

A Chronology of Peckham Rye Station 1865-2021

© Benedict O’Looney Architects for Network Rail
January 2021

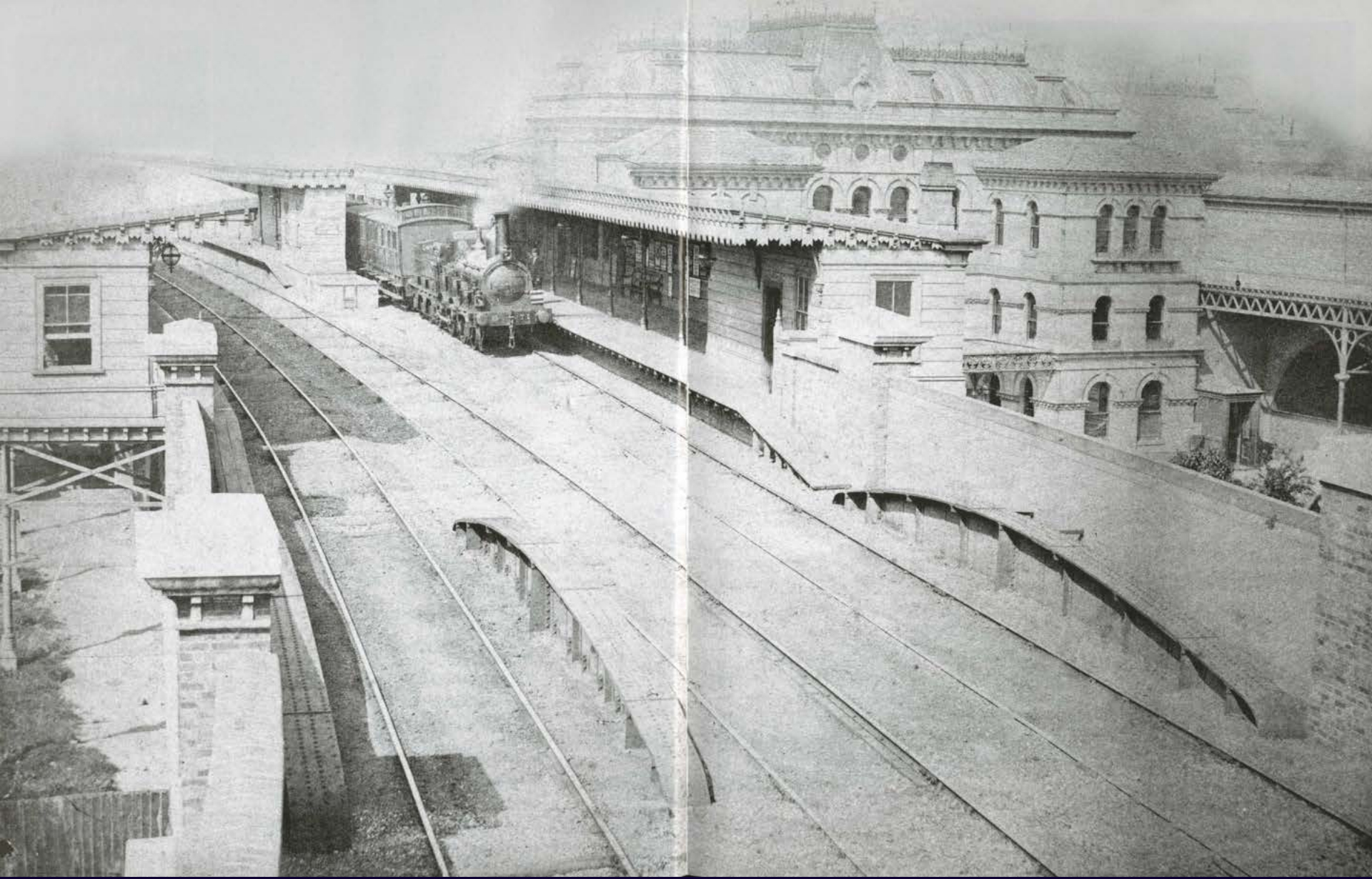
A detailed black and white historical map of Peckham, London. The map shows a dense urban area with numerous streets and buildings. Key features include:

- Streets:** Hanover Street, Church Street, and others are labeled.
- Landmarks:** A large area labeled 'PECKHAM' is prominent. There are also labels for 'Market', 'Gardens', and 'Field'.
- Buildings:** Various buildings are depicted with hatching and labels, including 'Houses' and 'Chapel'.
- Water Features:** A small body of water or pond is visible near the center-right.
- Annotations:** A red square is drawn on the map, with the text 'Station site.' written in red next to it, indicating the location of the proposed station.

The map is oriented with North at the top. The overall style is that of a 19th-century cadastral map.



An early view of Peckham Rye Station circa 1866 shortly after the building's completion. The station was designed by the noted architect Charles Henry Driver FRIBA (1832-1900) for the London, Brighton & South Coast Railway.



The original configuration of Peckham Rye Station showing the southern platforms that served the London Brighton & South Coast Railway. (LB&SCR) These southern platforms were demolished in 1962 and replaced with the present 'island' platforms 1 & 2 that are in use today. Note the cast iron columns and timber detailing to the platform canopies. The exuberant cast iron cresting survives to the 'Second Empire' roof of the station building.

LONDON BRIGHTON AND SOUTH COAST RAILWAY

SOUTH LONDON LINE

PECKHAM

RYE LANE N^o 3

STATION



The original contract drawing for the front elevation of the 'Peckham' station, 1865 - designed by Charles Henry Driver, architect, for Robert Jacomb Hood Chief the engineer of the LB&SCR. Note the original location of Platform 2 on the southern or 'left' side. The lost iron and glass forecourt canopy can be seen centrally in the centre of this drawing.

