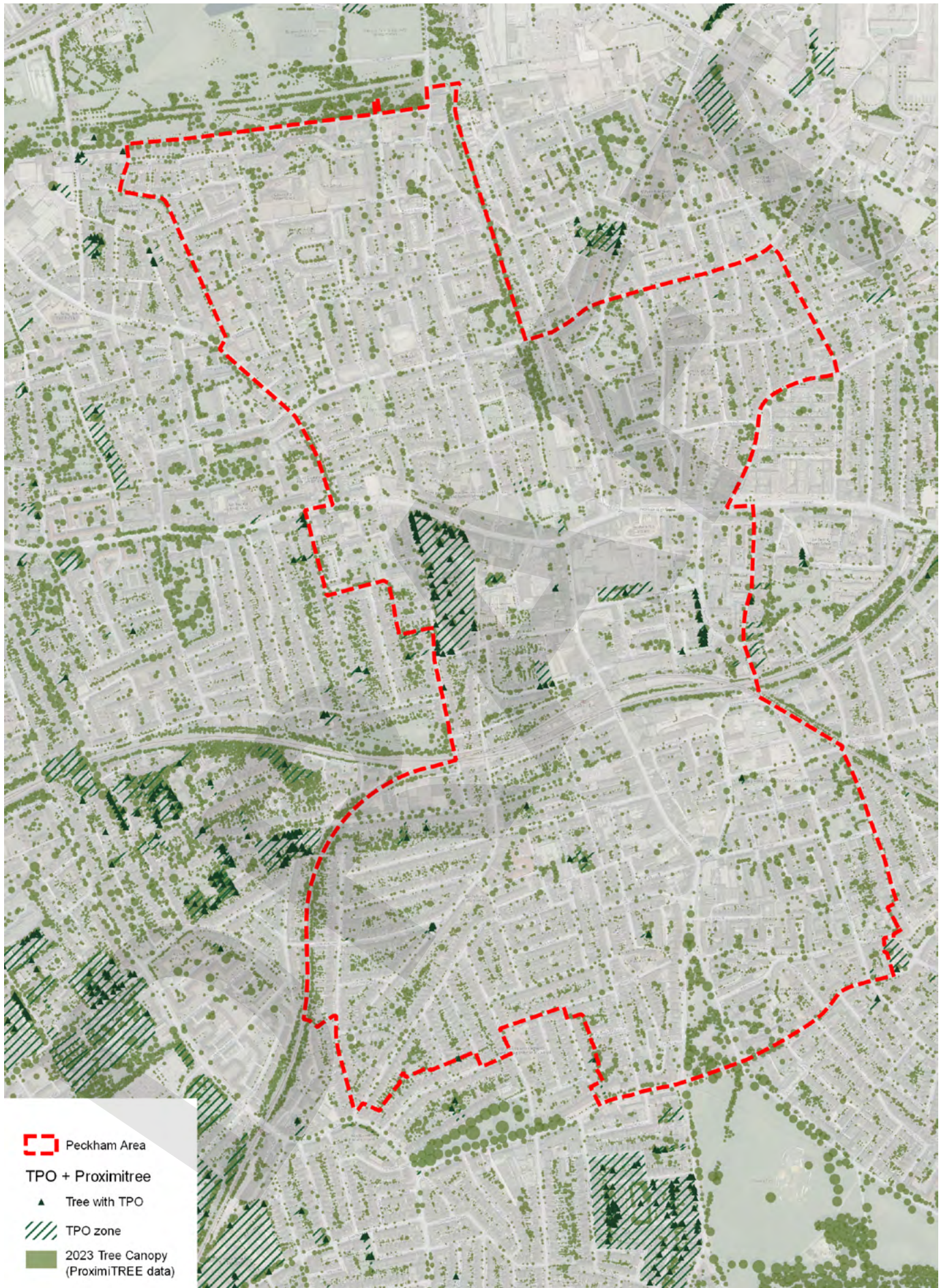
Trees that are considered an important feature of the local environment and given protection by designating them with a Tree Preservation Order (TPO). This may be because the tree is particularly rare, attractive or important for biodiversity. Or it may be because there are a lack of trees in the area, or the tree is providing a natural screen.

A TPO can be applied to individual trees, or to a group of trees. It may also be applied to hedgerows. Any work done to a tree protected by a TPO must first be approved by the council.

There are a large number of protected trees around the Harris Academy and the Moncrieff Estate. There are also TPO zones protecting the trees to the south of the Aylesham car park, around the Peckham Liberal Club and in McDermott Gardens. There are also individual TPOs and smaller TPO zones scattered around south Peckham.

The map on the following page shows the 2023 Tree Canopy information from ProximiTREE, as well as the trees and zones protected by Tree Preservation Orders.

OPEN SPACE, GREENERY & ECOLOGY



ACTIVE TRAVEL

Active travel is the transport of people or goods through non-motorised means and is based around human physical activity. The most common forms of active travel are walking and cycling. Southwark's Movement Plan (2019) emphasises the positive benefits of active travel. Active travel has been shown to improve physical and mental health, as well as providing environmental benefits.



The perimeter of urban blocks is a good indicator of how permeable a neighbourhood is. Some parts of Peckham are highly permeable, with urban block perimeters of 200m or less. The areas of highest permeability tend to be twentieth century housing estates such as the Clifton, Consort, Pelican and Bells Gardens Estates. The areas with the lowest levels of permeability (urban block perimeters over 600m) tend to be close to the railway lines. Historic terraced houses also tend to have low levels of permeability.



CYCLING INFRASTRUCTURE

The cycle network in Peckham is disjointed. TfL cycle route C35 ends abruptly in Peckham Library Square and does not link up with the other cycle routes which run east to west and north to south. Some cycle routes largely depend on busy roads such as Rye Lane and the A202 with little separation from vehicular traffic however the Southwark Cycle Spine provides some areas of improved separation from traffic. There is limited cycle infrastructure serving secondary or residential streets in the area.



