

**NO.6 AND NO.10 EVELINA ROAD,
LONDON BOROUGH OF SOUTHWARK
SE15 2DX**

AN ARCHAEOLOGICAL DESK-BASED ASSESSMENT

COMPASS



ARCHAEOLOGY

November 2020

NO. 6 AND NO. 10 EVELINA ROAD,
LONDON BOROUGH OF SOUTHWARK
SE15 2DX

AN ARCHAEOLOGICAL DESK-BASED ASSESSMENT

NGR: TQ 35395 76315 (centre)

November 2020

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Abstract

In November 2020 Compass Archaeology were commissioned to conduct an archaeological desk-based assessment (DBA) on the sites of Number 6 and Number 10 Evelina Road, London Borough of Southwark SE15 2DX.

The work was commissioned by Milan Babic Architects following pre-application consultation with the London Borough of Southwark Council regarding the proposed redevelopment of Number 10 which proposes the demolition of the extant buildings and construction of a block of eight residential flats.

A smaller programme of works is proposed as a separate scheme of development at Number 6, not included in this current pre-application scheme. This work proposes the construction of a new roof-top level and extension of the existing basement to create a lightwell.

The site lies within the North Southwark and Roman Roads Archaeological Priority Area, and as such is considered an area of archaeological sensitivity. Evidence of the Roman London to Lewes Road has been found in the Peckham area in the form of metalled surfaces and roadside findspots. It is likely that the area surrounding the study site was well frequented during the Roman period.

The area changed little throughout the Saxon and medieval periods, most likely existing as open ground. It is unclear to what extent the historic routeway was still used. The site remained open land until the 19th century when post-medieval suburban expansion encroached on the area and the previously open ground was developed into extensive residential estates.

The present buildings were constructed in two phases between the mid to late-19th century. Internal alterations have been undertaken to suit the present requirements of the structures, evidence of which can be seen on the exterior of Number 10. In general however the plan and use of the site has remained largely unchanged.

Regarding No.10, it is considered that the proposed works associated with the development have the potential to expose and subsequently truncate finds, features and stratigraphic deposits of archaeological interest, with a higher potential for exposing Roman and Post-medieval features. Because of this and due to the site's location within an Archaeological Priority Area some form of archaeological mitigation may be required, in this instance Archaeological Evaluation is suggested. It is recommended that this mitigation take the form of an appropriately worded condition attached to an approved planning application rather than any pre-determination action.

The proposed development at the second site, No.6 is much smaller scale and has a lesser potential for exposing significant archaeology. Similarly to No.10 further archaeological mitigation may be required, though a Watching Brief is recommended due to the scale of the works, again as a condition attached to an approved planning application.

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Fig.2 adapted from material produced by Southwark Council (2020).

Figs.28-32 supplied by Milan Babic Architects.

1 INTRODUCTION

- 1.1 The following document details the results of an Archaeological Desk-Based Assessment, (DBA) conducted on the sites of number 6 and number 10 Evelina Road, London Borough of Southwark SE15 2DX (fig.1).

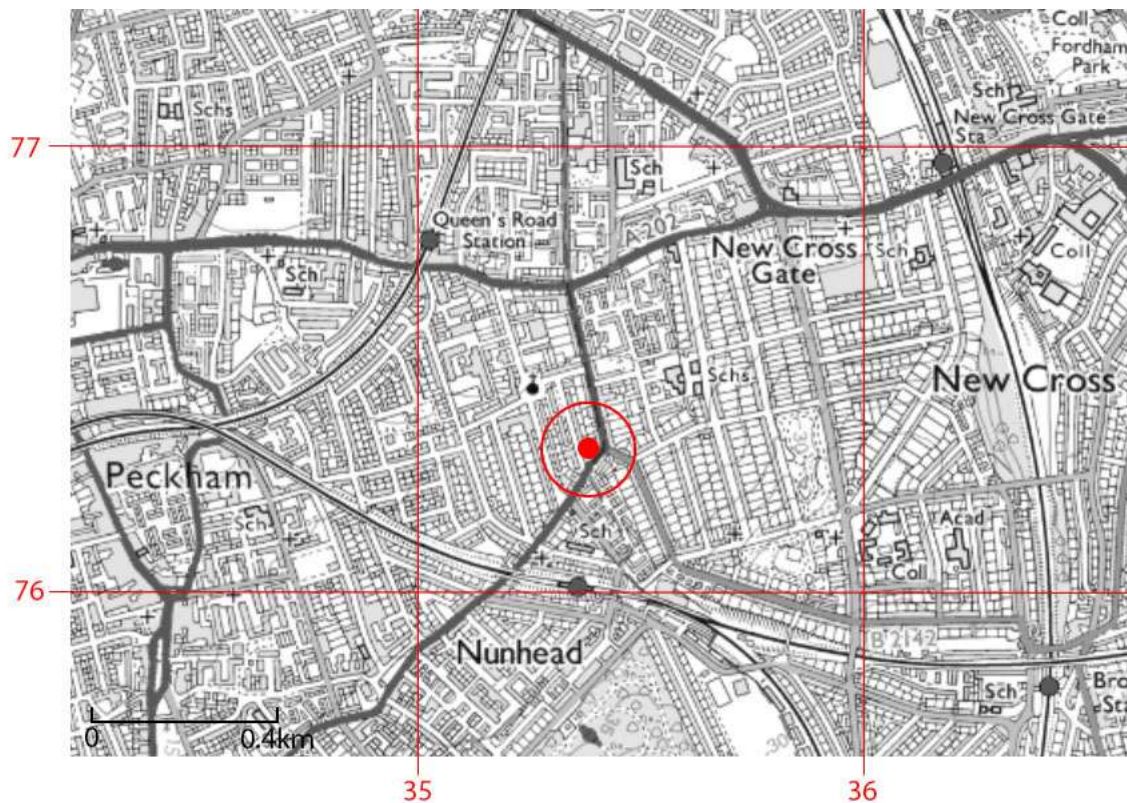


Figure 1: Site location, marked in red.

- 1.2 The DBA has been commissioned by Milan Babic Architects following pre-application consultation with Chris Constable, Archaeological Advisor to the London Borough of Southwark. The document relates to a forthcoming planning application proposing the demolition of the present structures at number 10 Evelina Road and construction of a part 3, part 4 storey building with 8 new flats. This document will also assess the potential of the neighbouring site of number 6 Evelina Road in advance of a similar, separate proposed scheme of development (not covered in the pre-application consultation).
- 1.3 The study site lies within the *North Southwark and Roman Roads* Archaeological Priority Area, as designated by the London Borough of Southwark (fig.2). The Priority Area covers the north of the borough between Lambeth in the west and Rotherhithe in the east, extending southwards towards Brockley following the line of the historic *London to Lewes* Roman Road.

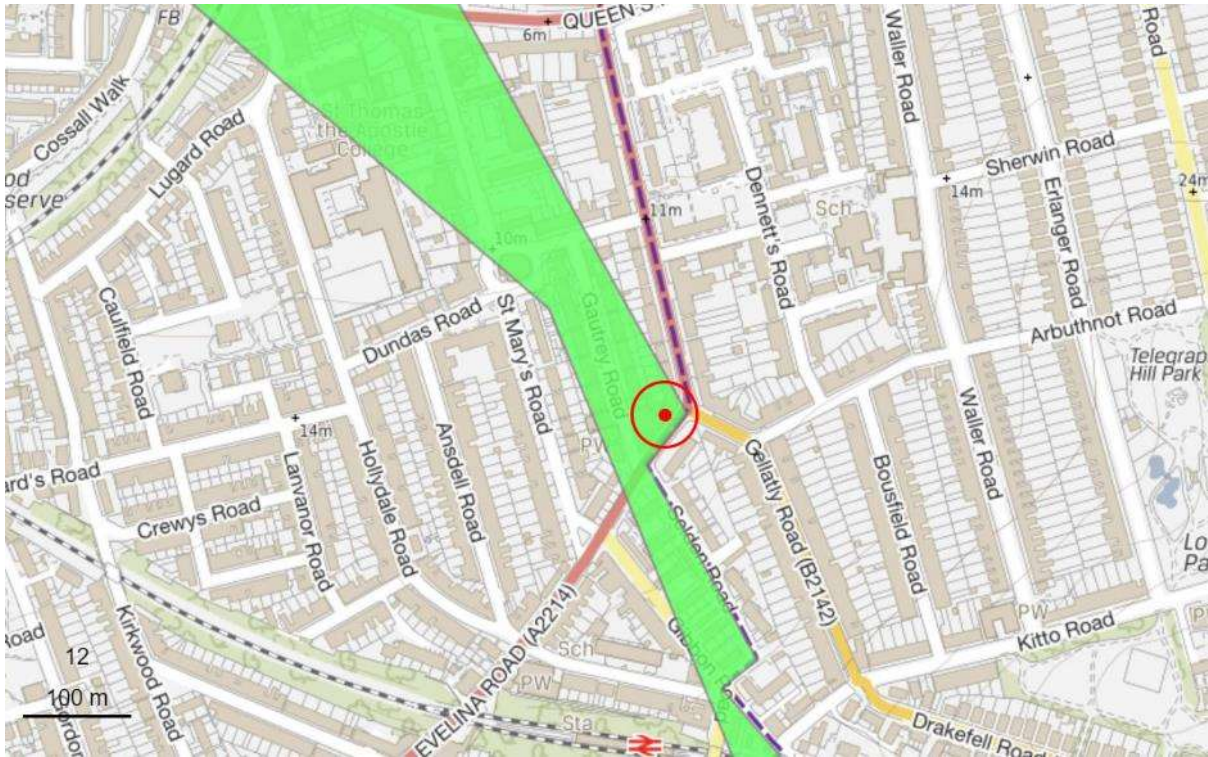


Figure 2: Site location, red, in relation to the North Southwark and Roman Roads APA, green. Adapted from material produced by Southwark Council (2020).