LONDON BRIGHTON AND SOUTH COAST RAILWAY

DRAWING NO. 27

SOUTH LONDON LINE

PECKHAM

RYE LANE N^o 4

STATIONS



BACK ELEVATION

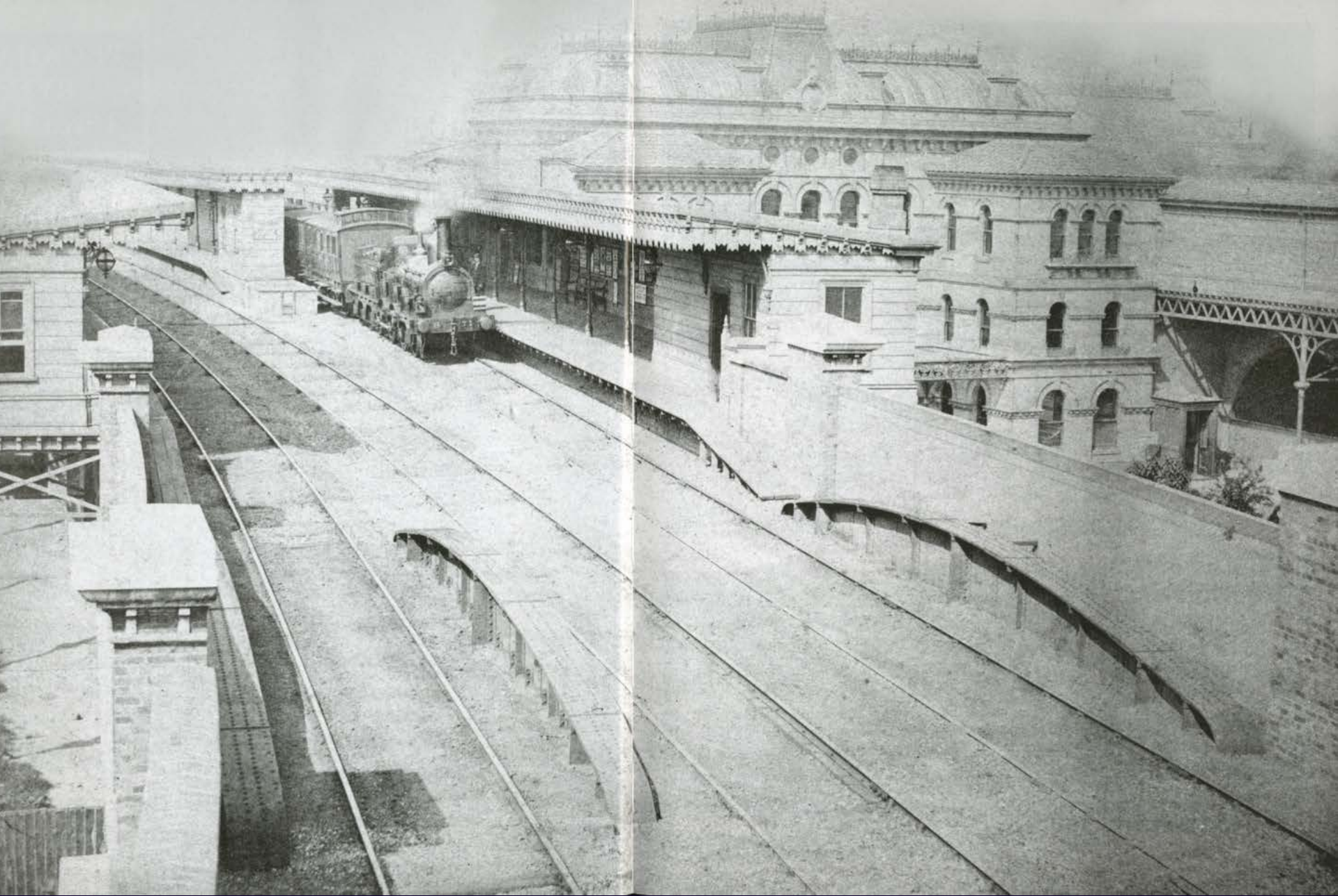
SCALE - FEET TO ONE INCH

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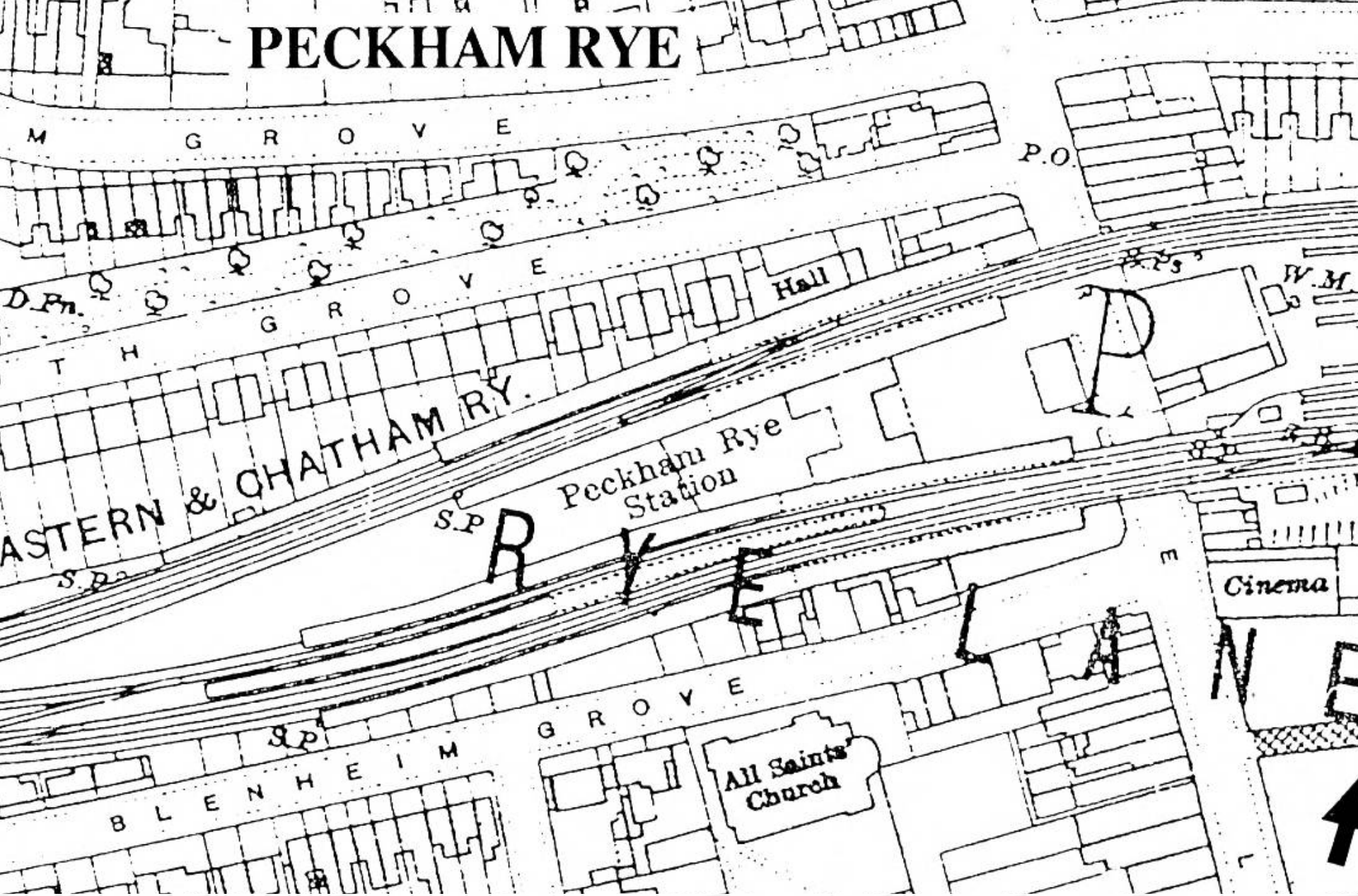
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The original contract drawing for the rear elevation of the 'Peckham' station, 1965. This drawing is filled with historic interest and shows a number of lost historic features: note the elegant, then 'high tech', cast-iron platform structures. Seven of the more than ten station brick & stone chimneys can be seen in the roof area. Typical of many Victorian buildings, the stone decoration is omitted from the rear façade.



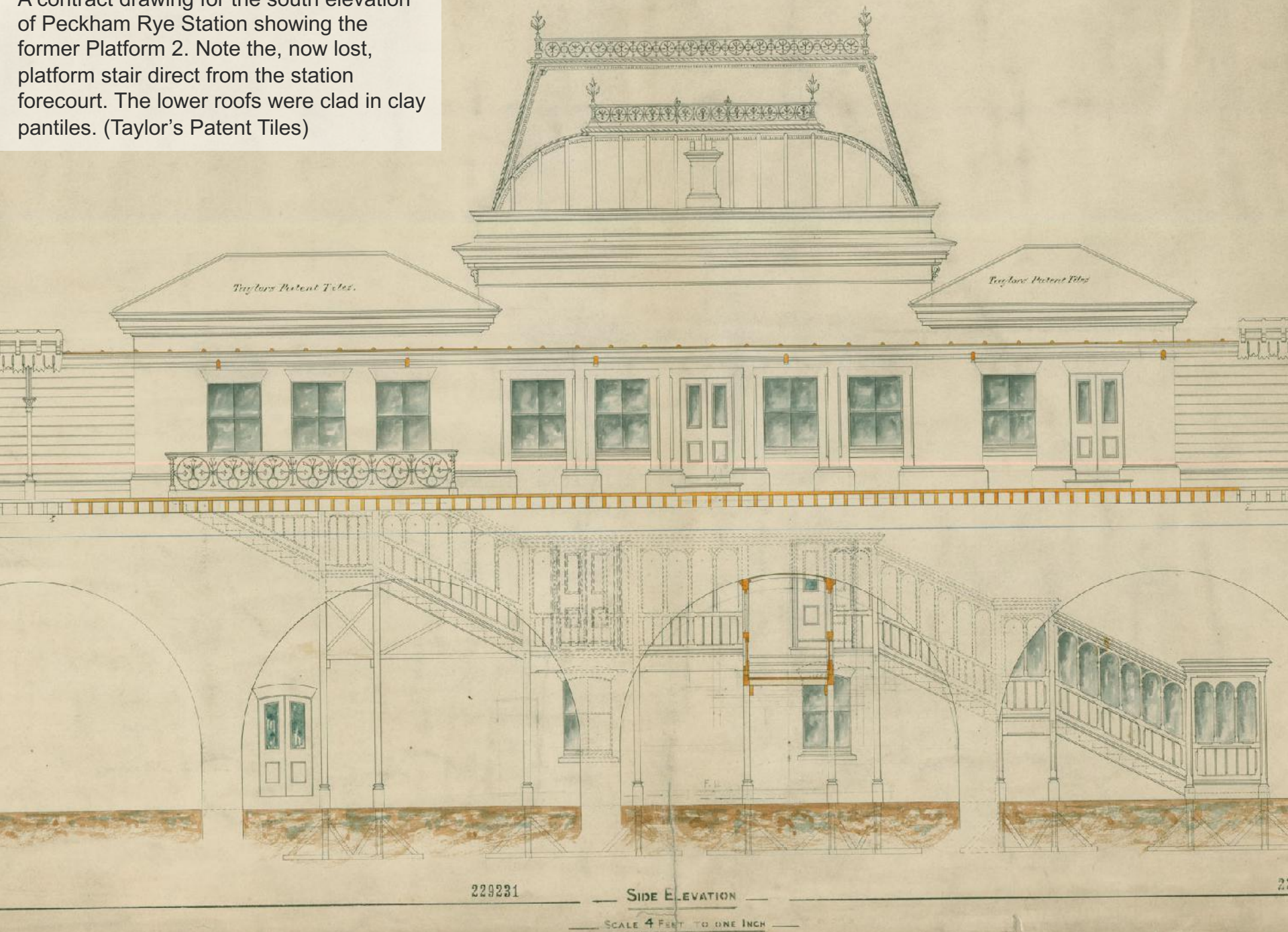
Peckham Rye Station, the principal façade seen from the east side on a bright day circa 1870. The view is probably taken from the, now lost, signal box on the east side of Rye Lane. A steam train is waiting at the original platform 2 now moved.



PECKHAM RYE

The Ordnance Survey Map of the wider station site 1916.
Following the construction of Peckham Rye Station in 1865, with its excellent links to central London, Peckham was swiftly urbanised with its former fields laid out with streets of houses and industrial sites.

A contract drawing for the south elevation of Peckham Rye Station showing the former Platform 2. Note the, now lost, platform stair direct from the station forecourt. The lower roofs were clad in clay pantiles. (Taylor's Patent Tiles)