SURREY CANAL PATH

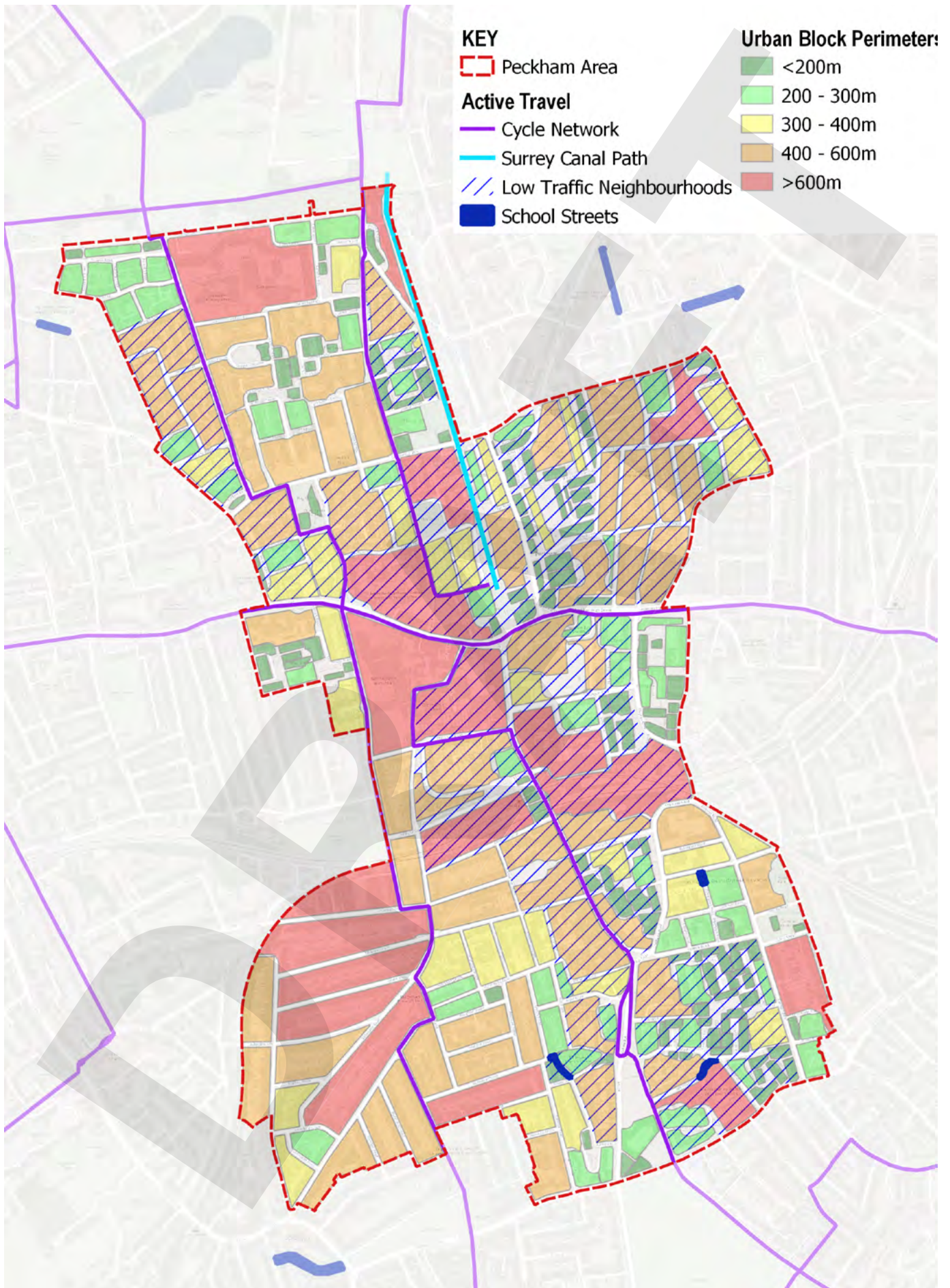
The Surrey Canal Path is a shared cyclist and pedestrian route which runs from Burgess Park to Peckham Square. It provides a green link from the park to the centre of Peckham, and is completely separated from vehicular traffic.



PEDESTRIAN PRIORITY INITIATIVES

Most of the town centre and residential pockets to the north east and south east of the Peckham area benefit from low-traffic neighbourhoods, which are marked by the hatched lines on this map. There are also a number of school streets which are temporarily closed to vehicular traffic at school pick-up and drop-off times. There are school streets for the Bellenden, Rye Oak and the St Mary Magdalene C of E Primary School.

ACTIVE TRAVEL



PUBLIC TRANSPORT & ROAD NETWORK

The other key priority in the movement plan is ensuring efficient use of road networks. This is to allow people to travel around easily via public transport or private means. It is important to limit the impact of congestion and air pollution.



A number of busy roads run through the middle of the Peckham area, including Peckham High Street (A202) which runs east to west and Peckham Hill Street and Rye Lane which run roughly north to south. The northernmost part of Rye Lane is one-way and closed to motor vehicles except buses. Peckham High Street (A202) is part of the Transport for London Road Network.



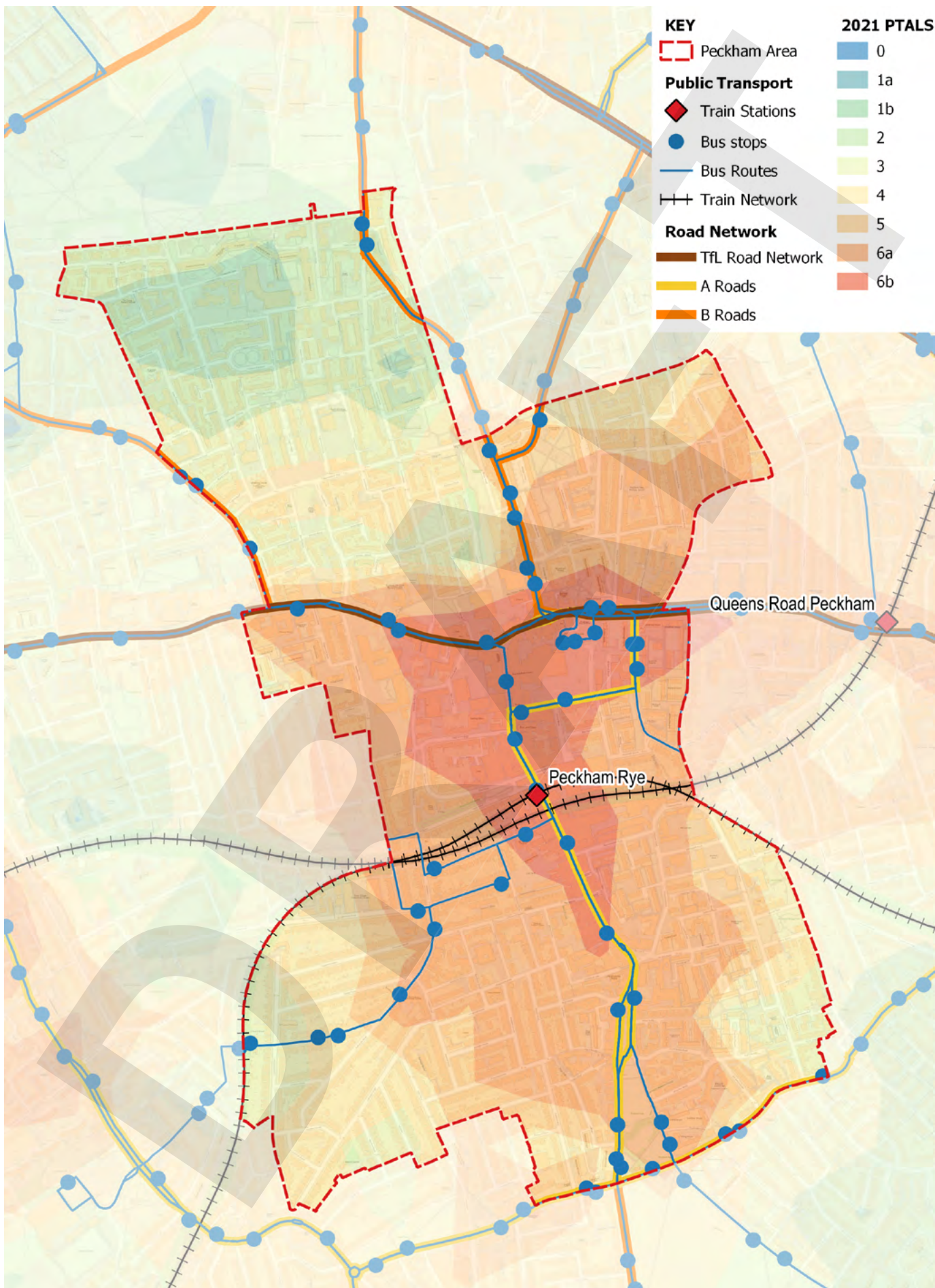
Bus services in the area are concentrated on the main roads and around the bus station at the north end of Rye Lane. As a result, the town centre is the most accessible area in Peckham with a PTAL rating of 6b. Peckham Rye train station and the nearby Queen's Road train station which provide regular services to central London also contribute to the high levels of accessibility in the town centre.