2 ACKNOWLEDGEMENTS

Compass Archaeology would like to thank Milan Babic Architects for commissioning the DBA and Israel Nagore for supplying relevant drawings and information. Thanks also to Mr Xiong Bing He for accommodating a visit to the site.

Additional thanks go to the Chris Constable (Southwark) and Mark Stevenson (GLAAS), Greater London Historic Environment Record and London Borough of Southwark.

3 OBJECTIVES

3.1 The objective of the assessment is to establish the archaeological potential of the study site within the context of the proposed redevelopment. This takes into account three principal elements:

- Reference to the archaeological and documentary background.
- Consideration of the previous impact of land use and development on potential archaeology.
- Potential impact of the proposed development.

4 METHODOLOGY

- 4.1** The assessment has been carried out in accordance with Historic England guidelines, (Historic England, 2015), and the recommendations of the Chartered Institute for Archaeologists, (CIfA, 2017).
- 4.2** Entries held in the Greater London Environment Record (GLHER) were examined. Material held by Compass Archaeology was also utilised. References to the various sources were noted, and relevant material photocopied/scanned or photographed as appropriate.

A search of the GLHER around a 500m radius of the study area was obtained, using *TQ 35395 76315* as a site centre. The results of the search are presented in Section 7.

- 4.3** The findings of these investigations have thus been collated to produce this document, which forms a summary of the known archaeological potential for the site, the possible impact of any prior land-use upon that potential, and the perceived impact that the current proposal may have on any surviving potential.

5 ARCHAEOLOGY, THE HISTORIC ENVIRONMENT AND PLANNING

- 5.1** This desktop assessment represents one element in the archaeological planning process, whereby early consideration of potential archaeological remains can be achieved, and if necessary appropriate further mitigation measures put in place. The report conforms to the requirements of the National Planning Policy Framework, (NPPF), July 2018, which replaced PPS 5 ‘*Planning for the Historic Environment*’ and policies HE6 and HE7.
- 5.2** The Government first adopted the National Planning Policy Framework in March 2012 and recently revised in July 2019. The NPPF integrates planning strategy on ‘heritage assets’ - bringing together all aspects of the historic environment, below and above ground, including historic buildings and structures, landscapes, archaeological sites, and wrecks (Section 16 paragraphs 184-202). The significance of heritage assets needs to be considered in the planning process, whether designated or not, and the settings of assets taken into account. NPPF requires using an integrated approach to establishing the overall significance of the heritage asset using evidential, historical, aesthetic and communal values, to ensure that planning decisions are based on the nature, extent and level of significance.
- 5.3** Additional relevant planning policy is laid out in the *London Plan* (2019) Chapter Seven: London’s Living Spaces and Places, with policy 7.8 *Heritage Assets and Archaeology* being of particular importance, laid out below:

Historic Environment and Landscapes

Policy 7.8 *Heritage assets and archaeology*

Strategic

- A** *London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*
- B** *Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.*

Planning decisions

- C** *Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*
- D** *Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural design.*
- E** *New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical asset should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

LDF Preparation

- F** *Boroughs should, in LDF policies, seek to maintain and enhance the contribution of the built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.*
- G** *Boroughs, in consultation with English Heritage [Historic England], Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.*

- 5.4** In addition to the policy detailed above the London Borough of Southwark has its own policies concerning archaeological remains and other heritage assets, laid out within the *New Southwark Plan* (draft 2020), including policies *P20: Conservation of the historic environment and natural heritage* and *P22: Archaeology*, laid out below:

P20: Conservation of the historic environment and natural heritage

Development must:

1. *Conserve and enhance the significance of the following heritage assets and their settings:*
 1. *Scheduled monuments; and*
 2. *Sites of archaeological interest; and*
 3. *Protected London squares; and*
 4. *Registered parks and gardens; and*
 5. *Trees within the curtilage of a listed building; and*
 6. *Trees that contribute to the historic character or appearance of conservation areas; and*
 7. *Trees that are subject to a Tree Preservation Order (TPO); and*
 8. *Ancient hedgerows; and*
 9. *Buildings and land with Article 4 (1) directions inside and outside conservation areas; and*
 10. *Unlisted buildings of townscape merit; and*
 11. *Undesignated heritage assets including Second World War Stretcher Fences; and*
 12. *Foreshore and river structures.*
2. *Enable the viable use of the heritage asset that is consistent with its on-going and long term conservation; and*
3. *Provide robust justification for any harm to the significance of the heritage asset that results from the development.*

P22: Archaeology

1. *Development must conserve the archaeological resources commensurate to its significance; and*
2. *Development must preserve archaeological remains of national importance in situ and preserve archaeological remains of local importance in situ unless the public benefits of the development outweigh the loss of archaeological remains. Where archaeological remains cannot be preserved in situ the remains must be excavated, recorded, archived, published, interpreted and displayed through a detailed planned programme of works. There may also be a requirement for a programme of public engagement, in order that the results of significant archaeological discoveries are disseminated. The scale of this public engagement will be based upon the significance and interest of the findings, but may involve site visits for the public or other means of on and off site viewing; and*

3. *Development must consider the archaeological interest and significance of sites that lie outside of an APA. Sites outside APAs will be assessed against the historic environment record for Southwark. Requirements will be secured by any condition necessary.*

5.5 The site does not lie within any locally designated Conservation Area.

5.6 The site does not contain, or lie within close proximity to, any Scheduled Monuments, where there would be a presumption in favour of preservation *in situ* and against development proceeding. The closest Scheduled Monuments, *Greenwich Palace* (UID: 1410710) and *Abbey Buildings, Bermondsey* (UID: 1001984) lie approximately 3.5km to the north-east and north-west respectively.

5.7 There are no Listed Buildings within the curtilage of the study site, nor within the immediate vicinity. The closest Listed Building is the Grade II Listed property of Sassoon House (UID: 1385862), which lies c230m at the corner of Belfort Road and St Mary's Road.

6 SITE LOCATION, GEOLOGY AND TOPOGRAPHY

6.1 Location

6.1.1 The study site lies at the north-eastern end of Evelina Road, bounded by Gautrey Road to the west, Lausanne Road to the east and Gellatly Road to the south-east (fig.3). Numbers 6 and 10 Evelina Road sit within a short parade of single to three storey units, opposite a block of residential blocks. A full discussion of the present site can be found in section 9 below.



Figure 3: Site outlines, marked in red.

6.1.2 Number 10 is polygonal in plan, widening to a point at the centre of the western side. A brick built structure occupies the front of the plot, set back from the road, with outbuildings to the rear. The area measures approximately 20m N-S x 8-11m E-W covering c190m².

6.1.3 Number 6 is more rectangular in plan, though slightly wider at the Evelina Road end, tapering towards the northern end of the plot. The area measures approximately 12m N-S x 6m E-W covering c55m².

6.2 Geology

6.2.1 According to the British Geological Survey, (Sheet 270: *South London*) (fig.4), the area lies within an outcropping of Lambeth Group Clays, overlying larger swathes of London Clay and deposits of Taplow Gravel and a linear of Langley Silt to the north. Discrete areas consist of made and worked ground resulting from works associated with the existing railway network.