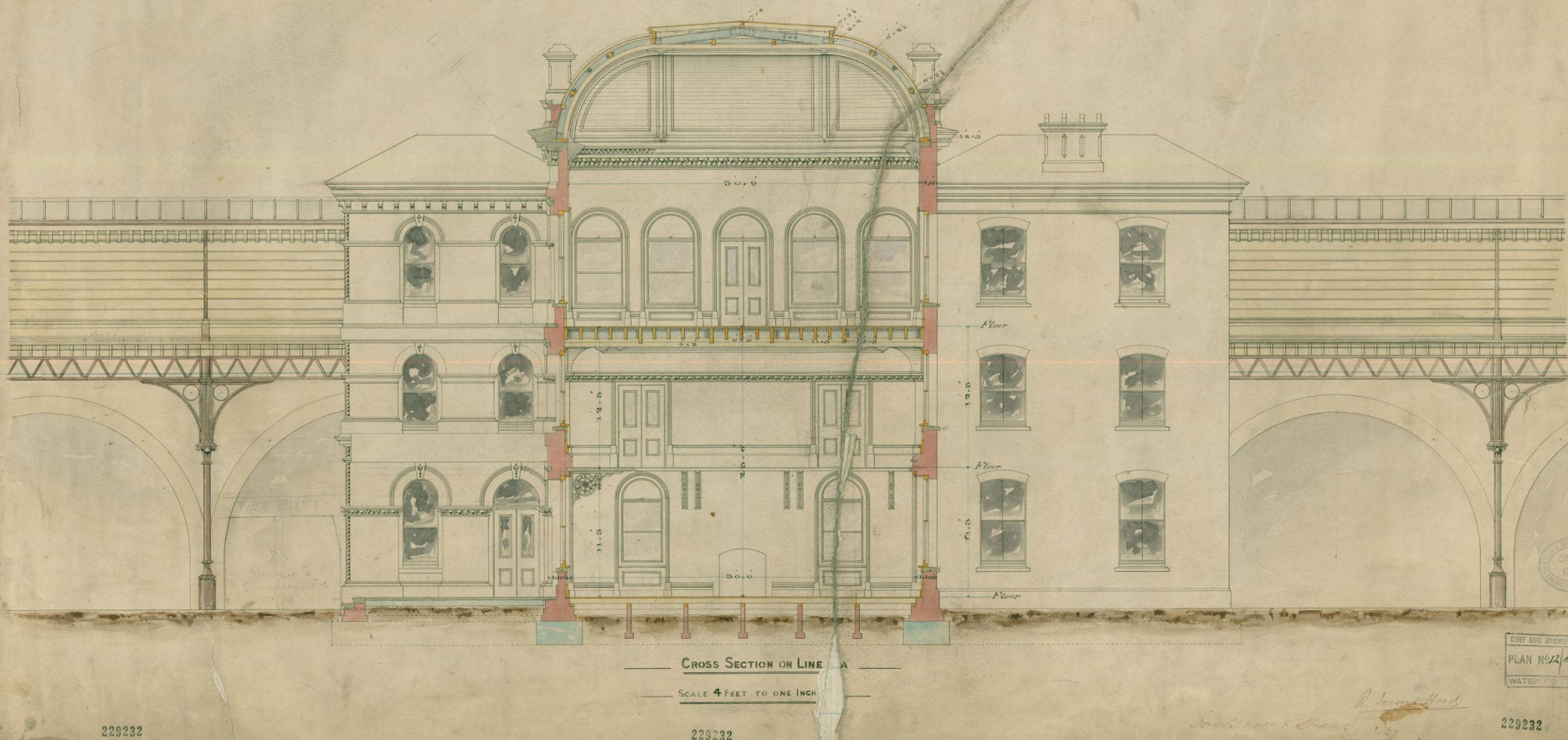
LONDON BRIGHTON AND SOUTH COAST RAILWAY

SOUTH LONDON LINE

PECKHAM

RYE LANE No 6

STATIONS

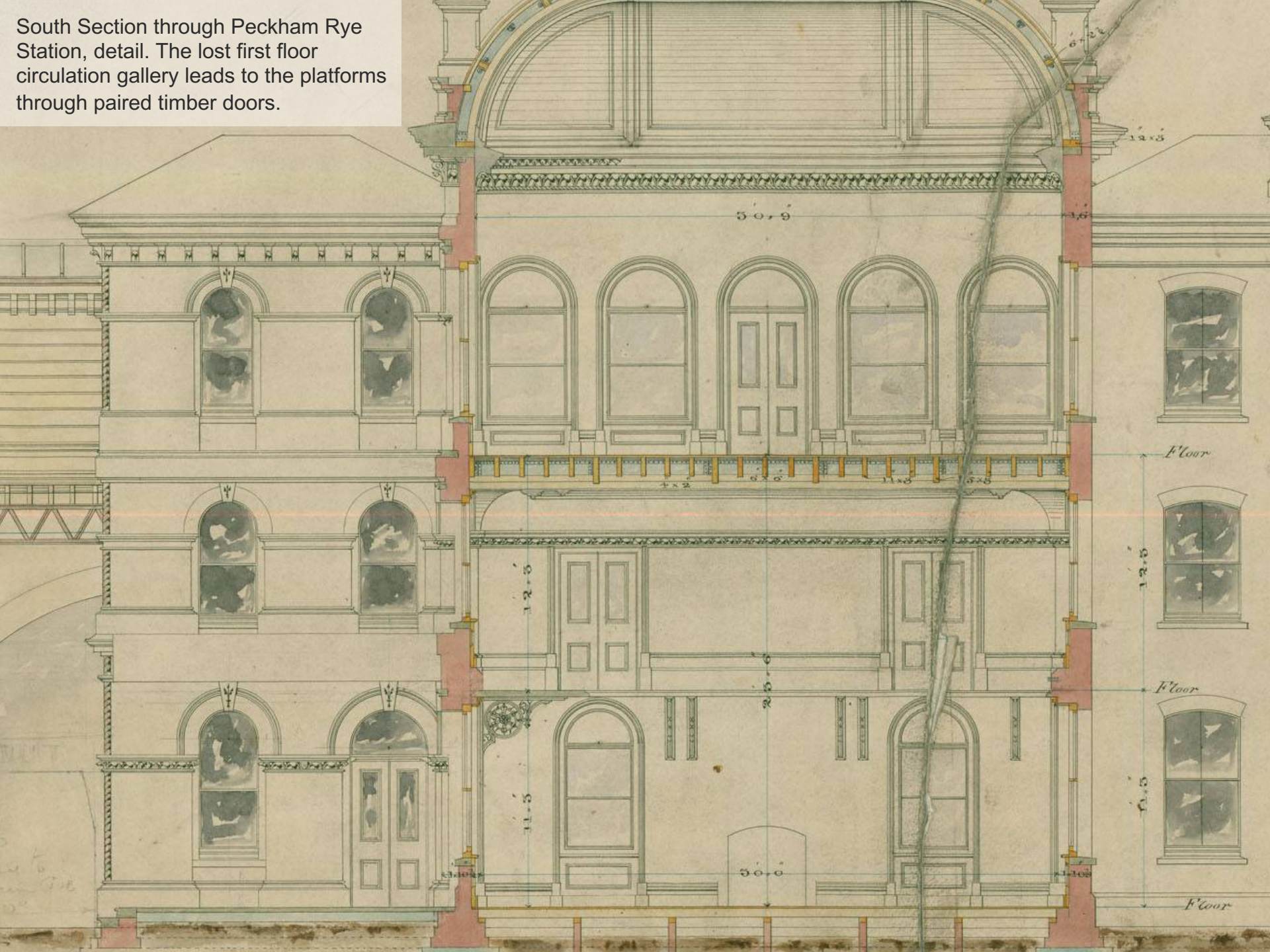


CHIEF CIVIL ENGINEER'S OFFICE
 PLAN No 22/26/3
 08
 WATER

229232

South Section through Peckham Rye Station, contract drawing number 6. This drawing cuts through the Old Waiting Room and shows the now lost plaster ceiling in that tall space. Note the circulation gallery at the first floor level from the original 'wing' stairs to the north and south platform sets.

South Section through Peckham Rye Station, detail. The lost first floor circulation gallery leads to the platforms through paired timber doors.



LONDON BRIGHTON AND SOUTH COAST RAILWAY

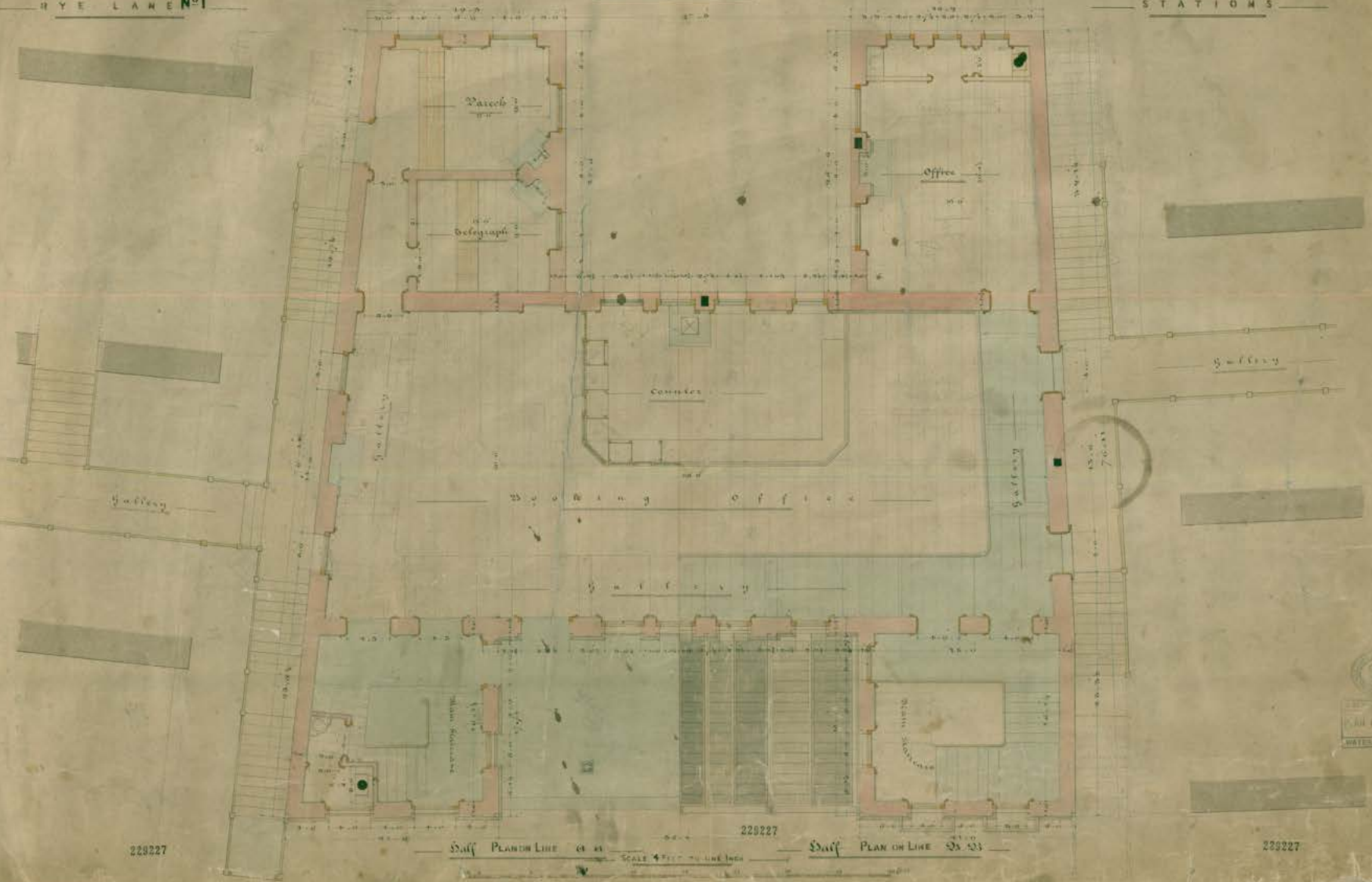
SOUTH LONDON LINE

DRAWING NO 24

PECKHAM

RYE LANE No 1

STATIONS



Peckham Rye Station - Contract drawing #1, Ground level plan. Note the upper level circulation gallery in the booking hall seen on the right side of this drawing, toned blue. Twin stone staircases are set in the South East and North East wings. The south one survives.