There is limited bus services to the secondary streets and residential areas within in Peckham area, with only a small number of bus stops on the smaller residential streets to the west of the town centre. The northern part of Peckham has the poorest access to public transport with a PTAL rating of 2 - 1b.



PUBLIC TRANSPORT & ROAD NETWORK

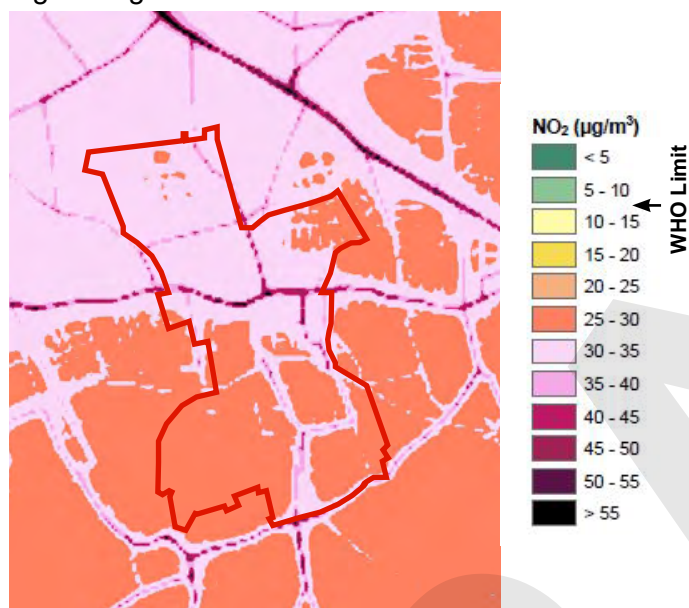


ENVIRONMENT - AIR POLLUTION

The four pollutants mapped below are those that are predictable and known to have a detrimental impact on health. The pollution maps below are extracted from those produced by the London Atmospheric Emissions Inventory (LAEI) for 2019. The whole of Peckham is in Southwark's Air Quality Management Area.

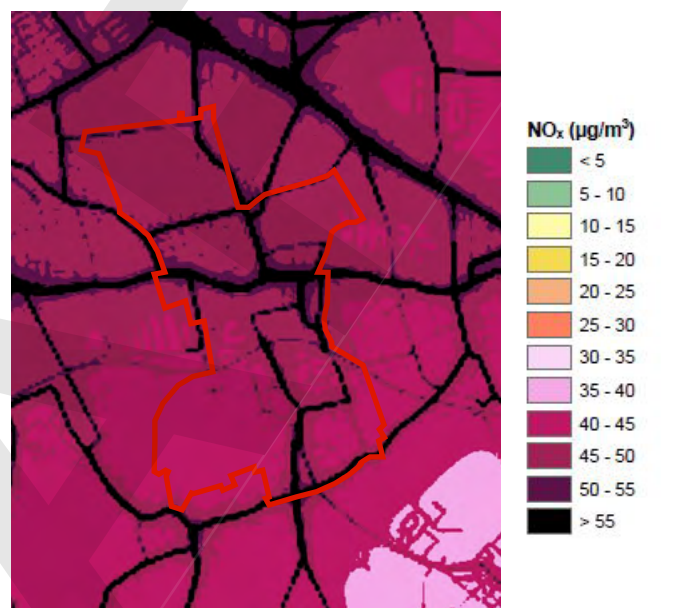
NITROGEN DIOXIDE (NO₂) (2019)

Studies have shown links between NO₂ pollution and respiratory symptoms. Road transport is responsible for an estimated 50% of emissions. The average NO₂ pollution exceeds WHO air quality targets across the Peckham Area, and is particularly high along the A202.



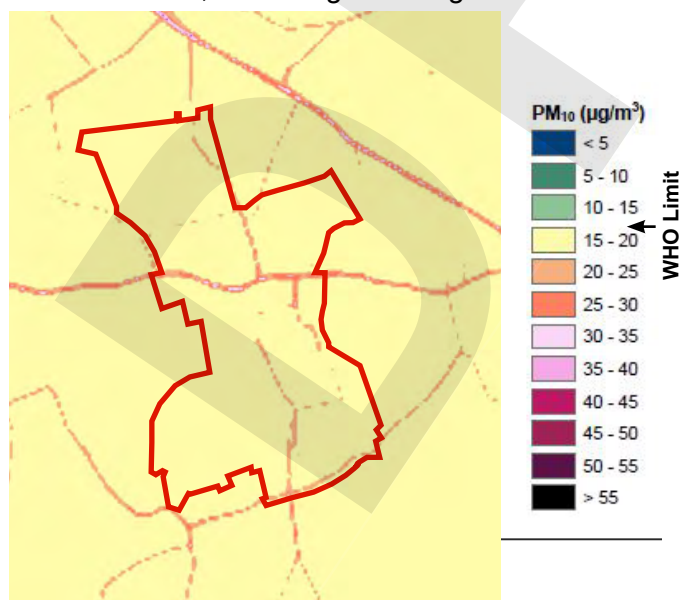
NITROGEN OXIDES (NO_x) (2019)

NO_x are gases produced by burning fossil fuels, with road transport by diesels the predominant source. NO_x is high across Peckham. It is particularly dominant along the A202 and Rye Lane, with a noticeably high concentration in the town centre.



