

of each of the five sites. Each still has [uncertainties in its future](#), and shows the continued need for concerted community action to monitor their planning and development.

Central Rye Lane: Peckham's Cultural 'Hotspot'

This panel, [click here](#), shows a 'hotspot' map of the [growing cluster of creative and cultural enterprises - an SSCI](#) in the four quarters around Peckham Rye station. The low cost, adaptability and spirit of the old buildings has stimulated the self-regeneration process, as has the close proximity of the enterprises. This collection of buildings and spaces and people has created a significant habitat for this part of the local micro economy ([see note below on SSCIs](#)). This habitat enables myriad personal interactions in a creative physical and social environment. The map on the panel locates each cultural enterprise, and the panel shows a photo and text for each. Together the variety of leisure and entertainment facilities explains the growing 'hotspot' reputation of the central Rye Lane location.

The challenge is to ensure that future developments nurture the special characteristics of this central Rye Lane location which make it suitable for the emergence and sustainability of the creative and cultural sector. This is especially important for the approach to the development of the land around Peckham Rye station, now [2014/2015] undergoing further public consultation. This began with the Council's CoDesign 8 week exercise in September and October 2014. This has resulted in hundreds of local people signed up to the Council's Peckham CoDesign mail list for further involvement. [Landolt & Brown Architects were appointed in February 2015](#). Unfortunately this contract is confined to the buildings and spaces in front of the station and at the end of Blenheim Grove. The rest of the Network Rail 'Gateway' site has been split into potentially 4 other planning applications, with no opportunity for public discussion or release of information. This has meant that there has been no possibility for any collaborative public discussion about the 'Gateway' site. [See latest here for more info.](#) [Planning permission was given](#) for the new square and changes to the Blenheim Grove building in March 2016. Work will start in 2018.

Central Rye Lane: Two New Green Paths



two new green paths from Rye Lane

The Peckham Rye Station Gateway is a major site in the central Rye Lane area. The co-design consultation in 2014/15 for that site needed but hasn't yet included ideas and plans for the improvement of the public realm all around it. [This panel, click here](#), shows ideas Peckham Vision has developed to bring new green paths into the heart of Rye Lane, and also potentially linking Peckham Rye station to Queen's Road, Peckham station. This potential needs to be a consideration in the design of the public realm plans.

- **Coal Line:** a high level path on the disused historic Ricketts coal line could feature as a high level linear park stretching between Rye Lane and the existing green space of Kirkwood Road. The access from Rye Lane would be from the Victorian cobbled area around the 1930s building opposite the station and the proposed new public square. So the design of public realm outside the Station Gateway site needs to be seen as an integrated whole. The line would run between two majestic town centre buildings: the **Bussey Building** (saved from demolition for a tram depot) and the **Peckham Multi Storey** building (still under threat of demolition until October 2017. Its life now extended for 20 years until 2038)
- **Bussey path:** A new path could lead pedestrians from Rye Lane through a pleasant green walk into the Copeland Park at ground level. This path might in the medium term lead through a new pedestrian tunnel to link with the space between the rail lines, and then join with the

high level path just before the Consort Road junction, and also lead through into Copeland Road.

The Coal Line: linking into wider walking & cycling networks[[edit](#)]

This [panel](#), [click here](#), shows how the high level Coal Line project from Rye Lane would help to fill in a missing link in existing cycle networks to the east and west of Peckham. It would create a **900m long, 7m high level linear park** linking the existing green spaces of Holly Grove and Kirkwood Road. This new link would create a new east-west route enabling users to reach the Thames on a new route that would be mostly greenway, free from road vehicles. In the town centre, it would, together with the Bussey path, and the ideas to reuse the [Peckham Multi Storey](#) building instead of demolishing it, create an oasis of biodiversity and green space within seconds of the busy Rye Lane shopping street and Peckham Rye station, and create new pedestrian routes north and south to the east of Rye Lane. [Here is a great account](#) of how the Peckham Coal Line fits with the community vision for transforming central Rye Lane. The [Peckham Coal Line](#) became an independent project separate from Peckham Vision in late 2014.

'SSCI' a Site of Special Cultural Interest[[edit](#)]

[Video of talk by Eileen Conn at Just Space Conference in July 2015 on The London Plan and Building other ways of thinking about London's economy.](#)

Note from Eileen Conn, Peckham Vision Co-ordinator:

"Living day by day as part of the evolution of [this area around the station](#) for several years, I came up with the idea that this central Rye Lane area is what I have termed an 'SSCI' (Site of Special Cultural Interest). An SSCI is a bio-socio-economic eco-system, which is a conceptual idea inspired by [biological SSSIs - Sites of Special Scientific Interest](#). An SSCI is then a significant habitat for human socio-economic activities. Like a biological SSSI, it is the interacting relationship between the physical environment and the living creatures and their interacting life activities which are important. In all of this, the physical buildings as they are, and the spaces in between, are significant for the human activities they enable." © Eileen Conn 2014

Further thoughts May 2015:

Living through the saga of the [failed planning consultation for the development around Peckham Rye Station](#), it became apparent that it was not standard practise in such planning to take a snapshot of the site before development decisions. So attempts to discuss the issues arising from the plan to acquire vacant possession across the whole site, as a prelude to demolition or clearance of all non railway buildings, fell on barren ground. There was no comprehension that there was anything of value in that context, so no mechanism to assess whether there was a special nature of the social and economic life on the site.

There needs to be a requirement in defined circumstances for development sites, that potentially exhibit the nature of an SSCI for a report on what is there now - physically, socially and economically. In a similar way to the established [Environmental Impact Assessment](#): *"UNEP defines Environmental Impact Assessment (EIA) as a tool used to identify the environmental, social and economic impacts of a project prior to decision-making. It aims to predict environmental impacts at an early stage in project planning and design, find ways and means to reduce adverse impacts, shape projects to suit the local environment and present the predictions and options to decision-makers."*

It appears that though the EIP is defined as covering social and economic impacts, it may in practice think only of those impacts arising from the disturbance for the 'living physical environment'. Maybe the EIP could be a suitable mechanism for identifying an SSCI. But at the moment it appears not to be used like that as the full meaning in it of "environmental, social and economic" is lost, because the impact on the delicate living system of a human micro economy embedded in its symbiotic social and physical habitat is not recognised.

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