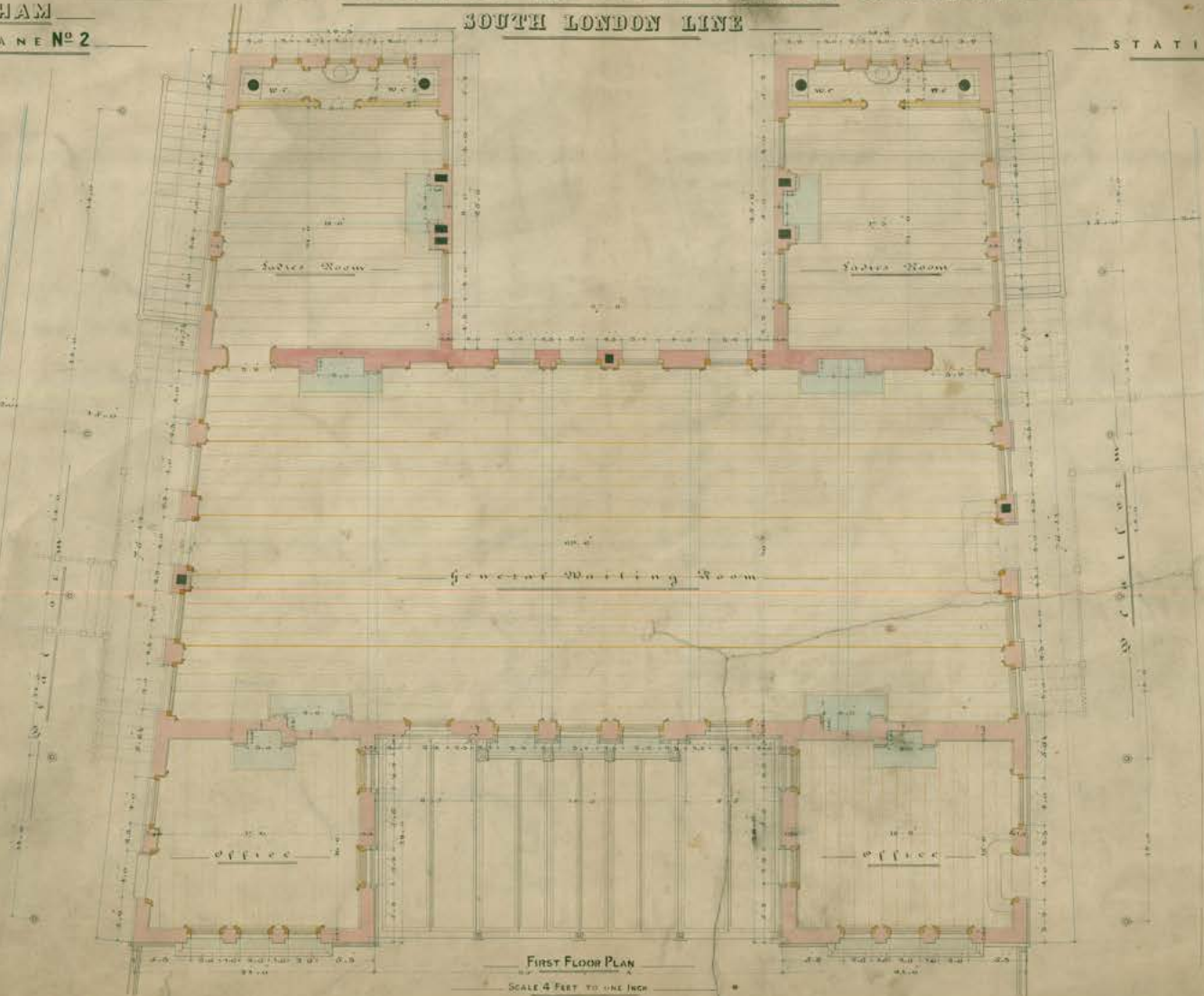


LONDON BRIGHTON AND SOUTH COAST RAILWAY

PECKHAM
RYE LANE No 2

SOUTH LONDON LINE

STATIONS



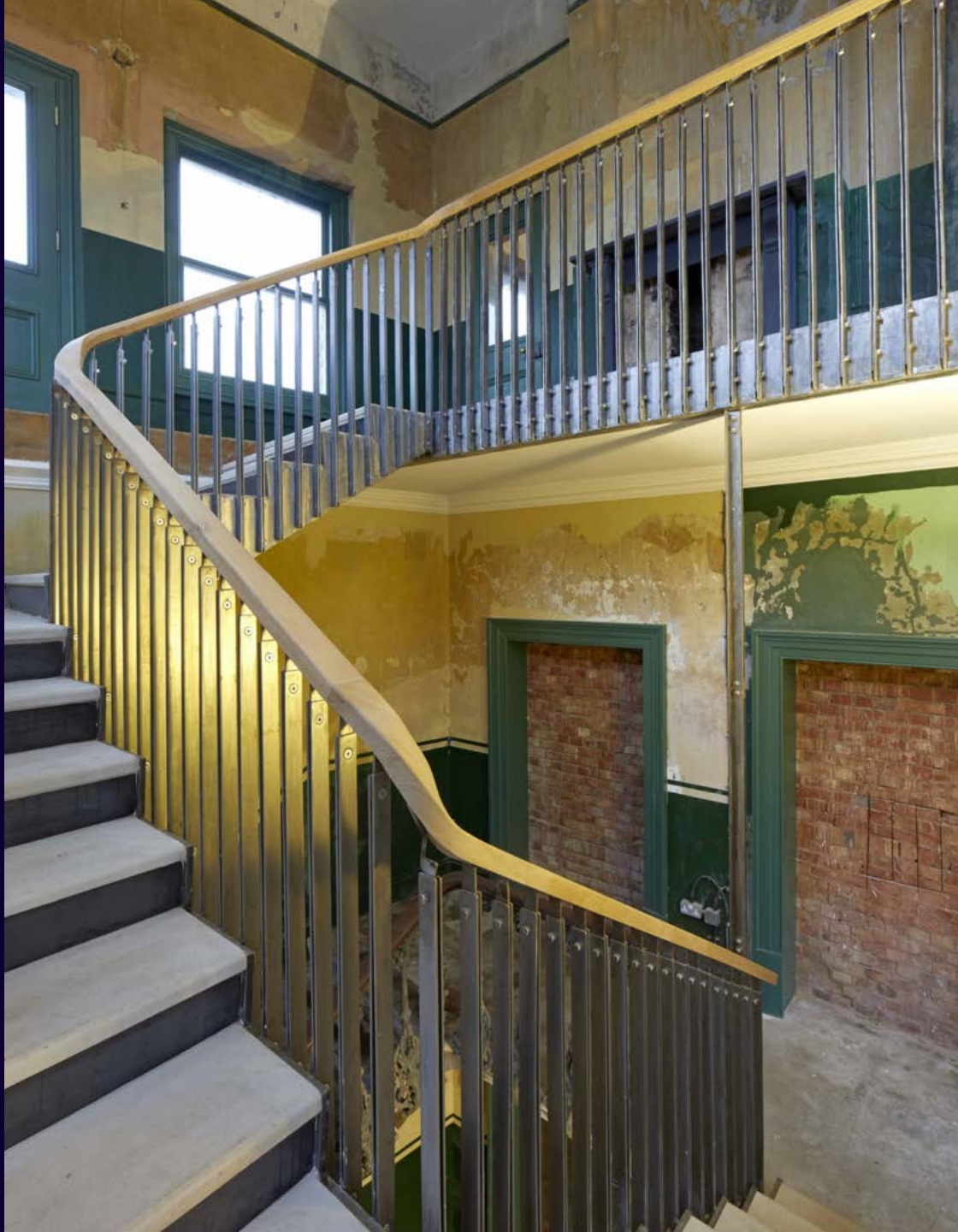
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Peckham Rye Station - Contract drawing #2 First (Old Waiting Room) floor plan, 1865. Note the original 'H' shaped plan. The near symmetrical plan shows the Renaissance Revival architectural approach. Note the forecourt canopy to the base of this drawing.



The South Wing & Stair restoration project, 2017. Note the two bricked up doors that led to the high level circulation gallery that used to be in the station 'booking hall'.

These were likely bricked up in 1935 when access and circulation at Peckham Rye Station was re-ordered.



Peckham Rye Station, the South Wing & Stair restoration project, 2017. Note the bricked up doors into the Booking Hall on the ground level. The south wing stair was one of the original routes up to the platforms closed off in the 1930s when the present booking hall stair was constructed.

Peckham Rye Station

Inter-war changes, The 1922 'Billiard Hall' & the 1935 station reordering.

TO THE BILLIARD HALL



In 1922 the East Dulwich-based billiard table manufacturers Muncey & Ryde established a popular Billiard Hall in the cavernous former station Waiting Room. This billiard hall flourished for 40 years until it was closed in 1962 when the southern platforms were demolished.



The Old Waiting Room
Summer 2019.

The inside shape of the French styled
Second Empire Roof can be vividly seen.

The Renaissance Revival plaster ceiling
was removed circa 1985 revealing the
original Victorian iron and timber
structure.

Note the positions of the three gas
chandeliers.

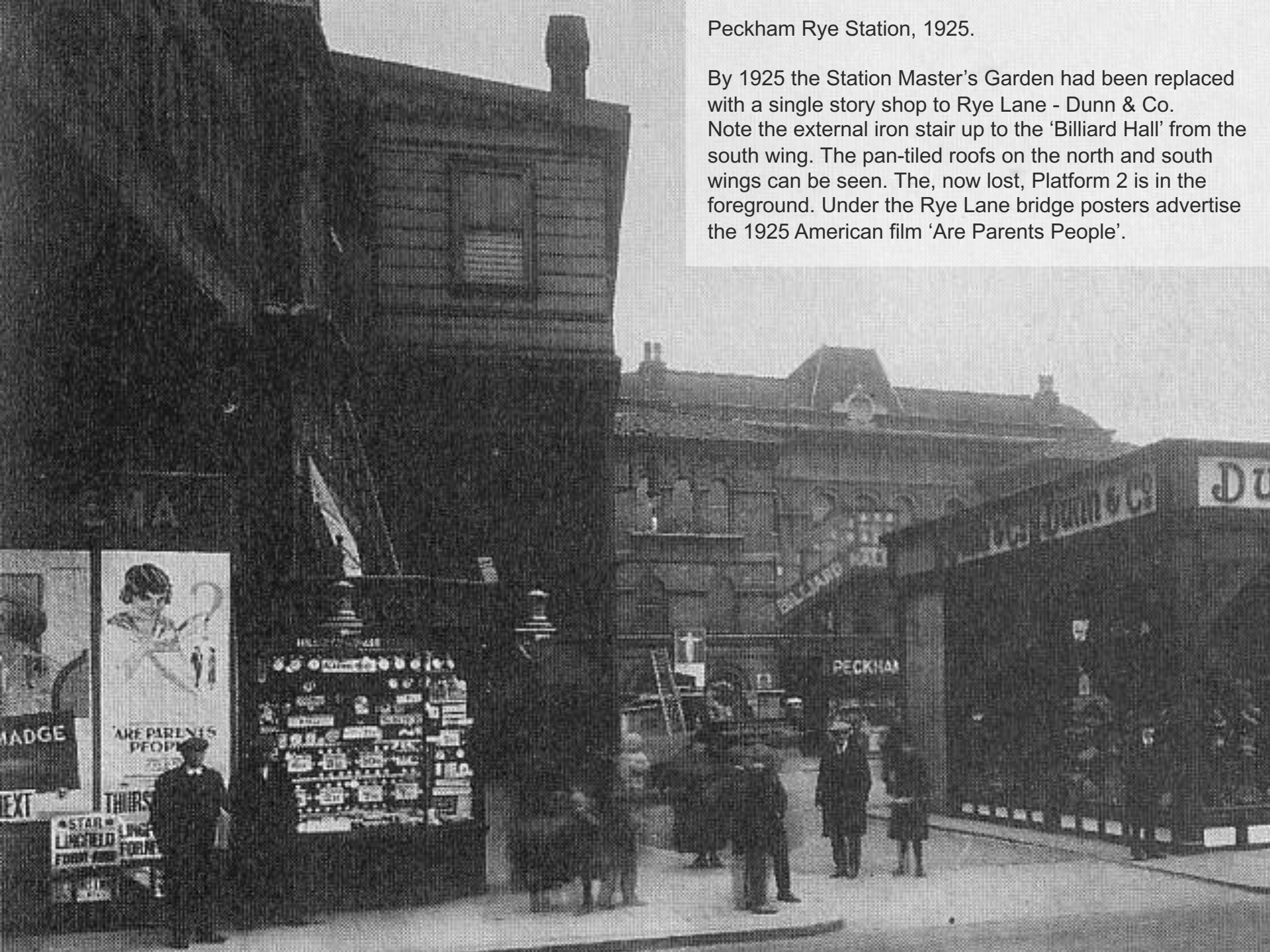
Was the Gas from Peckham's South
Metropolitan Gas works on the Old Kent
Road?



The Old Waiting Room
when Muncey and Ryde's
Billiard Hall, c 1925.

Peckham Rye Station, 1925.

By 1925 the Station Master's Garden had been replaced with a single story shop to Rye Lane - Dunn & Co. Note the external iron stair up to the 'Billiard Hall' from the south wing. The pan-tiled roofs on the north and south wings can be seen. The, now lost, Platform 2 is in the foreground. Under the Rye Lane bridge posters advertise the 1925 American film 'Are Parents People'.





Peckham Rye Station – seen circa 1970. Note the newspaper stand in the centre of the station forecourt. Above this the by then disused stair to the 'Billiard Hall'.



The station forecourt circa 1960, a significant view of the original cast iron and glass station canopy.



The South Stair as found in 2010, prior to its restoration.

Note the bricked up windows to the station forecourt from 1962 and, above, the draught lobby to the external stair case to the Billiard Hall.

The Stone & Iron Stair is the most impressive surviving example of the once extensive cast iron work at Peckham Rye Station designed by the noteworthy Victorian architect Charles Henry Driver.



The Old Waiting Room looking east to the station square.



Platform 2, circa 1940

This historic view shows the original Platforms 1 & 2 before their removal in 1962. Note the Victorian timber platform decks and the now lost chimneys to the station's roof.

Elegant swan-necked iron lamps illuminated the platforms. The station's junction signal box is visible in the background.

S · R · PECKHAM RYE STATION IMPROVEMENTS ·

A plan of Peckham Rye Station circa 1934 showing the station site layout prior to the new building programme to follow in 1935. Note that by the interwar years a single story shop had been built in the station forecourt.