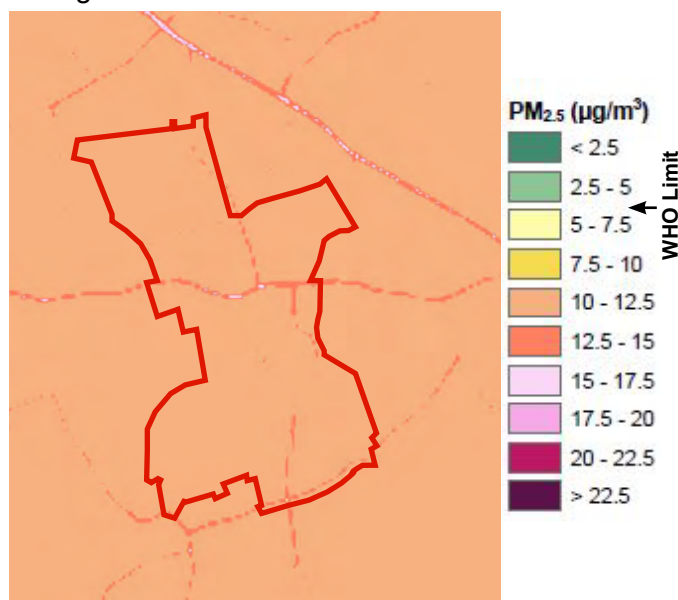
PM₁₀ PARTICULATES (2019)

Particles smaller than 10 micrometers can settle in the airway or lungs and cause problems. Particulate pollution exceeds WHO air quality targets across the Peckham Area, and is higher along road networks.



PM_{2.5} PARTICULATES (2019)

Particles smaller than 2.5 micrometers can settle in the airway or lungs and cause problems. Particulate pollution exceeds WHO targets consistently throughout Peckham and most of central London.



Source: London Atmospheric Emissions Inventory (Greater London Authority and Transport for London Air Quality, 2019)

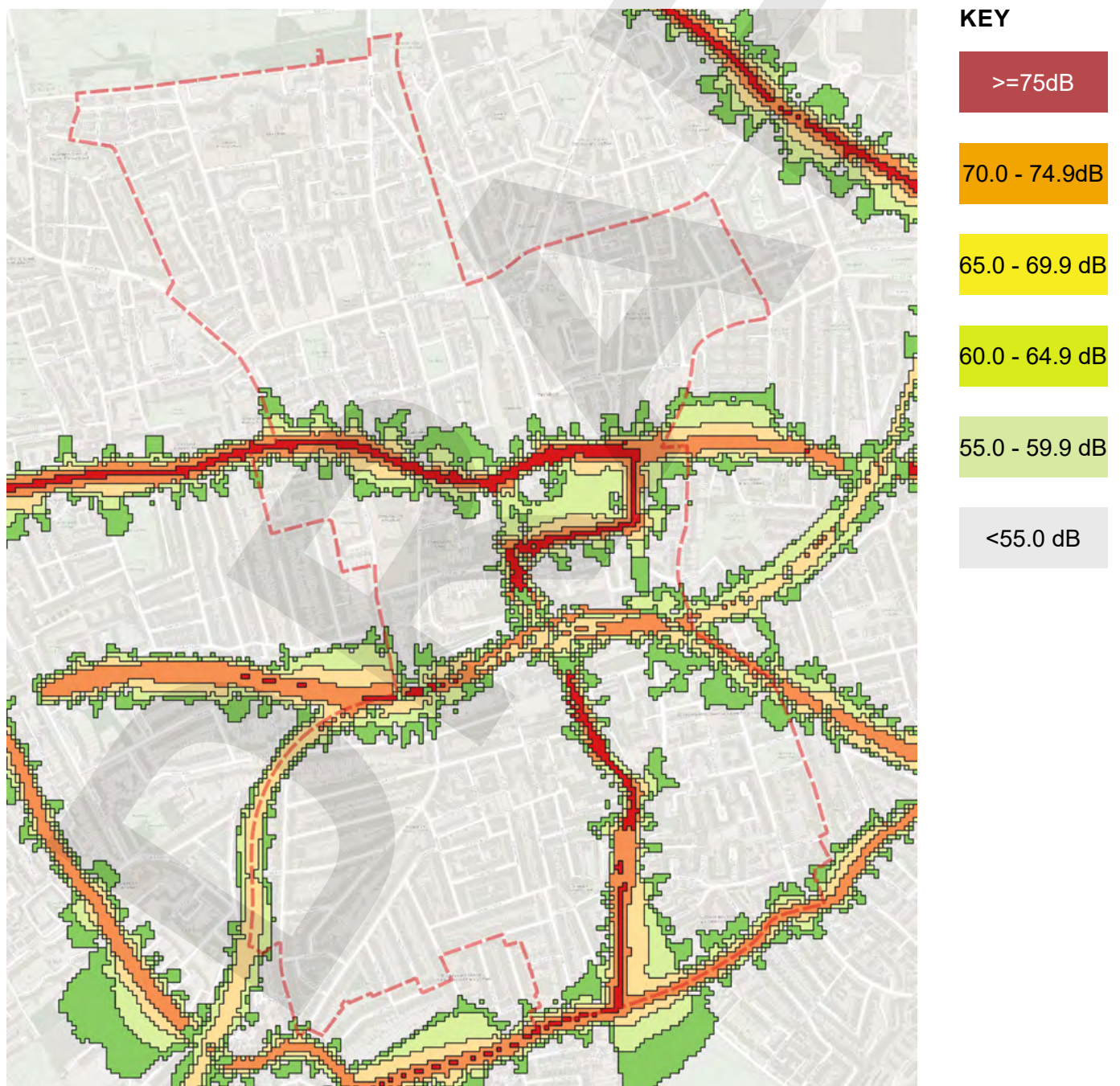
ENVIRONMENT - NOISE POLLUTION

Excessive environmental noise has shown to have serious impacts on physical and mental health. It also has a negative impact on biodiversity. Regular noise maps are produced by the Department for Environment Food & Rural Affairs to understand areas with problematic noise pollution.

NOISE POLLUTION MAPPING - L_{DEN} (2017)

The following maps are created using the L_{DEN} 2017 data from the Department for Environment Food & Rural Affairs. The L_{DEN} indicated a 24 hour annual noise pollution average. This is calculated with separate weightings for daytime, evening and night-time periods.

The highest levels of noise pollution are along the A202 and parts of Rye Lane, where annual noise pollution average exceeds 75 dB. The noise pollution spreads onto the surrounding side streets and open spaces. There is further significant noise pollution from the railway line, which adds to the particularly high concentration of noise pollution in the centre of Peckham.