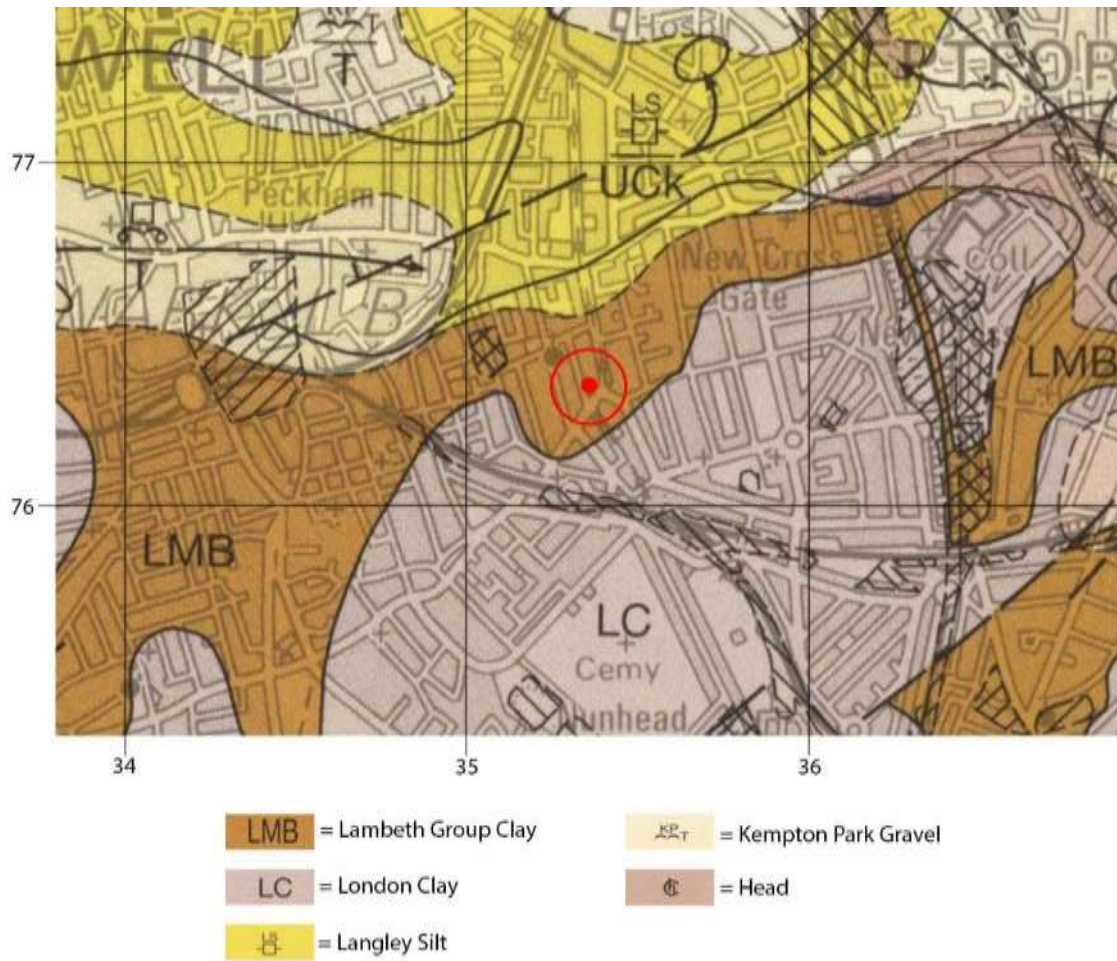


Figure 4: Extract from the BGS Sheet 270: South London (1998) with site location marked in red

6.3 Topography

6.3.1 The site sits approximately level at c13.0mOD, within a widespread north to south rising slope – Queen’s Road in the north sitting at c6mOD and the southern of Evelina Road sitting at c15mOD. The land rises more sharply to the south-east, with Kitto Road sitting at 26.7 – 32.8mOD, reflective of the rise of Telegraph Hill.

7 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

7.1 The following section is largely drawn from a survey of the Greater London Historic Environment Record, (GLHER), and should be read in conjunction with figs.5-9 below.

A search of the GLHER around a 500m radius of the study site was undertaken, centred on *TQ 35395 76315*. The entries cover a range of material – including archaeological excavations, documentary and antiquarian records, and isolated findspots. These are discussed in chronological order by period below.

7.2 Prehistoric



Figure 5: Location of Prehistoric GLHER entry, orange, in relation to site location, red.

No.	Mon. UID	TQ ref.	Description	References
1	MLO2469	3540 7670	Find Spot. Queen's Road, junction with Pomeroy Street. A Early Bronze Age to Late Bronze Age (2600-701BC) socketed axe with loop was found prior to 1880. 'Near Hatchem' and 'within St Paul, Deptford Parish.'	

- 7.2.1** During the prehistoric period London was predominantly an open, marshy environment due to the extensive floodplain of the River Thames which at that time had a much wider and shallower profile. Occupation and activity was often focused further north of the study site, closer to the river, occurring on raised islands of gravel known as eyots, which afforded higher and dryer ground and proximity to a regular subsistence supply. Archaeological evidence has indicated that parts of Southwark were utilised, though very much on a seasonal basis during warmer periods. This pattern of movement continued throughout the Palaeolithic and Mesolithic periods, as the hunter-gatherer lifestyle favoured a more predictable source of subsistence. As the climate improved and land management began to occur in earnest, occupation could be conducted on a more settled basis, with Neolithic activity often being more sedentary – resulting in more permanent structures and settlements as opposed to seasonal campsites.
- 7.2.2** Old Kent Road, running to the north-east of the study site, lay on a ridge of slightly higher ground during the prehistoric period, above the Thames Valley, making it an ideal candidate for a camp or routeway. Indeed, excavations along the road have uncovered over 1700 flint artefacts, reflecting the presence of one such temporary camp site (Cowan 2000), excavated along with a quantity of later prehistoric material.
- 7.2.3** Close to the site however there is limited archaeological evidence of such activity. A single findspot is recorded in the GLHER, comprising a Bronze Age socketed axe found somewhere within ‘Hatchem, supposedly at the junction of Queen’s Road and Pomeroy Street to the north of the site, though its precise location is unknown. This may represent accidental loss or deliberate discarding of an unwanted item – likely to be an isolated event rather than indicative of any further activity.
- 7.2.4** South of the site, a single marbled Levalloisian flint flake was recovered from Nunhead Cemetery (MLO8715). Levalloisian refers to a distinctive late Lower and Middle Palaeolithic method of preparing a stone core so that preformed thin, oval or triangular flakes with sharp edges could be struck from it. Unlike the flints from Old Kent Road however this find is thought to be the result of accidental loss or residual scatter, rather than evidence of activity.
- 7.2.5** The general view of the prehistoric period in London appears to be one of moderate to heavy activity, but due to the marshy conditions this activity was conducted on a very discrete and certainly for the earlier periods, a relatively ephemeral basis. It is likely that the study site stood in open ground, perhaps seeing more traffic in the later prehistoric period as the routeway of what would become the Roman London to Lewes Road began to be used.

7.3 Roman

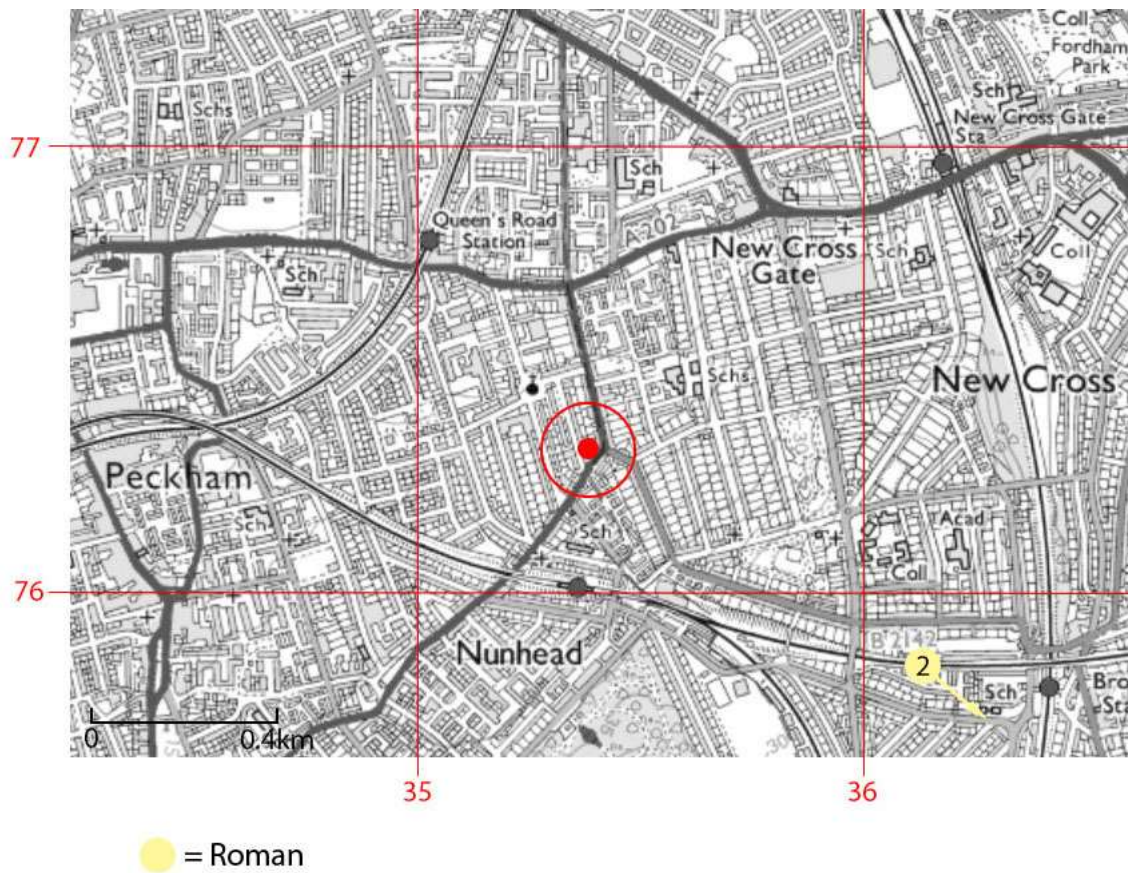


Figure 6: Approximate line of London-Lewes Roman Road, yellow, in relation to the site location, red.

No.	Mon. UID	TQ ref.	Description	References
2	MLO19649	3733 6847	The London to Lewes Roman Road. The road was probably constructed in the early-2 nd century, and in the vicinity of the site runs from Lewisham, cutting across Bromley and forms the border with Croydon. The long straight length of the Kent/Surrey border marks the road south of Rowdon Wood, usually seen as an old hedgerow with traces of pebble metalling.	Margary, I.D. (1973). <i>Roman Roads in Britain</i> . Wilson, D.R. (1962). <i>Roman Britain in 1962. Sites Explored</i> .