Plan No. 11/2613 E/23
 Contract between

Messrs. P.O. Minter Ltd

Company dated Sept 5, 1935

Engineer: J. H. Minter

Contractor: J. H. Minter

Contractor: J. H. Minter

Contractor: J. H. Minter

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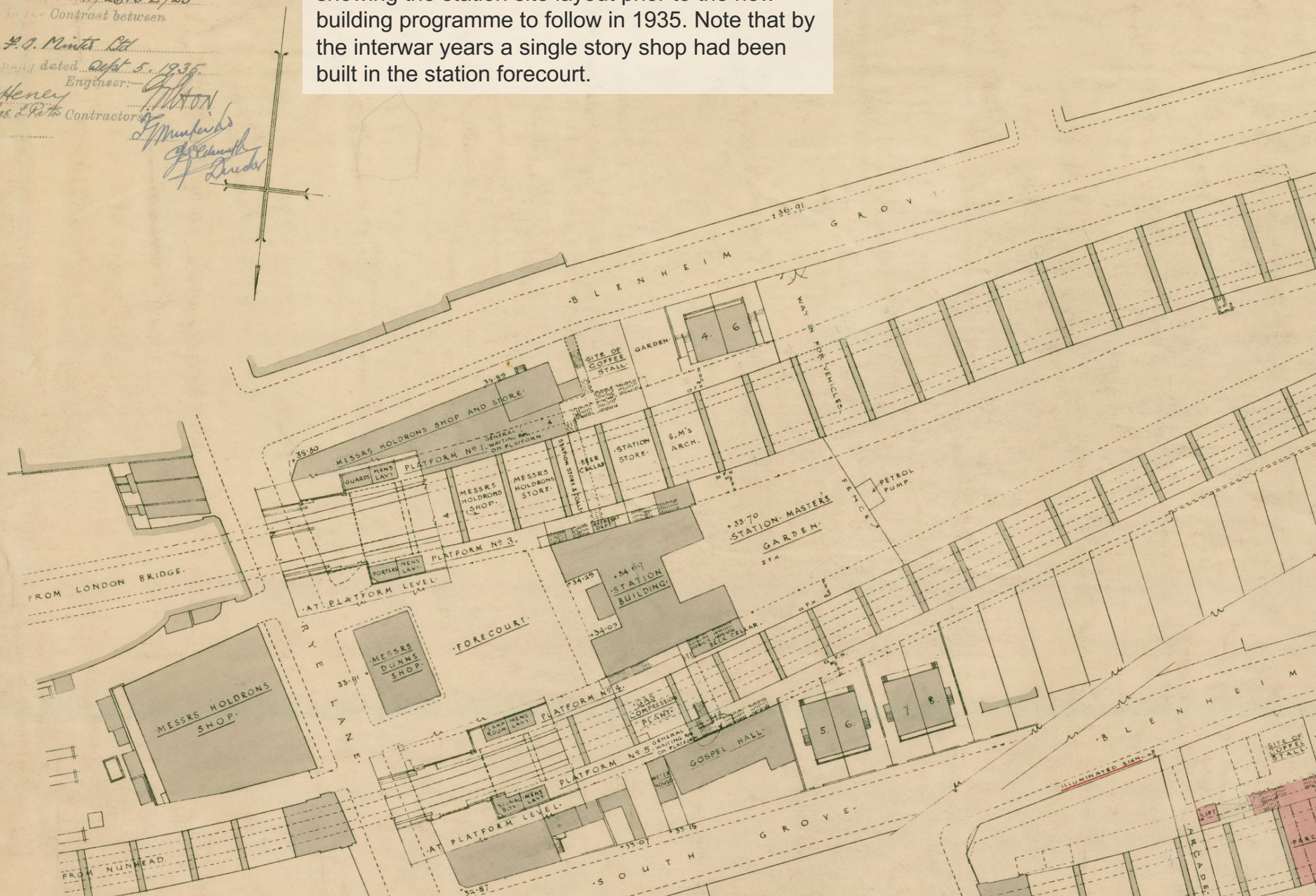
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Contractor: J. H. Minter



Re-ordering works in 1935. The pink areas are the new elements from this period.



228443



An aerial view of the station site. Note the 1930s 'Art Deco' Modernist buildings built by the Southern Railway to the north, south and west sides of the Victorian Station 1935-1936. The block facing Blenheim Grove is being extended upward now, a part of the Station Square scheme.

On the east side of Rye Lane, opposite the station, the Southern Railway built this impressive department store at 117-125 Rye Lane to the designs of J J Joass. This building's detailing echoes the detailing of the Art Deco range on the west side of Rye Lane.





The contemporary work of the Southern Railway Architects Department 1935 -
Under the chief architect John Robb Scott.



The work of the Southern Railway Architects Department, Richmond Station (1935) - Under chief architect John Robb Scott.



Related Art Deco / Neo Georgian architecture can be found on Rye Lane at the former Marks and Spencer shop designed by the architect Robert Lutyens, exactly contemporary with the re-ordering of the station in 1934.



Mappin & Webb
Designed by the architect J J Joass at 156-162
Oxford Street, London, circa 1907, extended to
the east in 1929.



The Royal London Insurance offices designed by the celebrated architect J J Joass at St. James Street and Piccadilly.

Note the French style Ritz Hotel seen behind built in 1906.

The original 1866 Peckham Rye Station has a French-inspired roof from a generation earlier.

J. J. Joass with John Belcher: offices at the corner of St. James's Street and Piccadilly, London SW1. A work of genius and a unique example of the style now called "Mannerist" and introduced by Michelangelo at the Laurentian Library, Florence. Sculpture by Alfred Drury and Sir Bertram Mackennal.



John James Joass and Art Deco London.

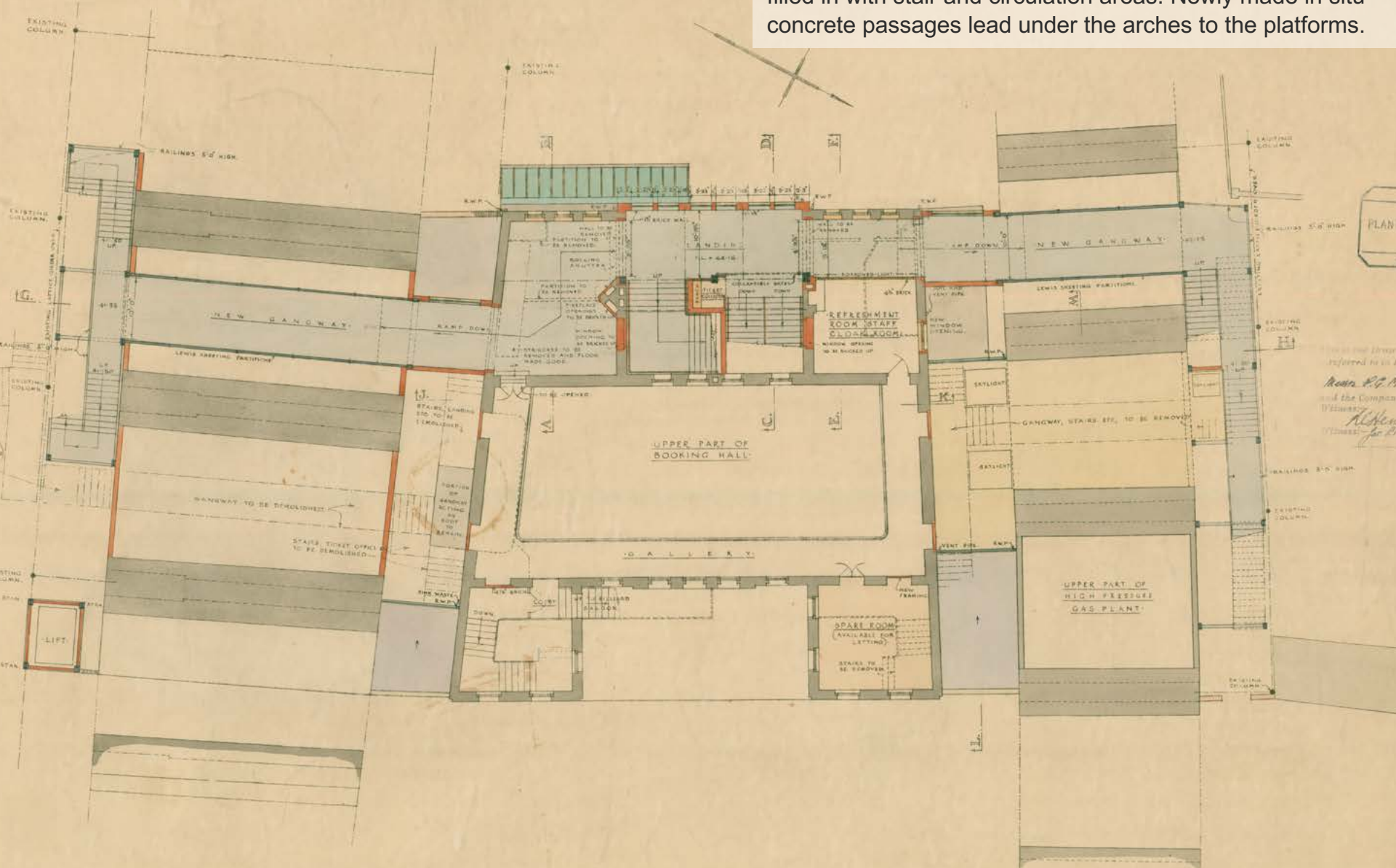
A late work by the architect who designed the thirties work at Peckham Rye – the Brewer street Car Park in Soho built in 1929 and now Grade II listed.

This is an early example of the 'car park' building type.

The reordering of Peckham Rye Station in 1935.
 Note the new central staircase and 'filling in' of the western side of the station.
 A northern arch was fitted out as the station loos. The southern arches are upgraded into parcels and storage areas.



Peckham Rye Station reordering 1935 - First floor level.
The space between the northwest and southwest wings is filled in with stair and circulation areas. Newly made in situ-concrete passages lead under the arches to the platforms.



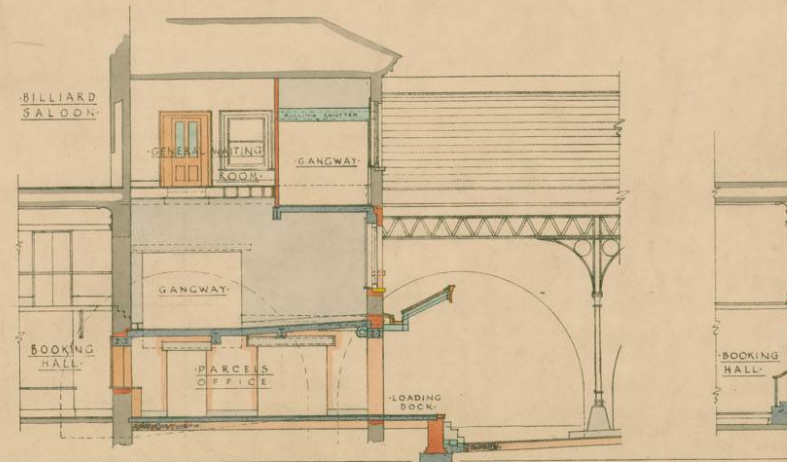
S · R · PECKHAM RYE STATION IMPROVEMENTS ·

Peckham Rye Station reordering 1935 – Internal sections and rear (west) elevation.

NOTE: FOR DETAILS OF STEELWORK
SEE ENGINEERS DRAWINGS.



· BACK ELEVATION ·



· SECTION A · B ·



· SECTION G · H ·

Peckham Rye Station reordering 1935 – A close-up of the drawing of the rear elevation showing the infilling of the Victorian rear wings creating a new circulation route. Note the 'modernist' flat roof of this element, typical of the interwar period. The loading bay and rear canopy was also built in 1935.