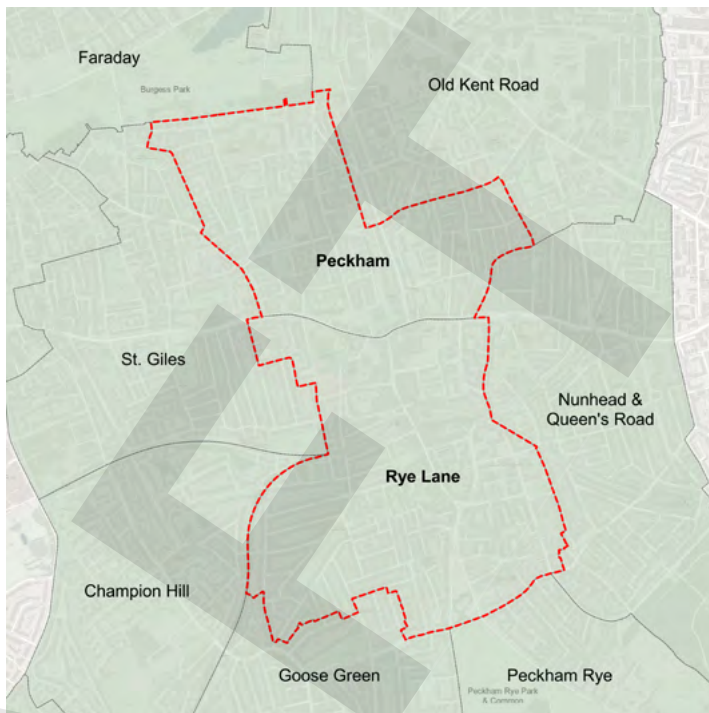


Source: Strategic Noise Mapping (Department for the Environment, Food and Rural Affairs, 2017)

DEMOGRAPHICS

WARD ANALYSIS

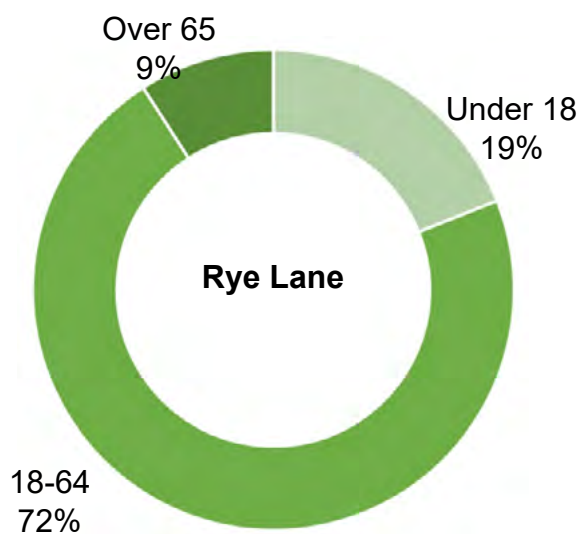
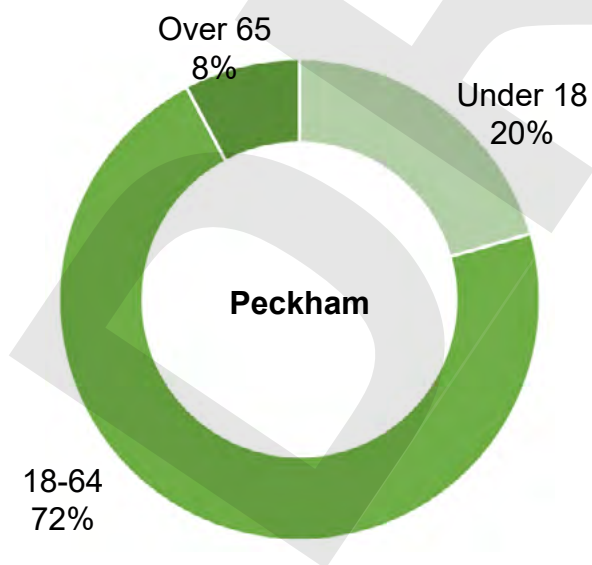
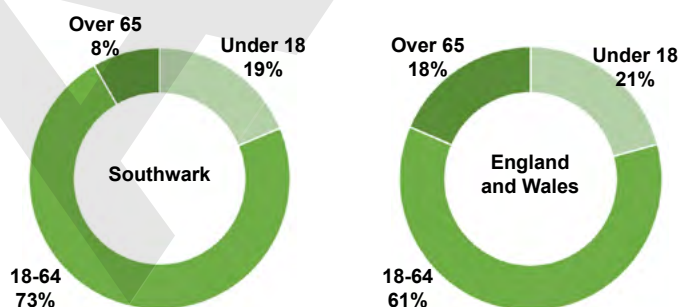
The Peckham Character Study Area area includes the Peckham and Rye Lane Wards as shown in the map to the right.



WARD PROFILES

AGE

Southwark is a relatively young borough. The ages of people living in the Peckham area are almost identical to those of Southwark as a whole. There are significantly less over-65s in the Peckham area when compared to the national average.

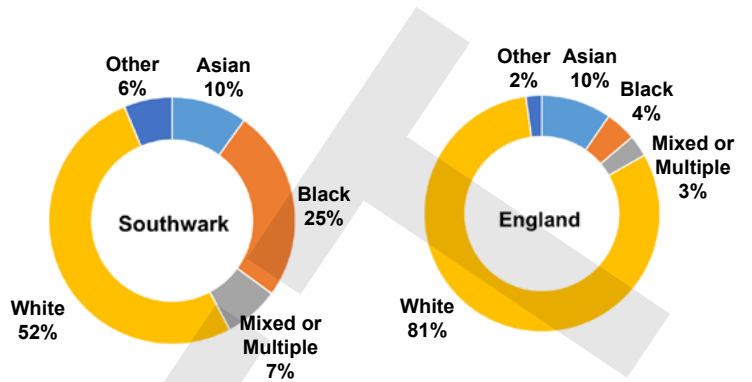


Data source: 2021 Census data (ONS, 2021)

DEMOGRAPHICS

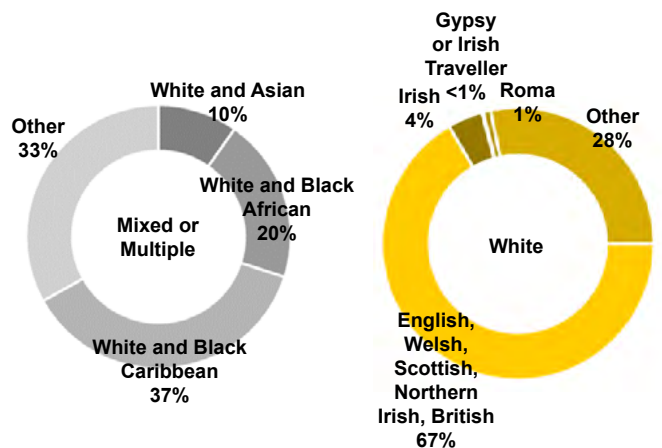
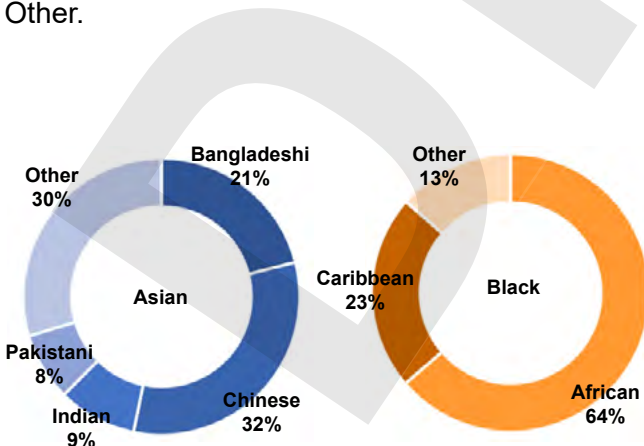
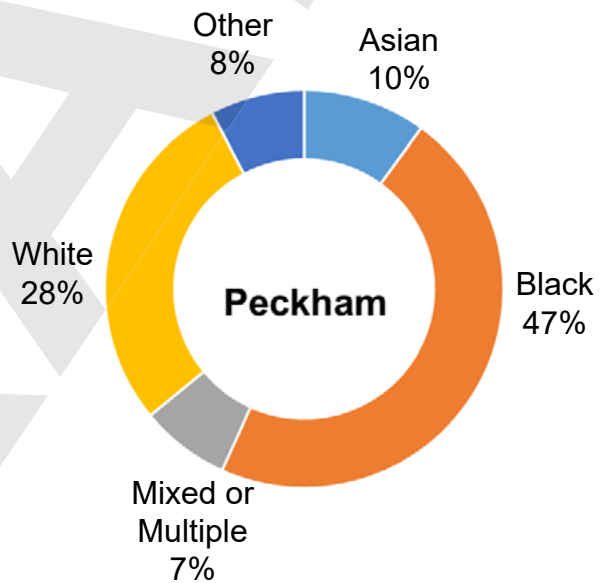
ETHNICITY