- 7.3.1** Following the successful Claudian invasion of Britain in AD43 a settlement was quickly established to the north of the River Thames. *Londinium* comprised a playing card-shaped fortress centred on the present day area of Noble Street / Museum of London, with a settlement enclosed by a defensive wall and ditch stretching between Aldgate in the east and Ludgate Hill in the west, later expanding into parts of Southwark.
- 7.3.2** Access and egress to the city was via a series of controlled gates across several routeways, one of which is projected to run through the study site on an approximate NNW-SSE alignment. The London to Lewes Way runs for 71 kilometres (44 miles) between Watling Street at Peckham and Lewes in Sussex. Watling Street was established in the 1st century AS and connected Richborough to London via Canterbury. It is known to have crossed the River Thames in the area of the current London Bridge and more less followed the alignment of what is now Borough High Street, Tabard Street and then down Old Kent Road, a hypothesis supported by the straight alignment of the present thoroughfare. The London to Lewes Road (GLHER entry 2) was similarly constructed during the 1st and 2nd centuries, branching away from Watling Street in the area of what is now the rear garden of 77/79 Asylum Road (Davis 1935; Margary 1965). The projected line then passes through the study site, continuing on towards Nunhead Station towards Crystal Palace. The exact route close to the study site is unknown and there are no obvious markers in the landscape, such as linear field boundaries, to suggest the later land layout utilised an earlier definitive line.
- 7.3.3** Archaeological investigations along its length in the vicinity of the study site – close to St Mary’s Road, Queen’s Road and Asylum Road, identified a large flint layer at a depth of 0.67m below ground level, assessed in places to measure 5.5m in width. The section recorded on Asylum Road shows a cambered metalled gravel surface overlying a pebble base, flanked by ditches (fig.7). Roman roads are often synonymous with activity and settlement, particularly stalls appealing to travellers. Certainly further northwards along Watling Street there is an abundance of archaeological evidence associated with roadside activity. Excavations at Tabard Street, Great Dover Street and 279 Old Kent Road recorded numerous inhumations and cremations (which during the Roman period were prohibited from being conducted within the city walls) (Compass Archaeology 2010), whilst further work at 430-432 Old Kent Road, 610 Old Kent Road and 285-335 Old Kent Road uncovered ditches, pottery, building rubble and quern stone – which taken as a whole is likely indicative of a number of roadside settlements and possible agricultural activity.

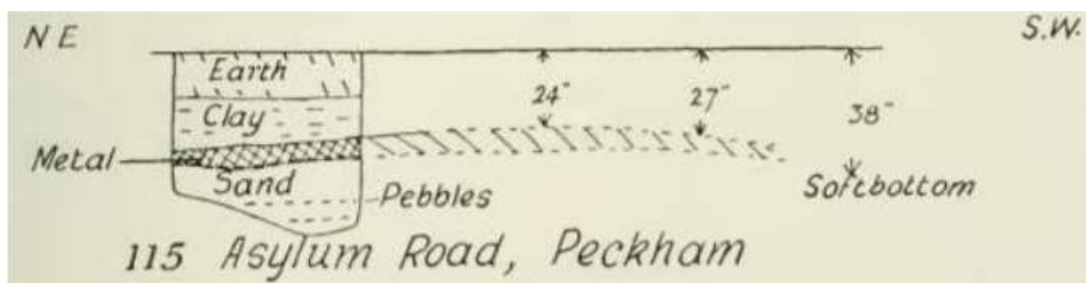


Figure 7: Extract from Davis (1935, fig.1), showing a section of the Roman road as recorded on Asylum Road.

7.3.4 Direct evidence of settlement in the immediate vicinity of the study site is scarce, instead, the archaeological record is limited to isolated findspots. A bronze medallion was recovered from Brockley (MLO11366) and taken to be Roman, however this type of medallion does occur in the medieval period too. Closer to the site (though absent in the GLHER), funerary artefacts were found in c1735 in a garden in the vicinity of Pepys Road and present Haberdashers' Aske's Hatchem College, consisting of two cremation urns, a simpulum (ladle) and five or six lachrymatories (small glass vessels) (MLO2007). This findspot in particular is a good example of Roman burial practices and demonstration of the degree of care and ritual adherence which went into the 'ceremony'. It is unclear as to whether this is an isolated cremation or part of a larger roadside burial complex not yet recorded.

7.3.5 It would appear that the study site and its immediate environs was frequented throughout the Roman period due to its proximity to a major routeway leading between London and the coast. The exact nature of this activity is unclear – there is as yet no evidence of settlement in the area, so it is more likely it predominantly catered to travelling trade – roadside stalls, small workshops etc. The funerary artefacts recovered from just south of Evelina Road also suggests a possible cemetery or small burial ground, though again it is unclear if this is associated with a nearby as yet unrecorded settlement or homestead.

7.4 Saxon

7.4.1 Following the withdrawal of a Roman presence in Britain in the 5th century AD much the area of the south of the river fell into disrepair. The main Saxon settlement, *Lundenwic*, was situated further west than *Londinium*, centres on the area which is now Covent Garden, and more specifically the Royal Opera House and Bow Street Magistrates Court (MoLA 2003; Compass Archaeology 2017).

7.4.2 Watling Street, known in the Saxon period as *Watlingstrate* may have continued as a public right of way, being one of four roads protected by the King's Peace in the Laws of Edward the Confessor. The road is often mentioned in relation to other settlements further north in the country, however the archaeological evidence for its continued use in Southwark is almost entirely absent.

7.4.3 Peckham derives its name from *Pecheham*, which appears in the Domesday Survey of 1086 as being held by the Bishop of Lisieux from Odo of Bayeux (Open Domesday 2020). The manor was owned by Henry I who passed it to his son, Robert, Earl of Gloucester. Through marriage the manors of Peckham and Camberwell were united under royal ownership, and most likely existed as open ground used for hunting – though this is little archaeological evidence to suggest further or more intensive activity in the area.

7.4.4 In the late-9th century, during a series of Viking raids and periods of instability parts of the Roman city were re-established as a fortified place, *burh*, with an additional holding in Southwark to protect the south. This brought about the development of a small, nucleated settlement at the centre of which was Southwark Minster, later joined by a mint (Carlin 1996, 13; Thomas 2002, 22).

7.4.5 No evidence of Saxon occupation or activity was recorded in the GLHER search within the vicinity of the study site. This is not to say that activity was completely absent – much of Saxon material culture is produced from organic fabrics which tend not to survive well in the archaeological record. Similarly to the Roman period it is likely that the London to Lewes Road was still in use to some extent, though it probably had a different level of importance and context – roadsides and extramural areas were no longer the primary spot for burial grounds, for instance.

7.5 Medieval

7.5.1 Moving into the medieval period, much of Southwark and areas close to the River were still prone to flooding and as a result settlement was concentrated in a nucleated town at the southern end of the bridge across the Thames. The settlement appears to have existed in this prominent position as a haphazard collection of buildings, famed for its inns, prisons and brothels (Carlin 1996), expanding steadily throughout the period but still relatively disjointed and restricted due to the marshy ground. By the later medieval period a number of the Roman roads were re-used and more trade and communication routes began to open up. Watling Street remained in use, most notably documented in Chaucer's *Canterbury Tales*, in which the pilgrims set off from The Tabard Inn, Southwark and headed along the infamous street (Higgs 2017).

7.5.2 By 1300 the local area surrounding the study site had been incorporated into the extensive manorial estates of the Bretinghurst family; though etymological evidence suggests that by the 17th century the manor house of Bretinghurst (or Bredinghurst) was near Peckham High Street, it was previously thought to be situated closer to Nunhead.

7.5.3 To the east, the substantial settlement of Hatchem was steadily developing throughout this period. Recorded in the Domesday Survey as *Hachehem* meaning 'home of a man named Hæcci' and lay within the Brixton Hundred of Surrey. The manor was later bought by the Haberdashers' Company, accounting for the presence of a number of Haberdashers' Aske's educational facilities still existing in the area.

7.5.4 Archaeological evidence of this period is again scarce, particularly within the immediate vicinity of the study site. An archaeological evaluation undertaken at Staffordshire Street, north-west of Evelina Road, by the Museum of London Archaeology Service (MoLAS; now MoLA) (site code SFF97) recovered several sherds of residual medieval pottery, though they most likely represent accidental loss rather than deliberate deposition or evidence of significant activity.

7.5.5 The lack of evidence close to Evelina Road would suggest that during the Medieval period the study site lay outside of the more populated and influential zones of Southwark and Peckham and was most likely open pasture, or possibly agricultural land.