· BACK ELEVATION ·



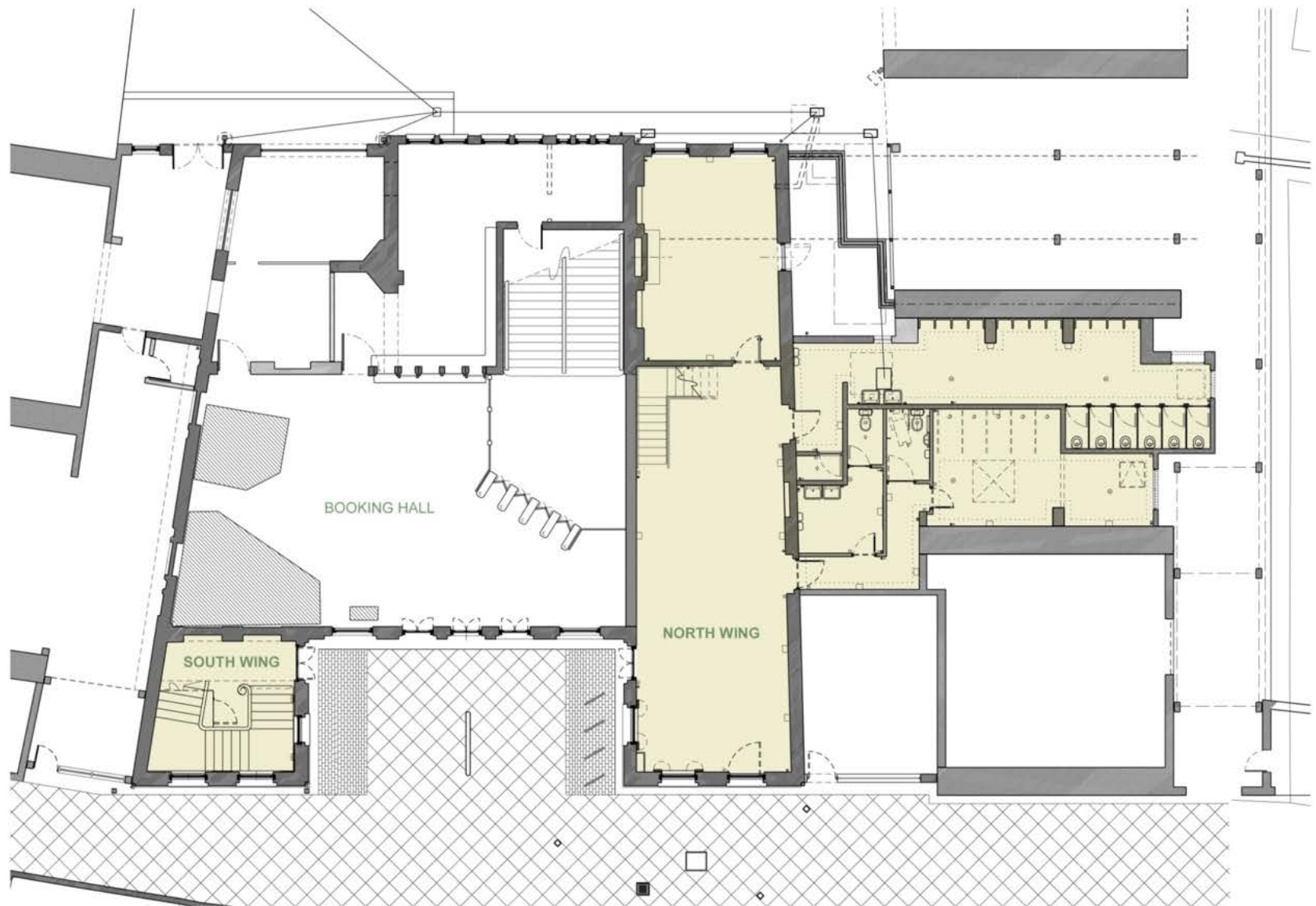
Peckham Rye Station reordering in 1935 – note how the west facing windows to the Old Waiting Room were closed, bricked up when the rear of the 'H' shaped plan was filled in with a new station platform access stair. These windows, facing Denmark Hill could be restored.

Peckham Rye Station

Platform re-ordering, re-construction and 'bricking up' in 1962.

Peckham Rye Station

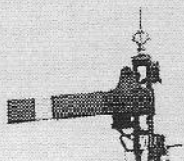
Plan showing North and South Wing locations



Peckham Rye Station - This plan shows how in 1962 a wall was built across the original booking hall creating a new letting in the north wing.



Peckham Rye Station – A new island platform 1 & 2, 1961.



42. As at Queen's Road and South Bermondsey, the former trackbed was used for the construction of an island platform and the others were removed. This is the state of progress on 5th February 1961. (D.Cullum)



The south elevation photographed in 2010 when the windows and doors were reintroduced on this side with funding by Southwark Council's 'Peckham Programme'.



Station forecourt, circa 1980.



The Station forecourt in the television show the Sweeney, circa 1975.



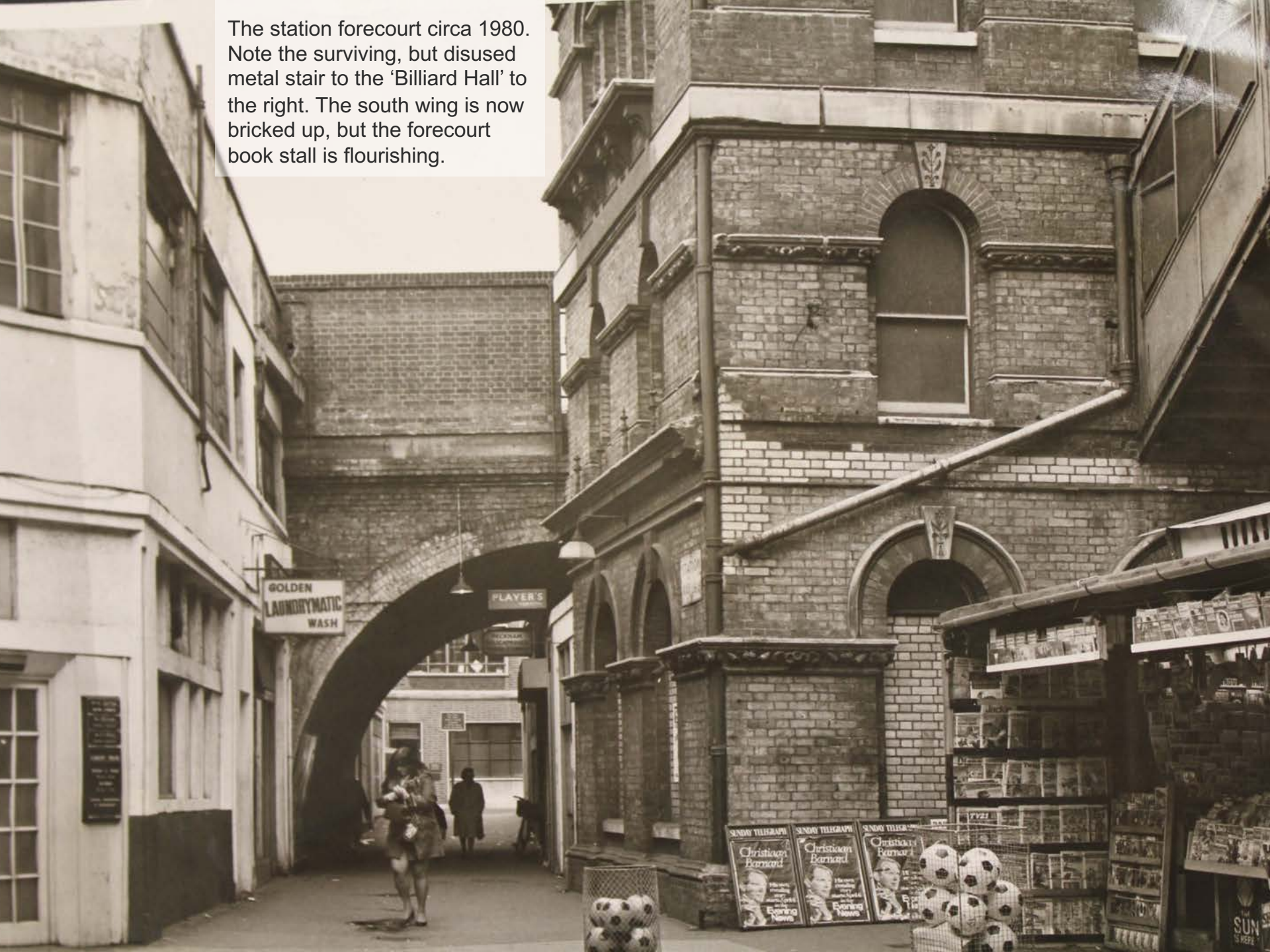
The original platform 3 canopy shown circa 1962 prior to its removal and replacement.
Note the original chimneys survive to the roof level.



A view to the central circulation space to the platform level, looking north, circa 1960. Note the original Victorian platform 4 column and wall in the background.

The attractively lettered overhead signs show the same routes from each platform we enjoy today. The two-tone green and cream Southern Railway paint scheme can be seen along with thirties light fittings.

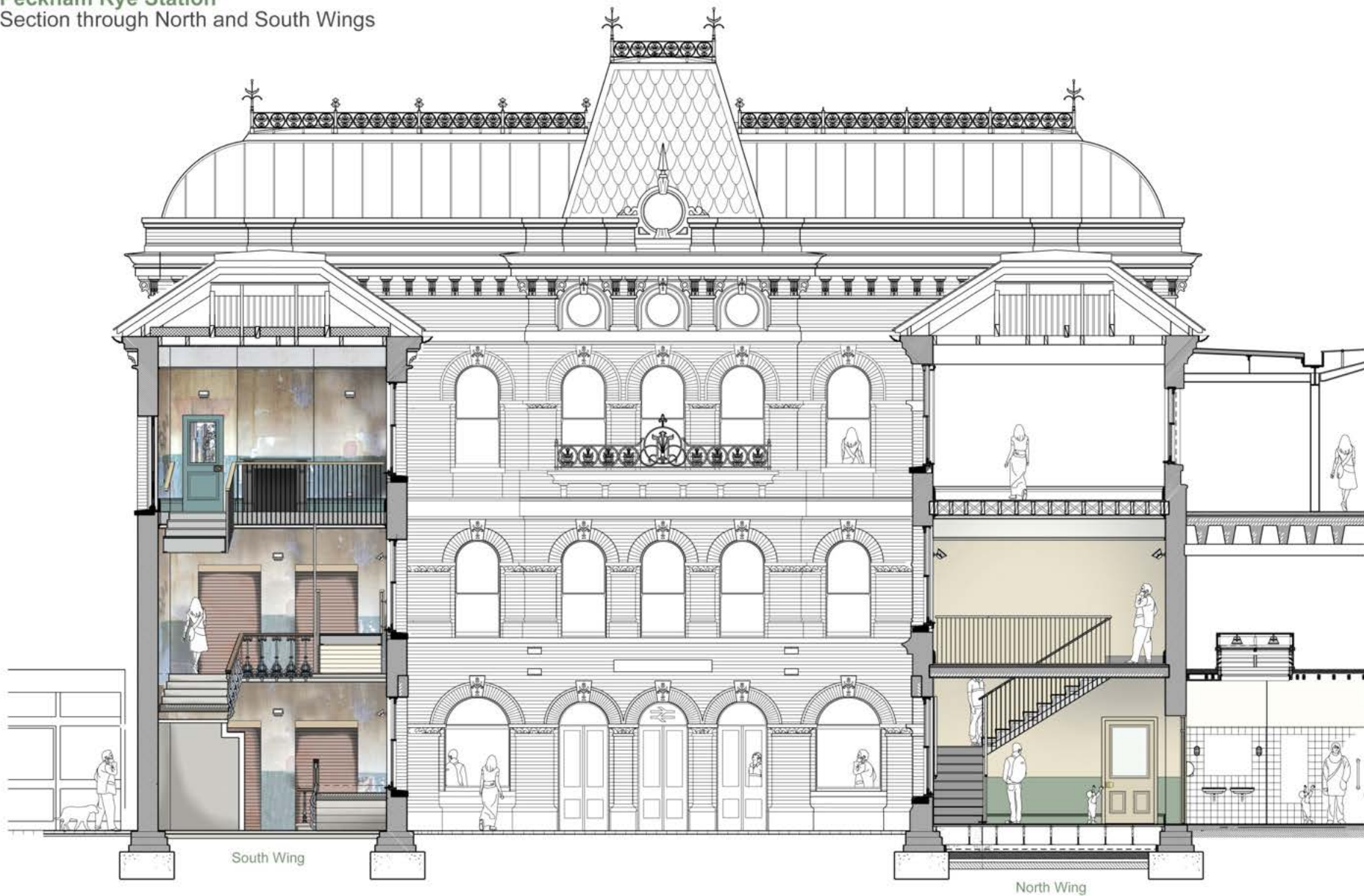
The station forecourt circa 1980. Note the surviving, but disused metal stair to the 'Billiard Hall' to the right. The south wing is now bricked up, but the forecourt book stall is flourishing.