Southwark has a diverse population, with an overall higher proportion of Black, Asian, or Other ethnicities than England. The largest ethnic groups for both wards are White and Black. The white population of Rye Lane has a slightly higher proportion of residents who identify with the White English, Welsh, Scottish, Northern Irish or British ethnic group than the Peckham Ward. Both wards have a higher proportion of Black African residents than Black Caribbean residents, however there are proportionally more Black Caribbean residents in the Rye Lane ward than the Peckham ward.



ETHNICITY - PECKHAM WARD

The largest ethnic group in the Peckham Ward is Black (47%), with the majority of these residents identifying as Black - African (64%) and 23% identifying as Black - Caribbean. The proportion of Black residents in the Peckham ward is higher than the Southwark-wide and national averages. There are proportionally less White residents in the Peckham ward, with the majority of these white residents identifying with the White - English, Scottish, Northern Irish, British ethnic group (67%). While the proportion of residents identifying as Asian is broadly in line with the Southwark and national averages, there are proportionally more people in Peckham who identify with the Mixed or Multiple Ethnic Groups or identifying their ethnicity as Other.

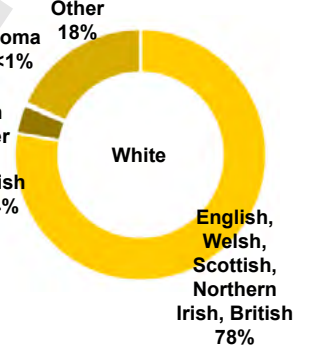
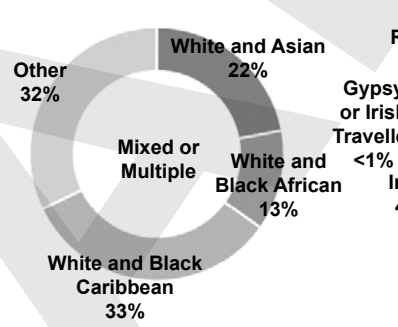
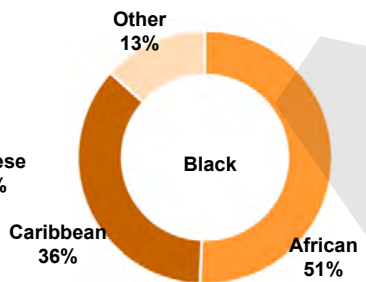
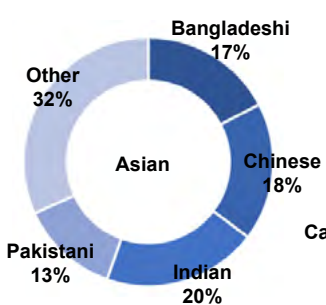
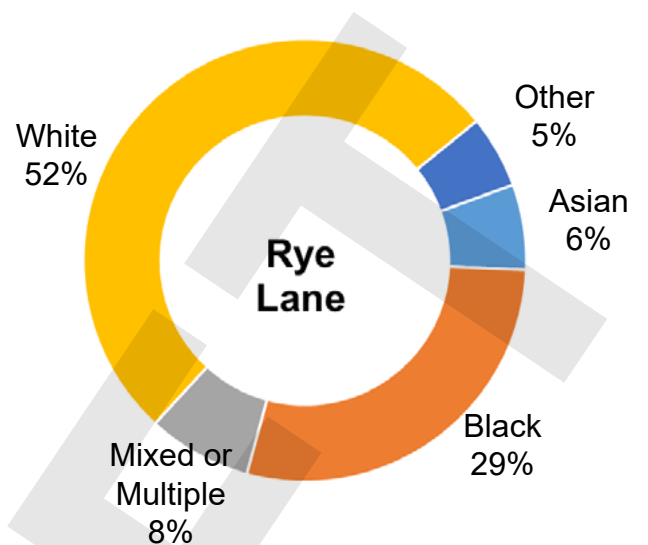


Data source: 2021 Census data (ONS, 2021)