7.6 Post-medieval

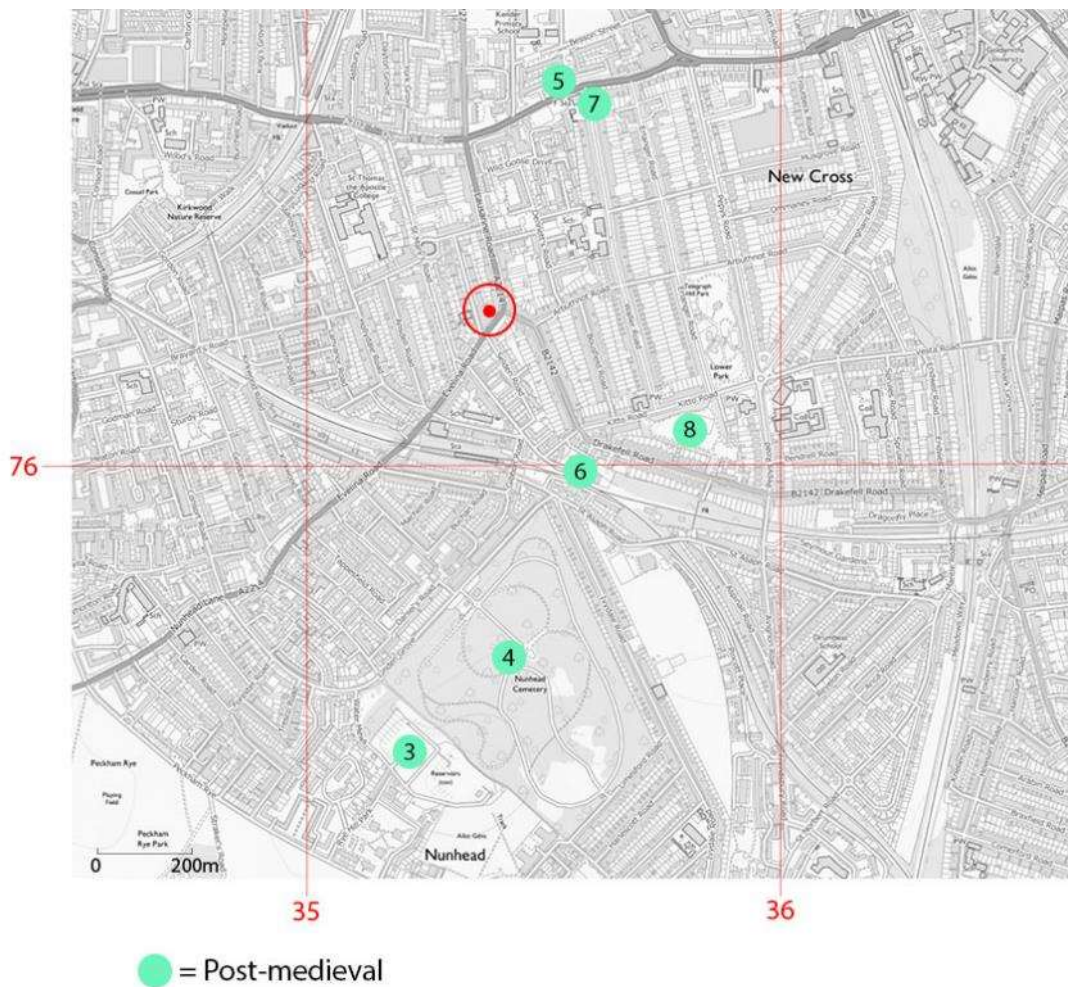


Figure 8: Location of post-medieval GLHER entries, green, in relation to the site location, red.

No.	Mon. UID	TQ ref.	Description	References
3	MLO105209	3522 7536	Dundas Road. An archaeological evaluation was undertaken here by AOC Archaeology between the 11 th and 12 th March 1999. The work revealed a single drainage channel 0.37m deep with irregular sides. May have originally been a natural channel. A quantity of post-medieval pottery and tile was recovered, as well as Roman tile.	AOC Archaeology Group (1999). <i>An Archaeological Evaluation at Dundas Road, Peckham, Southwark.</i>
4	MLO10154	3545 7555	Nunhead Cemetery. Designed by J. Bunstone and Bunning and opened in the early-1840s. Known as one of the Magnificent Seven (along with Abney Park, Brompton, Highgate, Kensal	Holmes, Arabella. <i>The London Burial Grounds.</i>

			<p>Green, Tower Hamlets and West Norwood) due to its scale and popularity. Closed to burials in 1969 and is now under the ownership of Southwark. Maintained as a London Site of Nature Conservation Importance.</p> <p>Many of the memorials have Listed status.</p>	
5	MLO75688	3556 7681	<p>Queen's Road – Kender Estate. An archaeological watching brief conducted by Pre-Construct Archaeology in 2002 (site code KRT02) recorded a substantial layer of brickearth, below a 19th century basement structure associated with a well. Possible garden soil deposits observed. Sealed by 20th century archaeology.</p>	<p>Pre-Construct Archaeology (2002). <i>An Archaeological Watching Brief at Kender Estate (Phase 1a), Queen's Road, Lewisham.</i></p>
6	MLO59003	3558 7599	<p>Kitto Road – Ffyfes Banana Warehouse. An evaluation by MoLAS recorded a late 19th to 20th century coal yard including a 1m deep ashy coal deposit and residual timbers – taken to be railway sleepers. Part of a coal depot and railway which existed on the site prior to the construction of the banana warehouse.</p>	<p>Museum of London Archaeology Service (1993). <i>Ffyfes Banana Warehouse, Kitto Road, Nunhead SE14: An Archaeological Evaluation.</i></p>
7	MLO1965	3560 7674	<p>Farmhouse at New Cross Gate. One of the estates belonging to the Haberdashers' Company. Built up by the mid-1870s.</p>	<p>Lewisham Borough Council: Archives and Local History Department. <i>Farms of Lewisham.</i></p>
8	MLO104292 MLO104594	3584 7607	<p>Kitto Road – Telegraph Hill Park. The park, consisting of two plots either side of Kitto Road was opened in 1895. Now owned by Lewisham Council.</p> <p>Kitto Road – Telegraph Hill Park. Site of an 18th century Admiralty Semaphore Station, established on the site in 1795 prior to which the hill was known as Plow'd Garlick Hill.</p> <p>The station on top of the hill consisted of a wooden hut with a frame in the roof with wooden shutters that could be</p>	<p>London Parks and Gardens Trust (2007). <i>London Parks and Gardens Trust Site Database, Telegraph Hill Park.</i></p>

			<p>opened in different combinations to make up 63 signals. Stood as one in the line from the Admiralty in Whitehall to Deal and Dover and the Continent.</p> <p>Fell into disuse after 1815 with the coming of the electric telegraph.</p>	
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- 7.6.1** The study site lies between the settlements of Peckham, New Cross and Nunhead. Steady expansion throughout the early post-medieval period saw the area become popular with wealthy Londoners and the land use became increasingly residential in nature. Southwark too was making use of the newly drained marshland and was encroaching southwards, eventually resulting in the previously discrete settlements becoming subsumed into general mass suburbia.
- 7.6.2** This residential expansion is reflected in the archaeological record, with several archaeological investigations in the area recorded stratigraphic deposits and finds associated with general domestic occupation and activity. Work at Queen’s Road undertaken by Pre-Construct Archaeology in 2002 (GLHER entry 5) recorded part of a basement and a well, dating to the 19th century. Similar structural features were identified during a Watching Brief at 117-119 Ivydale Road (south of the site), taken to represent cellars and a number of land surfaces belonging to the original 19th century gardens.
- 7.6.3** By the 18th century Peckham was an independent commercial centre boasting extensive market gardens used to supply produce to London. The village was also used as a stopping point for cattle drovers on their way to the City, presumably via the Old Kent Road. Nunhead, to the south, rose in prominence slightly earlier – first being recorded in 1680 as part of the parish of Camberwell. During the post-medieval period Nunhead was (and still is) dominated by its cemetery (GLHER entry 4). Known as one of the Magnificent Seven the land was purchased in 1839 by the London Cemetery Company and consecrated as the Cemetery of All Saints in 1840. The site is presently maintained by the Friends of Nunhead Cemetery as a natural habitat for local wildlife. To the east, the area known as Hatchem was now becoming known as New Cross and its main focus was on industry and transport – colloquially known as New Cross Tangle on account of the numerous railway lines and stations.
- 7.6.4** The affluence of the area throughout the 19th and early-20th century resulting in a number of public parks being established. Peckham Rye Park (1.2km to the south-west of the study site) was opened in 1894 and is noted for its varied leisure gardens, including an American and Japanese Garden. Telegraph Hill Park c400m to the south-east on Kitto Road was opened in 1895 on the site of a former semaphore station (GLHER entry 8). Wickham Gardens (1.5 km to the south-east) was established in the 19th century and is now protected under the London Squares Preservation Act of 1931.
- 7.6.5** Evelina Road itself was constructed by the mid-19th century, providing a link between the east-west running Queen’s Road and East Dulwich. Although historically open land, once development began, in began in earnest and the area was soon filled with rows of residential housing.