Peckham Rye Station today:

Recent improvements to the listed building.

Peckham Rye Station
Section through North and South Wings



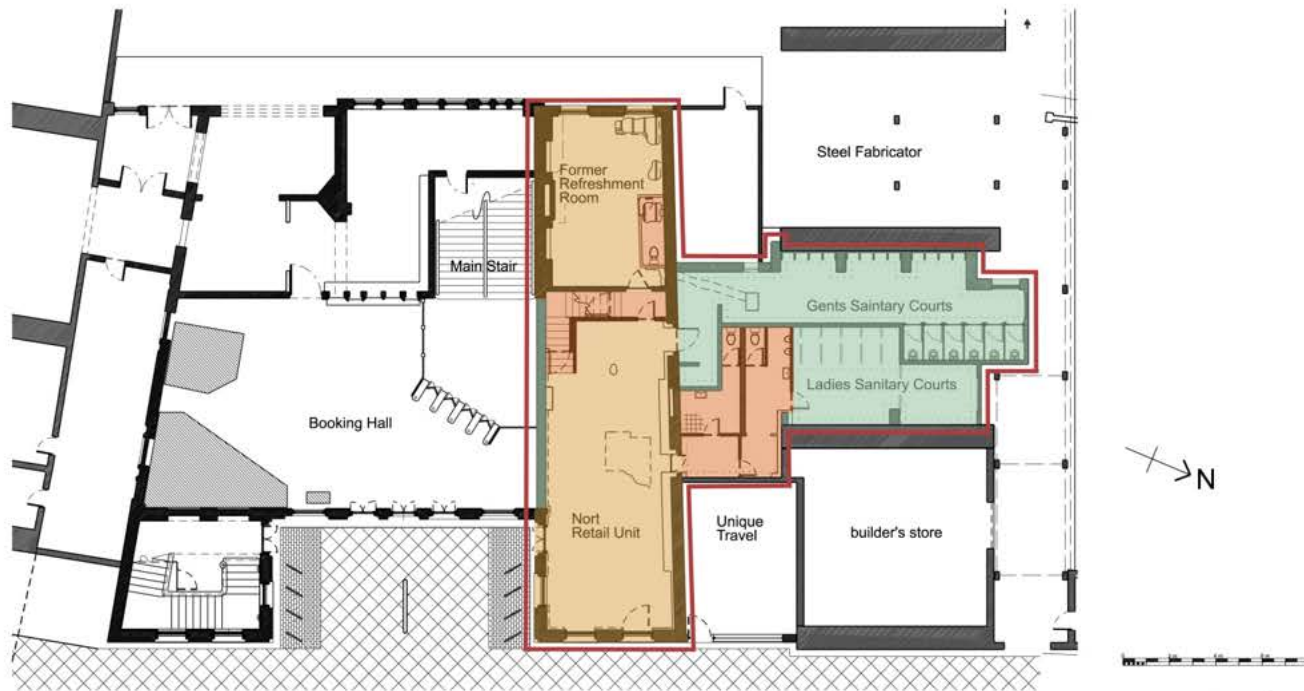
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scale

Benedict O'Looney Architects
56 Pennethorne Road Peckham
SE15 5TQ t: 0207 732 9713

Peckham Rye Station today - recent restoration projects inside the station's North Wing (2014) and the South Wing (2017).

Site Overview 1:200

Showing the building chronology within this application area.



Peckham Rye Station North Retail Unit Refurbishment

Listed Building Application

nru p 200 e1
23/10/12

Benedict O'Looney Architects
56 Pennethorne Road Peckham
SE15 5TQ t: 0207 732 9713

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Peckham Rye Station today - recent restoration work – the station's North Wing & Sanitary Courts.



The Old Waiting Room at Peckham Rye Station, made accessible for the first time in thirty years in 2010. A dedicated stair was added in 2016 creating public access to this space direct from the station forecourt.



The surviving Victorian stone and iron station stair was extended up to reach the Old Waiting Room in 2016. It was designed by Benedict O’Looney architects for Network Rail Property and fabricated in Tara’s steel yard behind the station.



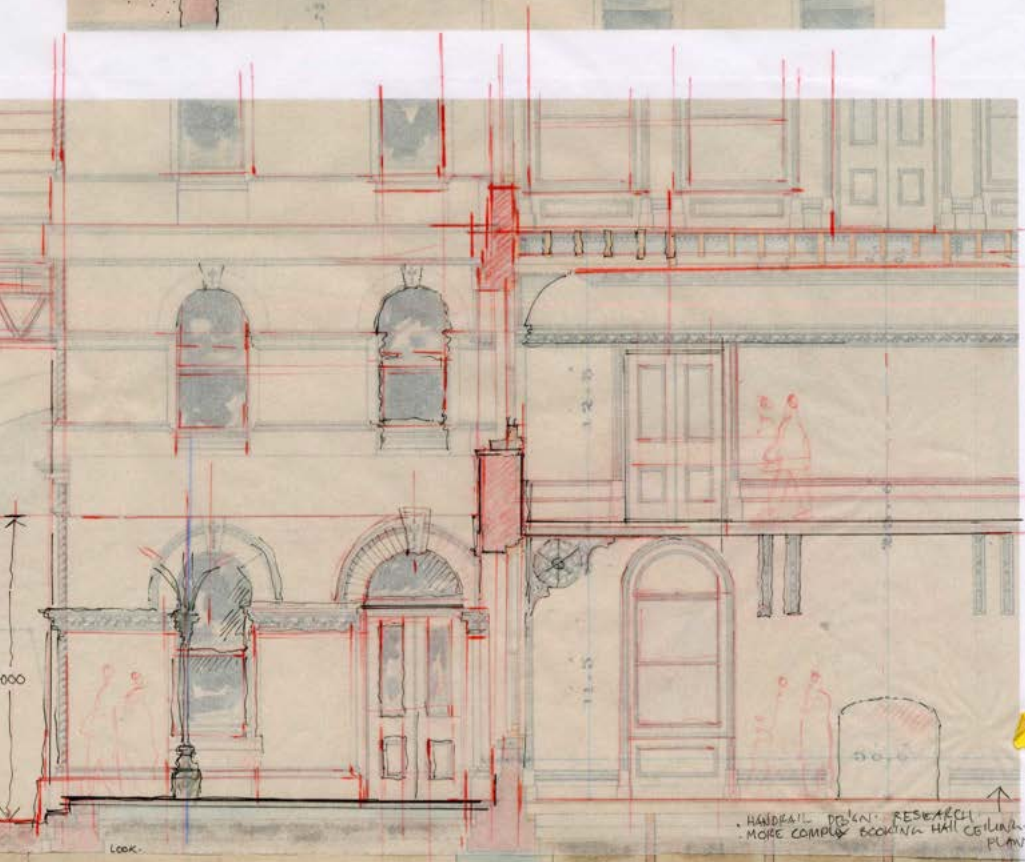
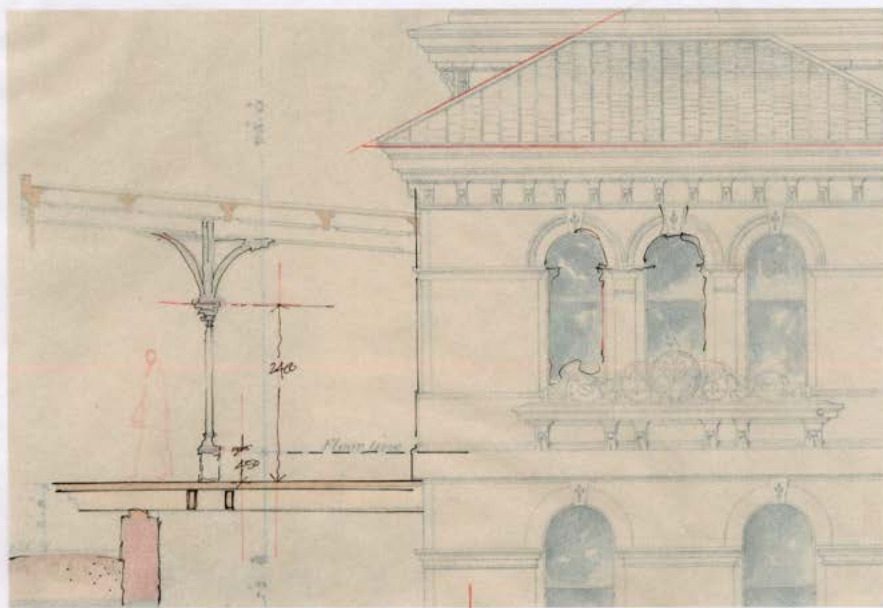
The Victorian station stair extended up a floor.



The Peckham Rye Station Square scheme, Landolt + Brown for Southwark Council.



Blenheim Grove view of the Peckham Rye Station Square scheme, Landolt + Brown architects.