DEMOGRAPHICS

ETHNICITY - RYE LANE WARD

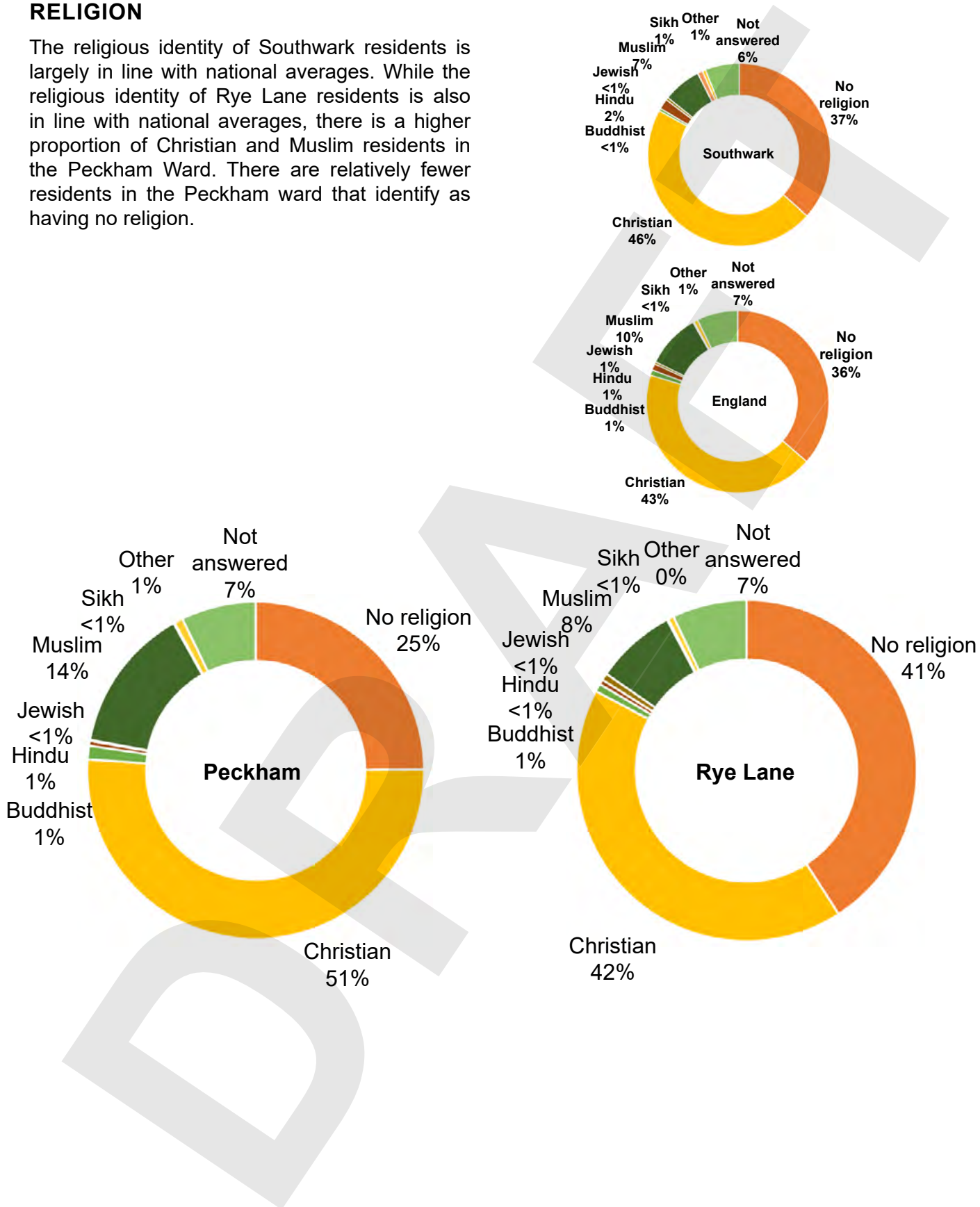
The largest ethnic group in the Rye Lane ward is White (52%), and again the majority of these White residents identify with the White - English, Welsh, Scottish, Northern Irish, British ethnic group. The proportion of Black residents is broadly in line with the Southwark-wide average, but significantly exceeds the national average. While the proportion of residents identifying as Mixed or Multiple Ethnic Groups is broadly in line with the Southwark and national averages, there are proportionally more people in the Rye Lane ward who identify as Asian or as Other.



DEMOGRAPHICS

RELIGION

The religious identity of Southwark residents is largely in line with national averages. While the religious identity of Rye Lane residents is also in line with national averages, there is a higher proportion of Christian and Muslim residents in the Peckham Ward. There are relatively fewer residents in the Peckham ward that identify as having no religion.



SOCIAL EQUITY

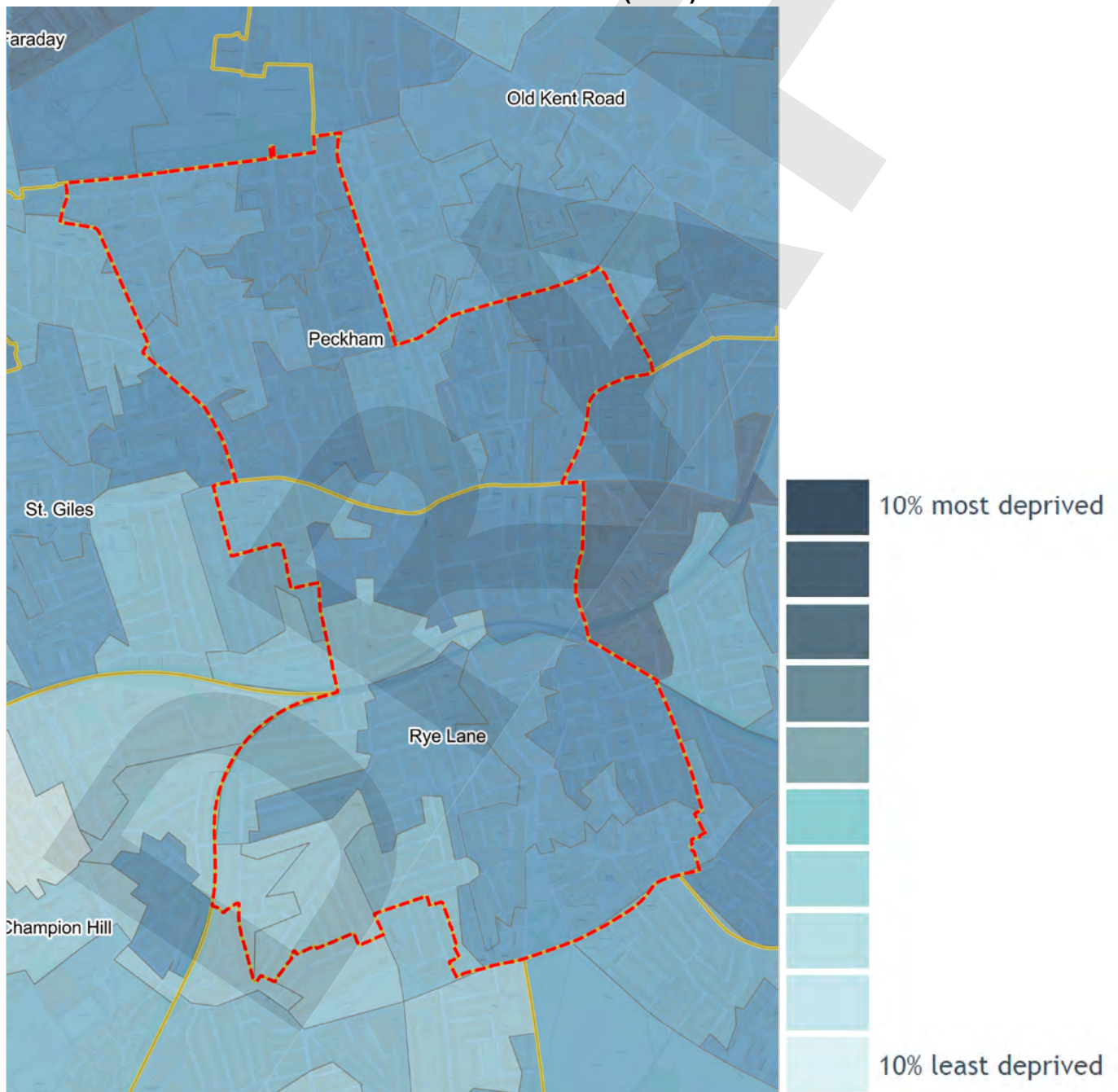
DEPRIVATION

The data maps on the following pages show the levels of deprivation across the Peckham area. The information is from The English Index of Multiple Deprivation¹. The darkness of blue shows the level of deprivation within an area.