7.7 Listed Buildings

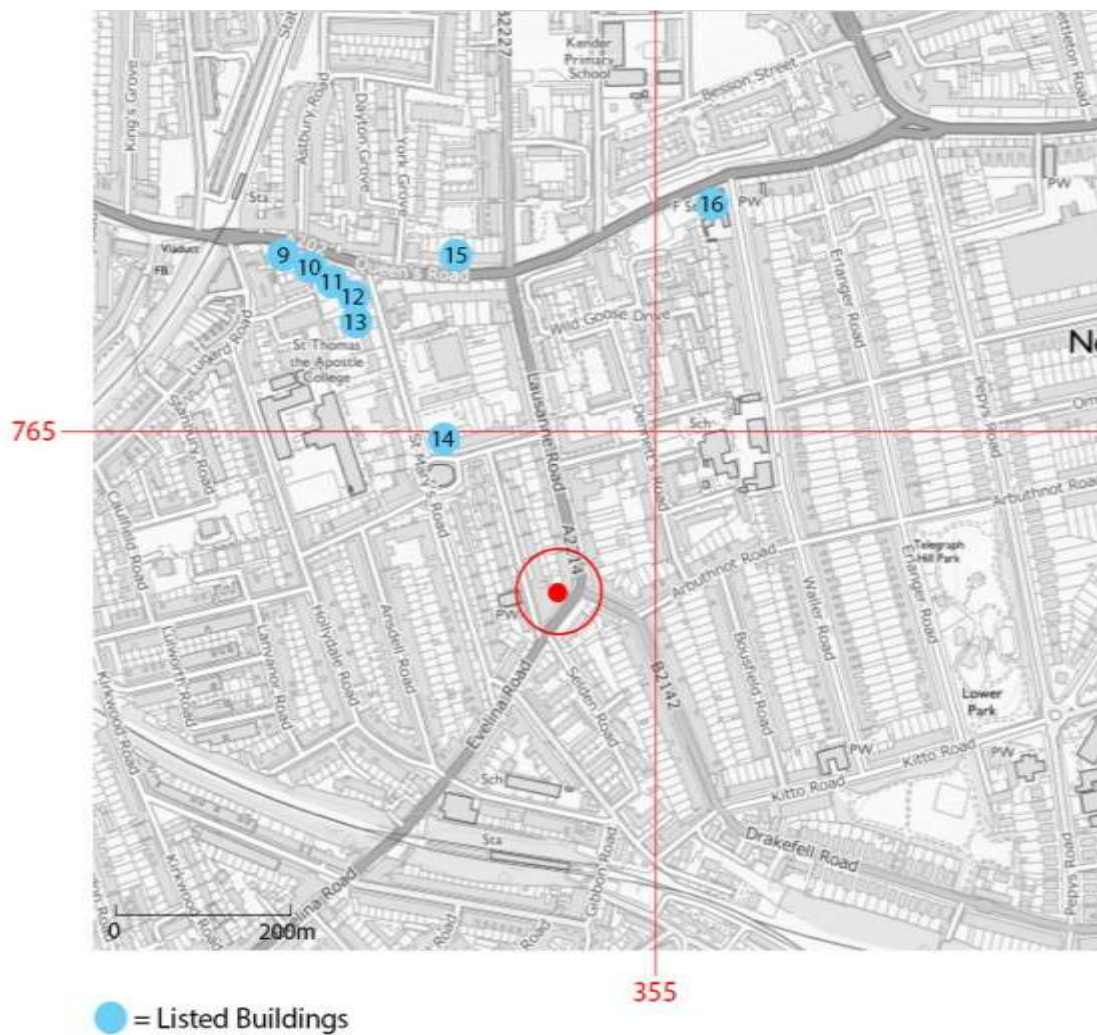


Figure 9: Location of Listed Buildings, blue, in relation to the site location, red.

No.	Mon. UID	TQ ref.	Description	References
9	MLO92256	3509 7670	2 Queens Road. Pair of semi-detached houses. Early-19 th century. Grade II.	NHLE.
10	MLO92257	3512 7669	152 Queens Road. Detached House built c1845. Grade II.	
11	MLO92258	3513 7668	156 Queens Road. Pair of houses built c1845. Grade II.	
12	MLO92315	3515 7667	Charlton House, St Mary's Road. Villa built c1845.	
13	MLO92316	3517 7665	Flat 1 Sassoon House, St Mary's Road. Grade II.	

			Sassoon House itself is also a Listed Building – 20 th century in date.	
14	MLO92317 MLO92318	3526 7649	Sassoon House. Flats built in 1934 by E Maxwell Fry in collaboration with Elizabeth Denby. Part of a large social housing complex, complete with health centre to rear and partly funded by charitable donations from Lady Sassoon. Grade II Southwark Adult Education Institute. Formerly the Pioneer Health Centre, built in 1934 as part of the above complex. The building and its purpose represented revolutionary ideals and designs, initiated by Doctors Scott Williams and Innes Pearse. Grade II*.	Architect's Journal (1934). <i>Architect and Building News</i> .
15	MLO92260 MLO92259 MLO92261	3528 7670	Number 235 Queen's Road and attached railings. House dating to the early-19 th century. Grade II. Also Numbers 223-233 and attached handrails to 225, 231 and 233. Six terraced houses, early to mid-19 th century. Grade II. Numbers 237, 239 and 241 and attached handrails. Three terraces houses. Grade II.	
16	MLO103945	3558 7676	Number 266 Queen's Road – New Cross Fire Station. The station was first built between 1891-4 by the Fire Brigade Section of the London County Council's Architect's Department. It was further altered in 1912 and 1958.	Saint, A. (1981). <i>The Architecture of the London Fire Brigade</i> .

7.7.1 The post-medieval development and rapid expansion of the Peckham area is characterised by a large number of residential villas and streets of terraced housing. Many of the streets are similar in form and appearance, and contemporaneous in date, with the majority dating from between the mid-Georgian to mid-Victorian period.

7.7.2 Notable examples of such properties include those on Queen's Road, to the north of the study site, dated c1845 and presently Grade II Listed Buildings. The properties are large detached and semi-detached brick-built four to five storey residential homes, now sitting amongst more modern developments. The properties are similar in appearance, though

numbers 156-158 Queen's Road have a more colonial or classical style porch facing the road, and adjoining number 2 St Mary's Road.

7.7.3 One of the more significant developments in the vicinity of the study site is that of Sassoon House and adjoining Health Centre on St Mary's Road, north-west of Evelina Road (GLHER entry 14). The block of flats was constructed in 1934 by E. Maxwell Fry in collaboration with Elizabeth Denby. The development was conceived as part of a larger housing complex, including the Pioneer Health Centre to the rear, intended to be self-financing and accommodating to working-class families. At the time of their construction they were considered to have 'substantial living rooms', each with a balcony that was intended as a sheltered play area for children. Representing the modern working-class each flat was fitted with a separate bathroom, standard units and a combination heater/cooking stove (NHLE). The development is named after the Sassoon's, and was part funded by Lady Sassoon, Aline Caroline de Rothschild.

7.8 *Modern*

7.8.1 Due to its close proximity to the City the area was subject to heavy damage during the Second World War. Between 1944 and 1945 parts of Peckham and Nunhead were hit by twenty-nine V1 flying bombs and three V2 rockets. On the 30th June 1944 at 9:32am Kimberley Avenue, at the junction with Evelina Road was hit by a V1 flying bomb, causing severe damage to numbers 67-85 Kimberley Avenue and minor damage to surrounding properties on Evelina Road, Grimwade Crescent, Kirkwood Road and Hollydale Road (Incident Logs, Flying Bombs and Rockets Online). Following the War the Nunhead area was immediately redeveloped with the construction of a number of pre-fabricated estates. Many of the pre-fab estates have since been redeveloped, with the final two properties on Ivydale Road (formerly nos.107-109) being demolished in 2018-9.

7.8.2 Following the war parts of Peckham were regenerated and many of the private villas replaced by larger housing complexes – as demonstrated by the construction of Sassoon House in 1934. Generally however, many of the post-medieval terraced streets have remained unchanged to the present day, particularly to the south of Queen's Road which still conforms to its late-19th century layout.

7.8.3 The site is presently occupied by a number of commercial premises with residential areas above. It sits adjacent to a block of post-war housing, though many of the post-medieval buildings in the vicinity of Gellatly Road and Gautrey Road still stand.

8 CARTOGRAPHIC AND DOCUMENTARY EVIDENCE FOR POST-MEDIEVAL DEVELOPMENT

8.1 The post-medieval development of the study site can be best illustrated with reference to cartographic and documentary sources. These will be discussed in chronological order below.

8.2 **Isaak Tirion (c1754). *Kaart van London enz en van het Naby Gelegen Land ruim een Uur gaans*. [An Hour's Walk around London].**



Figure 10: Extract from Tirion's Map of London with approximate site location marked in red.

8.2.1 Isaak Tirion's Walk around London, created in c1754 is based on John Rocque's Survey of 1744.

8.2.2 The engraving clearly shows the settlements of Camberwell, Peckham and New Cross, with the east-west main road leading between them, and north-south roads leading between the countryside and the river. The map also includes the two distinctive features of a large area of woodland to the south of Peckham Lane, beside the study site, and what appears to a moated site, taken to be the location of Hatchem House. The site, which later became Hatchem Park was the most significant property in the area, built on land granted to Gilbert de Hatchem by Henry II in the 12th century.

8.2.3 The study site itself sits on the edge of a large tract of woodland. The rectangular shape of the wood strongly indicates it is an area of managed land, perhaps a hunting ground associated with the earlier manors, rather than a completely natural feature. Since the map's creation the basic layout of the area has remained relatively unchanged, with the general arrangement of major roads being fairly easily identifiable with the present day incarnation.

8.3 John Rocque (1761). *Map of London*



Figure 11: Extract from Rocque's Map of London (1761) with approximate site location marked in red.

- 8.3.1** John Rocque's updated map from 1761 shows the study site within its wider environs in more detail than previous mapping attempts. The layout of settlements and the basic shapes of individual properties are clearly marked – Hatchem House in particular, as well as a large formally laid out Peckham Manor House estate at the centre of Peckham. This property was re-built and re-landscaped in 1672 by Sir Thomas Bond and at the time of the map's creation was under the ownership of Mrs Martha Hill (Walford 1878).
- 8.3.2** One building, the Halfway House, shown at the very top of the map, on the Old Kent Road was a coaching inn and later became known as the Kentish Drovers is still in existence on the corner of Commercial Way (although now closed).
- 8.3.3** The site lays in close proximity to a small routeway linking Peckham Lane to the road to Plow'd Garlick Hill – this would later be extending towards what is now Brockley.

8.4 G.W Colton (1856). *The Environs of London*



Figure 12: Extract from Colton's Map of London (1856) with site location marked in red.