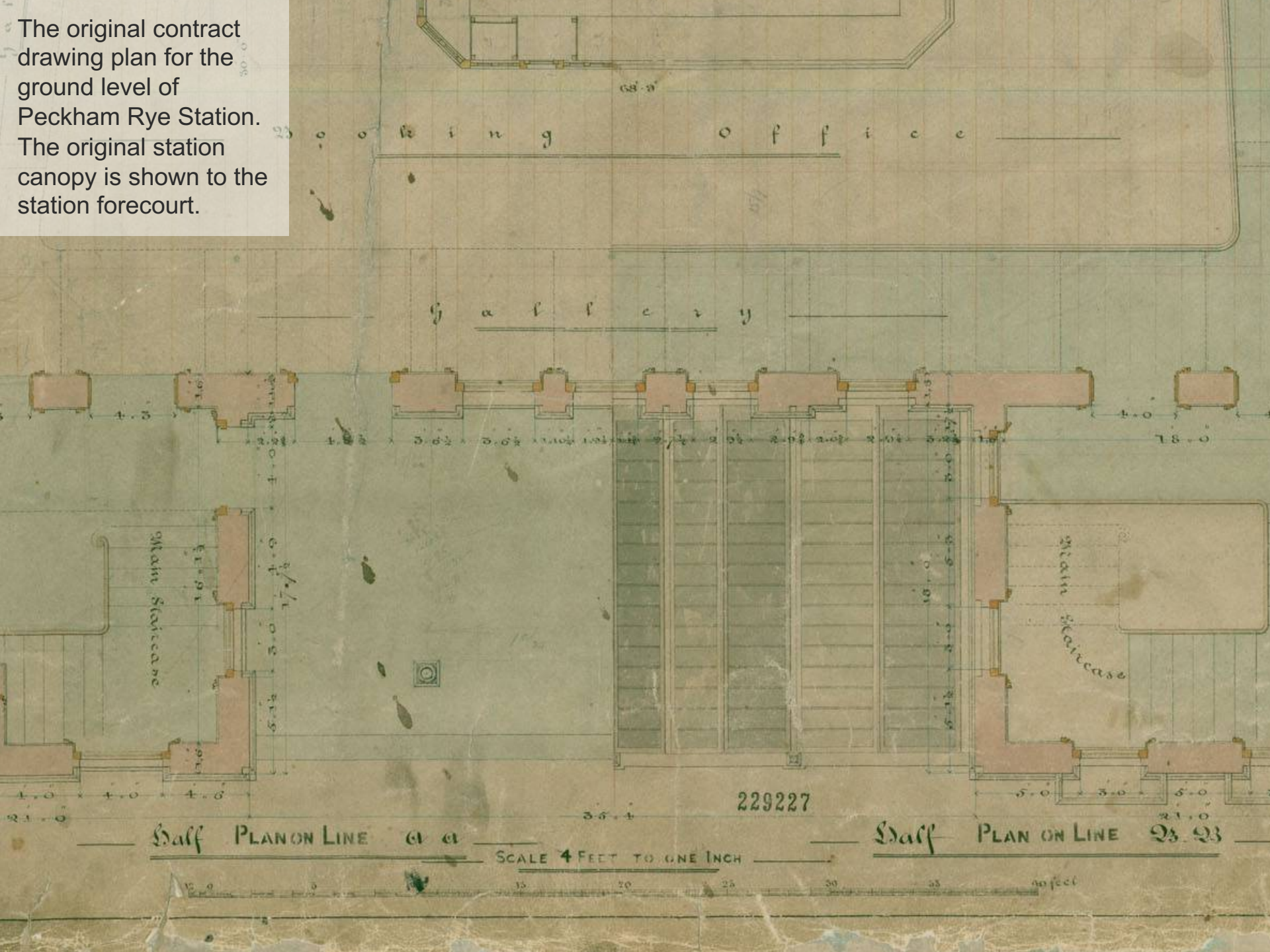


Sketch studies looking at remaking the station lost station canopy.



The original contract elevation of Peckham Rye Station. The original station canopy is shown to the station forecourt.

The original contract drawing plan for the ground level of Peckham Rye Station. The original station canopy is shown to the station forecourt.

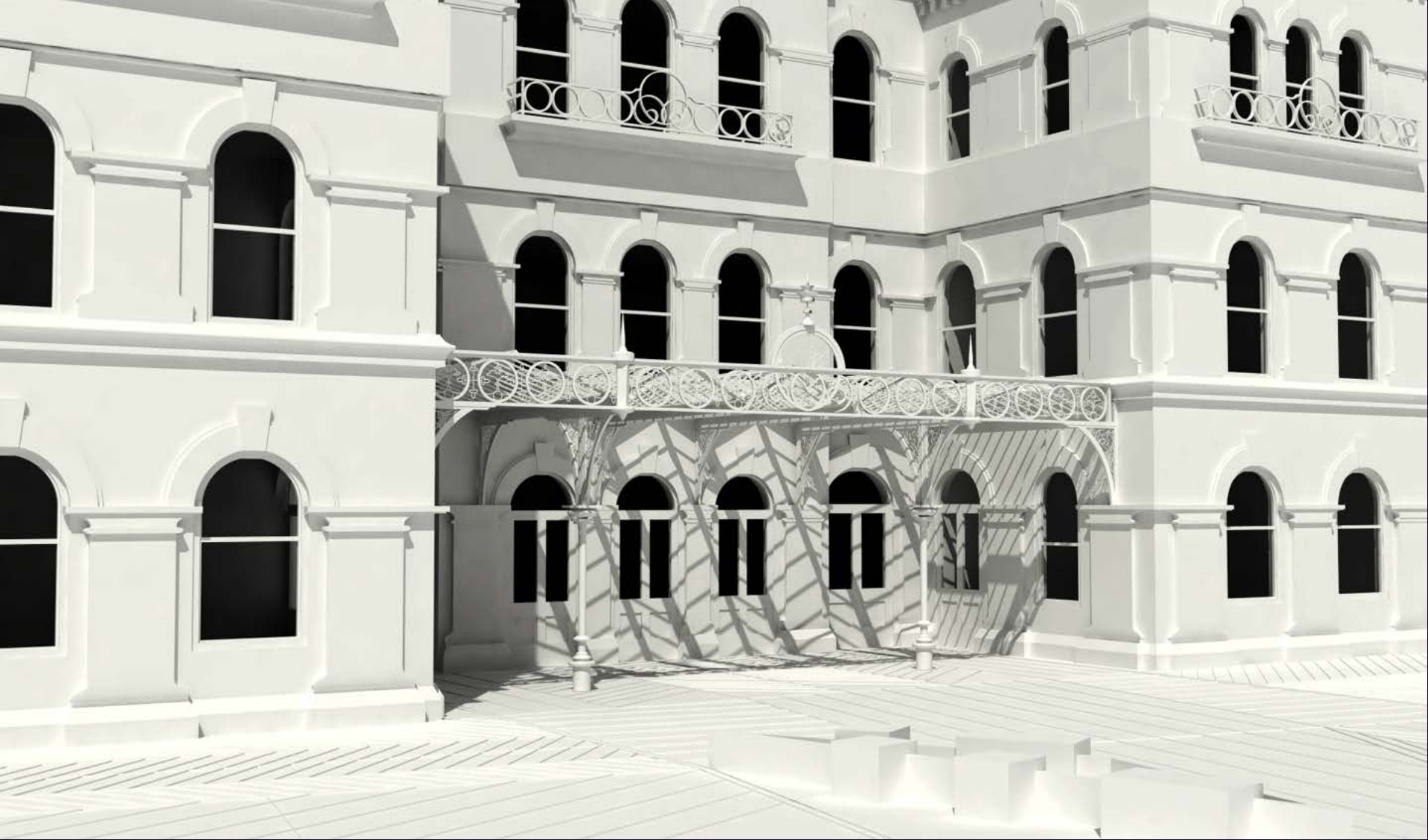




An early picture of the Peckham Rye Station forecourt showing the original station canopy.



A study of the Peckham Rye Station forecourt steel and glass canopy renewed.



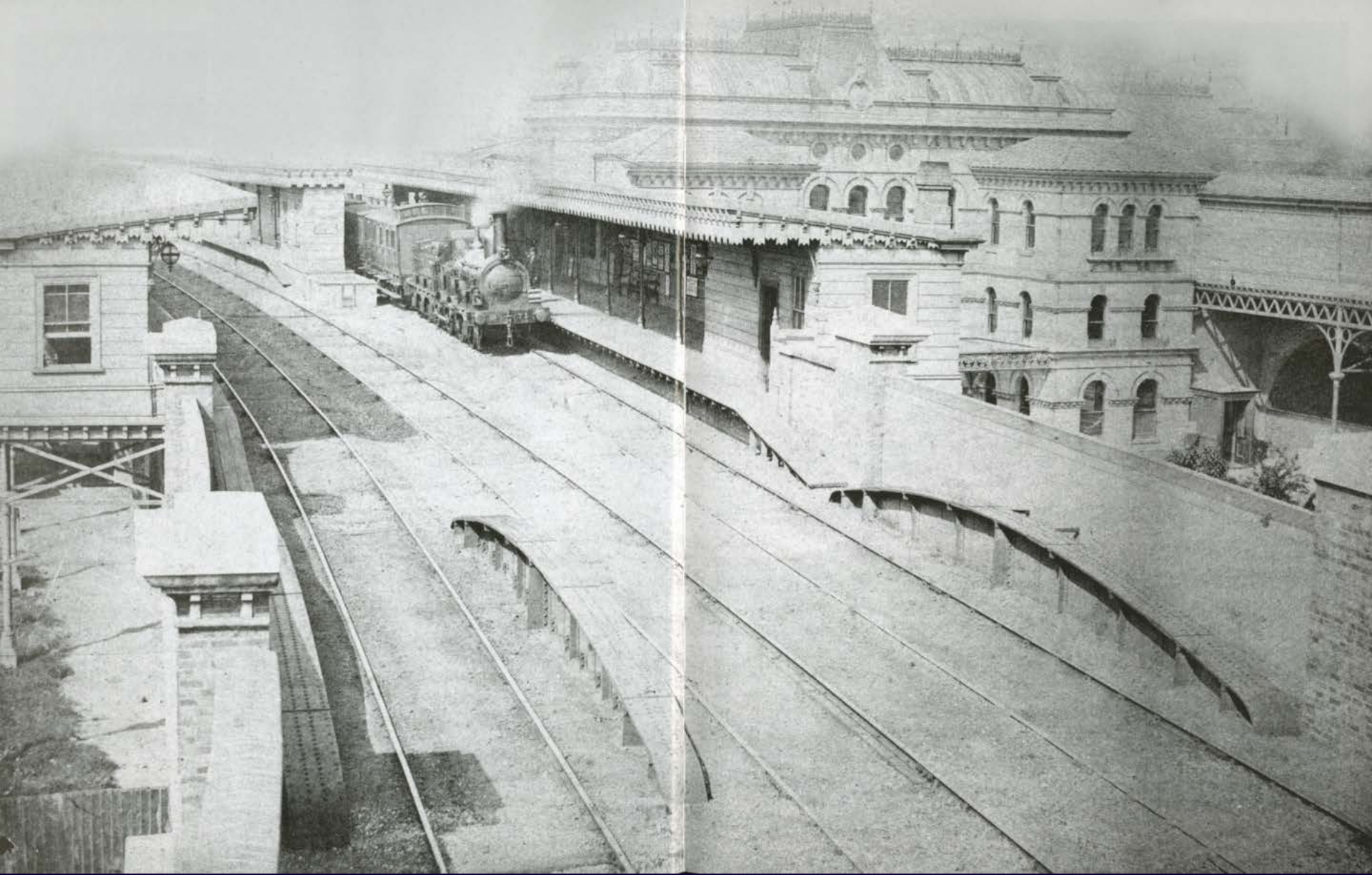
A study of the Peckham Rye Station forecourt iron and glass canopy renewed.
Re-making this element can create a rain protected extension to the often crowded station booking hall.



A study of the Peckham Rye Station forecourt iron and glass canopy renewed.
Re-making this element can create a rain protected extension to the often crowded station booking hall.



A study of the Peckham Rye Station forecourt iron and glass canopy renewed.
Re-making this element can create a rain-protected extension to the often crowded station booking hall.



Peckham Rye Station 1865-2021