The map for multiple deprivation (below) overlays the various indices of deprivation to give an overview. This suggests that Peckham has varying levels of deprivation. There are pockets of increased deprivation located around the Town Centre and the housing estates in the north, east and south of the study area. The areas of lower deprivation are concentrated in the south-west of the study area, including Copleston Road, Bellenden Road and Choumert Road.

¹ Ministry of Housing, Communities & Local Government, 'English indices of deprivation 2019'

INDEX OF MULTIPLE DEPRIVATION DATA MAP (2019)



Data Source: The English Index of Multiple Deprivation 2019 (Ministry of Housing, Communities & Local Government, 2019)

SOCIAL EQUITY

INCOME DEPRIVATION DATA MAP (2019)



INCOME DEPRIVATION - AFFECTING OLDER PEOPLE DATA MAP (2019)



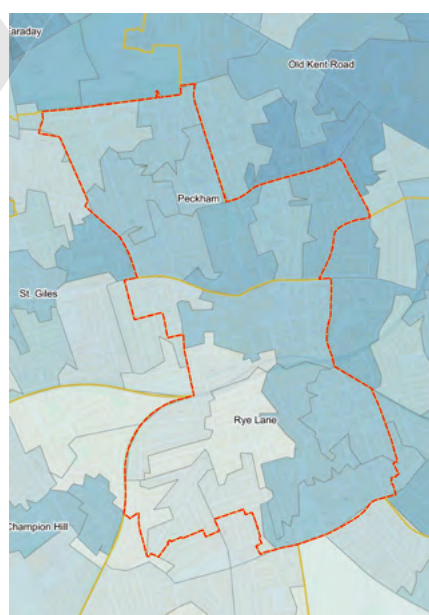
Data Source: The English Index of Multiple Deprivation 2019 (Ministry of Housing, Communities & Local Government, 2019)

The data for income deprivation shows a similar geographical pattern to those of multiple deprivation. A stronger difference in income deprivation is shown between the less deprived areas to the south-west and the more deprived areas to the north, centre and south-east of Peckham. This distinction between north and south becomes particularly pronounced when looking at income deprivation affecting older people.

EMPLOYMENT DATA MAP (2019)



EDUCATION SKILLS & TRAINING DATA MAP (2019)



Data Source: The English Index of Multiple Deprivation 2019 (Ministry of Housing, Communities & Local Government, 2019)

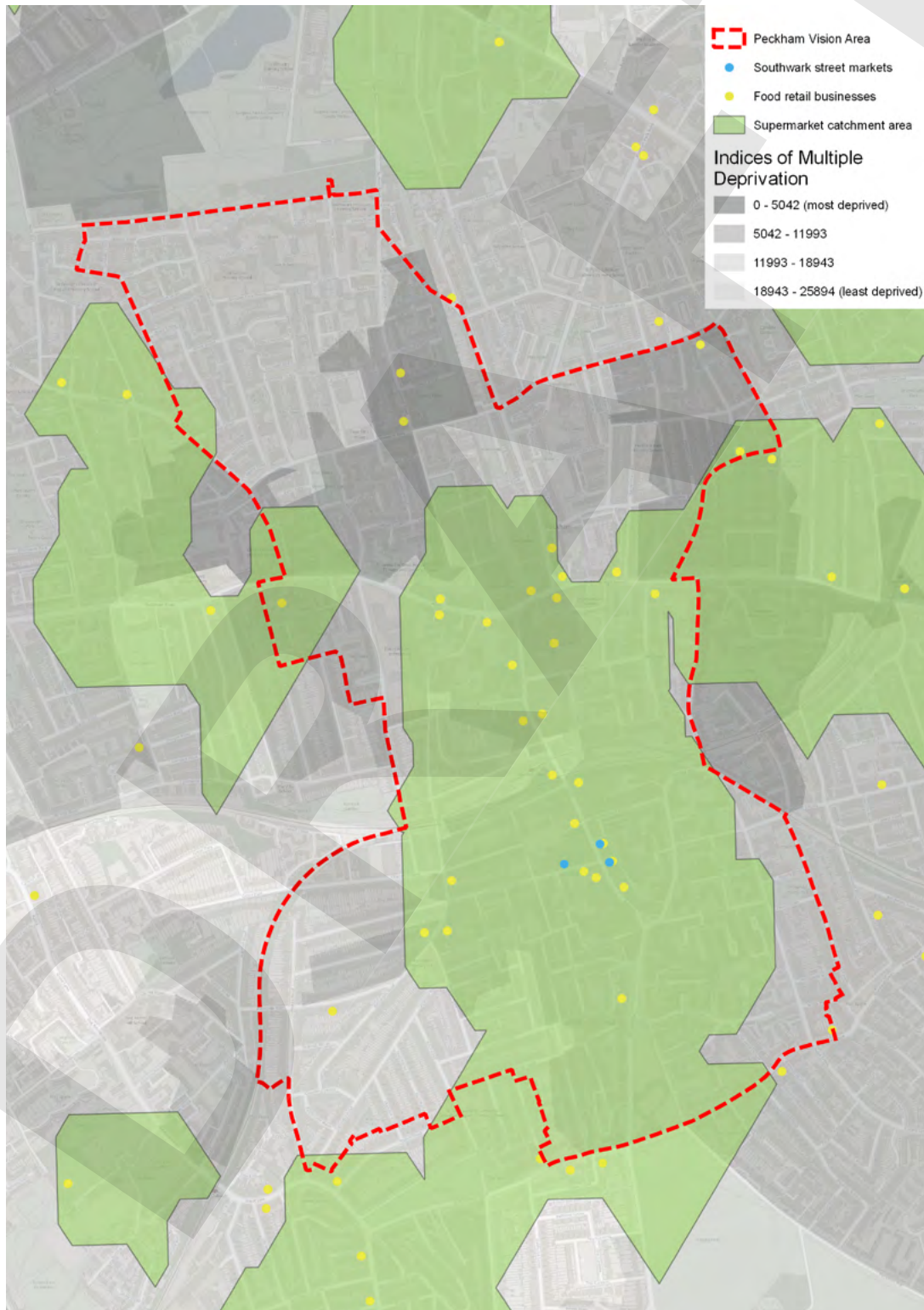
Employment deprivation measures the proportion of the working-age population involuntarily excluded from the labour market. This shows broadly similar variations across the area to income deprivation. The town centre and pockets in the north and south-east of the Peckham area have the highest levels of employment deprivation. The Peckham area shows generally lower levels of deprivation for education, skills and training than it does for employment or income, however the north and east of the area has relatively higher deprivation in this category than the south-west.

HEALTH & WELLBEING

FOOD ACCESS MAP

A food access map was created looking at supermarket catchment areas and other food stores and street markets. Areas of multiple deprivation are also overlaid. This is to show how the food access is exacerbated by existing inequality and deprivation.

Central Peckham has a good level of food access, but there is a significant area with poor healthy food access in northern Peckham, which correlates with areas of deprivation. There is also a pocket of poor food access in the south-west of Peckham, though this area has lower levels of deprivation.



Adapted from 'Food Access Map of Southwark - Southwark 'healthy basket' study' (Reid, S., 2020)