8.4.1 Colton's mapmakers operated from a base in New York throughout the early to mid-19th century, with the above map of London appearing in the *Atlas of the World*, printed in a number of editions in the 1850s. The company produced a number of atlases throughout the latter part of the 19th century before merging with a separate company in 1890 and operating under a new name.

8.4.2 By the mid-19th century suburban expansion was already well under way and the previously nucleated and discrete settlements shown on Rocque's map were started to merge into one vast development. This expansion was prompted and supported by the opening of the London & Croydon Railway in 1839, at the time of the map's creation known as the London Brighton & South Coast Railway. New Cross was one of the first of six intermediate stations built between London Bridge and Croydon.

8.4.3 What is taken to be Lausanne Road / Evelina Road is drafted out on the map, leading between Peckham Lane and Nunhead / Goose Green, though little else in the way of development along the route has yet to occur. The raised topography of Telegraph Hill to the south and south-east is also indicated through the use of hachures.

8.5 Ordnance Survey (1873). *First Edition – 25-inch Series*



Figure 13: Extract from the OS 25-inch series (1873) with site locations marked in red.

- 8.5.1** The First Edition of the OS 35-inch series, produced in the 1870s, shows the beginnings of the post-medieval suburban expansion which was prolific in the Peckham area. Eveline Road forms a clear divide between the encroaching residential streets and fields beyond to the south, yet to be developed.
- 8.5.2** The scaling of the buildings in the vicinity of the study site suggests it was developed into a mixture of working class terraces – Carlton Road and Dennett’s Grove – and larger semi-detached villas – Edith Road and St Mary’s Road.
- 8.5.3** No.10 itself appears constructed as a number of separate buildings 1873, along with numbers 12 and 14, and the Golden Anchor Public House on the corner. Post Office Directory records for the Golden Anchor begin in 1867 indicating the row was in existence for a short while before the map’s creation. The address is also listed as Cemetery Road, with its named being changed to Lausanne Road in 1871.
- 8.5.4** Some alterations have occurred to the front and rear plot at No.10 and the neighbouring sites, though its general polygonal plan appears to be an original feature. Here the building appears narrower than its present day incarnation. An expansion is taken to occur later in the 19th century. Number 6 has yet to be constructed.

8.6 Ordnance Survey (1895). *Five-foot-to-the-mile Series*



Figure 14: Extract from the OS five-foot-to-the-mile map (1895) with site outlined in red.

- 8.6.1** In the twenty years between the creation of the two maps suburban development had extended southwards beyond Evelina Road – as this stretch of Lausanne Road was now called. The previously open areas have been infilled with similarly laid out rows of terraced housing. Some small areas of hatching indicate occasional properties had covered yards / glasshouses in their rear gardens.
- 8.6.2** The Nunhead Baptist Chapel on Edith Road (now 36-38 Gautrey Road) was built in 1880, though the convenient gap which appears on the 1895 OS map suggests it had been planned for sometime, and regularly had a congregation of between 500 and 600. The building is still in use as a religious centre, as of 1991 being owned by Emmanuel Miracle Bethany Fellowship of Great Britain. The associated church hall to the immediate south-west of the chapel is presently used by St Mary's Church.
- 8.6.3** At the time of the map's creation the public house on the corner, The Golden Anchor was under the ownership of Frederick Richmond, having taken over from George Conford who had the business in 1891. In the 1896 he is listed as the sole occupant. Former census records indicate the premises was occupied by the publican and family, a single general servant / housemaid and general staff, though in 1871 a gas fitter is also listed as a visitor.
- 8.6.4** Significantly, No.6 Evelina Road is now in existence and the corner block infilled. This accounts for the difference in architectural styles. The previously open strip to the immediate east of No.10 on the 1873 OS Map also appears to have been infilled to create the continuous block.

8.7 Ordnance Survey (1897). 25-inch Series



Figure 15: Extract from the OS 25-inch map (1897) with site outlined in red.

8.7.1 This extract from the 1897 OS 25-inch map helps highlight the site's location amongst general post-medieval suburbia. The two symmetrical sets of four properties at the northern end of Gellatly Road (Nos.1-8) are the only outliers in an otherwise architecturally monotonous landscape.

8.7.2 Much like the present day the premises are taken to be commercial businesses with accommodation above and outbuildings to the rear. The front of the properties form a continuous line, with No.14 set back slightly. Based on the appearance of the present standing building at No.10 it is taken to have always been single-storey at the front, rising to three at the rear, though this differentiation is not marked.

8.8 Ordnance Survey (1916). 25-inch Series

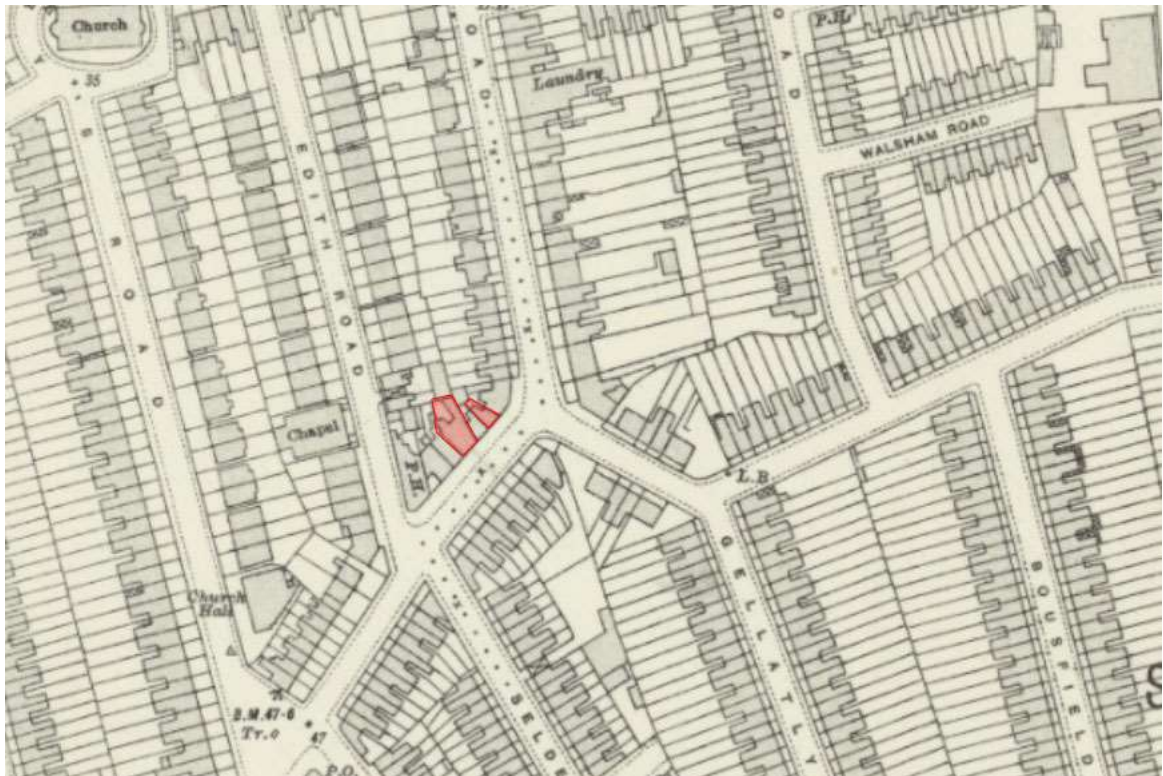


Figure 16: Extract from the OS 25-inch map (1916) with site outlined in red.

8.8.1 Moving into the early-20th century the area saw little change, with only minor alterations occurring to individual properties. A small extension to the front of No.14 appears to have been undertaken, now forming an L-shape in plan adjoining the former No.12. The extension to the rear of No.10 has appeared on cartographic sources from at least 1895, differing from its original 1873 depiction which showed a separate structure to the rear. It seems likely that an extension on the eastern side of the building joined the two together.

8.9 London County Council (1945). *Bomb Damage Maps Sheet 104*



Figure 17: Extract from the LCC Bomb Damage Map (1945) with site outlined red within dark green circle.

8.9.1 The Bomb Damage Maps comprise a series of hand coloured adaptations of the 1916 OS map at a scale of 1:2500 charting the damage to the built environment caused by aerial bombardment, ranging from blast damage – minor in nature (yellow) to total destruction (black), with black circles charting the location of V2 and V1 flying bomb incidents (Ward 2015).

8.9.2 The site itself survived remarkably unscathed, with the majority of the properties suffering only minor or easily repairable blast damage – remarkable due to its proximity to the railway line immediately south, which took numerous hits in an attempt to disrupt the service. These incidents resulted in a large number of the houses in the immediate vicinity being either almost totally destroyed (purple) or completely destroyed (black).

8.10 Ordnance Survey (1950). 1:1250 Series TQ3576SW



Figure 18: Extract from the OS 1:1250 map (1950) with site outlined in red.

- 8.10.1** As a result of the limited damage inflicted on the area during the Second World War the site remains largely unaltered – though there are several cleared or ruinous plots marked.
- 8.10.2** The area was still predominantly working-class houses though there are several larger properties to the west of the study site which suggests a degree of social variation and mobility.
- 8.10.3** Numbers 6 and 10 remain recognisable, though No.12 appears to have been partially cleared. This property has since been replaced by a single storey construction running the length of the plot.

9 THE PRESENT SITE

9.1 A visit was made to the site on the 19th November 2020 and a photographic record of the site made as is. What follows is a written description of the site accompanied by illustrative photographs. The following section should be read in conjunction with fig.19 for the location of photographs, and figs.20-27 for views of the present site.

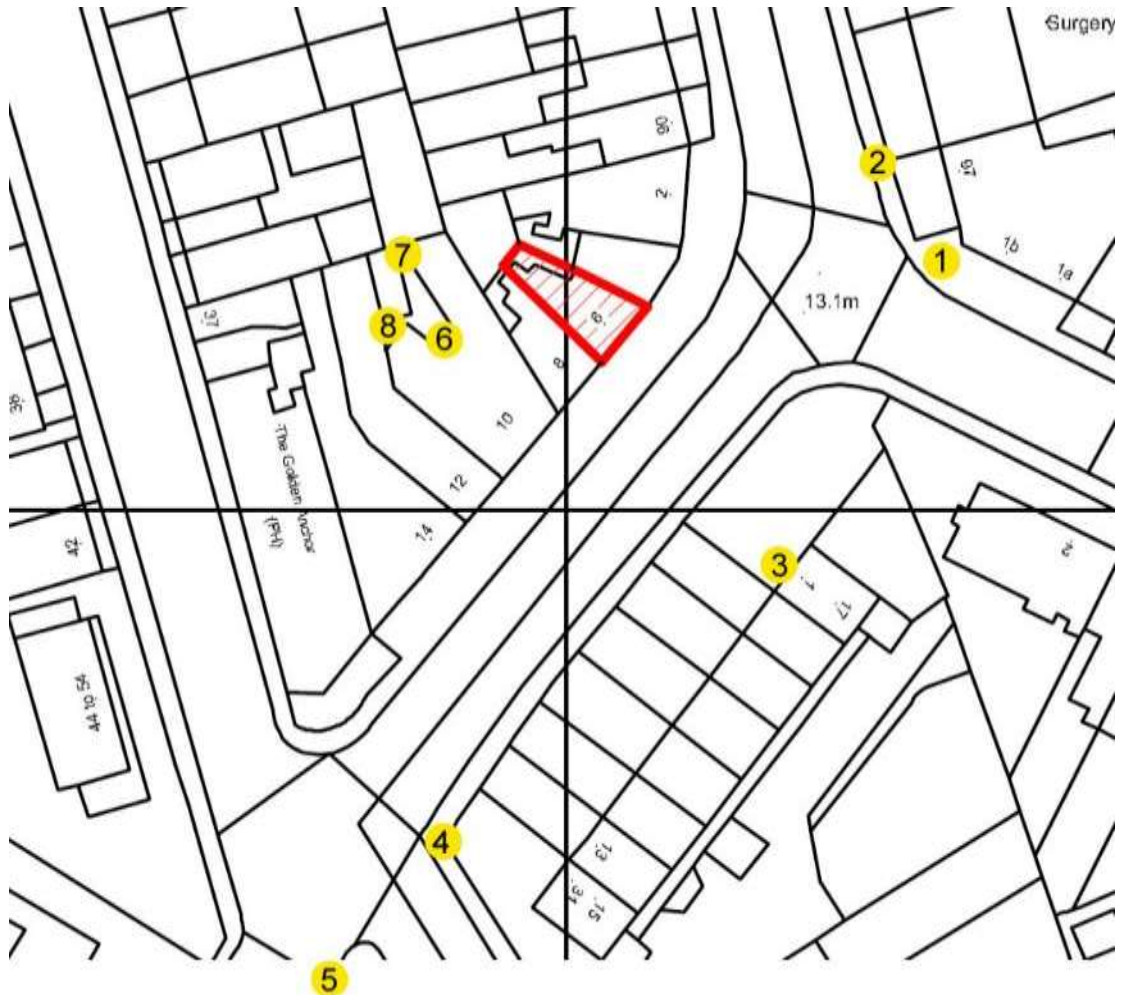


Figure 19: Location of photographs 1-8 taken in and around No.10 Evelina Road. Note: No.6 was inaccessible at the time of the site visit.

9.2 The study site lies at the centre of a row of terraced buildings between Lausanne Road and Gautrey Road, facing Gellatly Road. The premises comprise a mix of businesses, with No.6 presently a hairdressers (closed) and No.10 a motoring solutions company.



Figure 20: 1: 2-16 Evelina Road, as viewed from Gellatly Road. Facing NE.

- 9.3** The row was constructed in two stages, with Nos.10-16 being constructed in the late-1860s and Nos.2-8 being built slightly later in the 1880s. This division is clearly visible from the outside of the properties, with the later block being built in one architectural style, standing to three storeys, and the earlier being set back from the road slightly.



Figure 21: 2: Nos.2-8 Evelina Road, as viewed from the Junction with Gellatly Road. Facing W.



Figure 22: 3: Nos.6 and 10 Evelina Road as viewed from the south side of Evelina Road. Facing NW.

- 9.4** Access to No.6 Evelina Road is via the front of the property, with one entrance leading to the ground floor business and a second leading to the floors above – taken to be private accommodation / further businesses.



Figure 23: 4: No.10, looking from the corner of Selden Road. Facing N.

- 9.5** No.10 comprises a ground floor business space, accessible from the front of the property (behind the white van in fig.23 above), with the main three-storey 19th century property behind, accessible via the gate between the office and No.8.
- 9.6** The 1873 shows No.10 as a narrower plot separated from the outbuilding to the rear by an alley, which is then taken to have been built over in the later 19th century. The presence of the driveway on the right hand side of the property between the Motoring Solutions office and London South Law Chambers, and irregular spacing between the windows on the upper floor appears to support this expansion.



Figure 24: 5: South-western end of the Evelina Road parade, with the Golden Anchor to the left of frame and No.10 in the centre. View from Selden Road. Facing NE.

- 9.7** The Golden Anchor and No.14 appear on the 1873 OS Map and have undergone little change since. There is a single entrance to the pub fronting Evelina Road and further access on Gautrey Road. GM Metals, a scrap metal merchants, have occupied Nos.12-14 since 1968.



Figure 25: 6: Rear yard of No.10 Evelina Road. Photograph taken from the rear of the main building looking towards the rear of the plot. Facing N.

- 9.8** The rear yard of No.10 presently comprises a brick-built outbuilding on the eastern side of the side and wooden shed, projecting wing of the main building and an outdoor toilet on the west. The brick outbuilding adjoins the rear of a property on Gautrey Road, which based on the areas of infilled brickwork has undergone several alterations since its construction. This single storey outbuilding is taken to be the same as shown on the 1873 OS map and contemporary with the three-storey structure – a building in a similar position is clearly marked on the 1895 OS map and later editions.
- 9.9** Both the brick outbuilding and wooden shed are taken to have undergone a series of minor internal alterations to suit their current purposes.



Figure 26: 7: Rear of No.10, looking towards the main building. Facing S.

9.10 The rear aspect of No.10 has undergone several alterations throughout the 20th century. The extent to which the interior layout of the premises has changed is unknown, though the number of changes visible on the fabric suggests it has been altered substantially from its initial mid-19th century floorplan. Towards the left of frame the narrow vertical window is taken to be a later insertion. The rest of the building fabric displays a mixture of new inserted windows and infilled older windows – two infilled windows are visible at first floor level to the left and right of the new central window. The slightly raised height of the right window compared to the left may suggest it was originally at landing height or on a staircase. There also appears to have only ever been a single window at second floor height.



Figure 27: 8: Rear yard of No.10. No.6 is just visible in the top left corner of frame. Facing E.

9.11 Access between Evelina Road and the rear yard of No.10 is via the workspaces along the eastern side of the property – from the garage doors visible in fig.22 above. Based on cartographic sources the structure immediately above the adjoining garage may have been added between 1873 and 1895.

10 THE PROPOSED DEVELOPMENT AND POTENTIAL IMPACT

- 10.1** The proposed development at number 10 Evelina Road will entail the demolition of the extant main building and rear outbuildings and construction of part two, part three, part four storey building to create eight C3 residential units (3 x two bedroom, 3 x one bedroom flats and 2 x studio flats) (figs.28-29).
- 10.2** The unit will also incorporate a roof top amenity, bike storage and refuse area.
- 10.3** The development will cover the entirety of the present footprint with access to the complex via Evelina Road, and a small open area to the rear intended as private space associated with one of the properties.
- 10.4** Development at number 10 is not anticipated to include the construction of a basement level, limiting the excavation to foundations and services – favourable for the preservation of any surviving archaeological stratigraphy.
- 10.5** If the present standing main building is basemented there will be some pre-existing disturbance of the upper two metre of ground, limiting the potential for exposing archaeological stratigraphy. If however the property is unbasemented, the level of disturbance is taken to lessen, being localised around the present foundations, thus increasing the potential for exposing significant stratigraphy. The outbuildings are unlikely to have substantial foundations so it is possible archaeological stratigraphy may survive in this area. Due to the new footprint covering this previously open area, the proposed groundworks have the potential to expose and subsequently truncate undisturbed ground.
- 10.6** A smaller scheme is proposed for Number 6 Evelina Road, entailing the construction of an additional storey to the roof of the present structure, and construction of a lightwell at basement level (figs.30-32).
- 10.7** Aesthetically the new design will involve the creation of a new parapet with brickwork matching the existing structure, bronze cladding finish on the new extension, new windows with a white aluminium frame and raising of the existing chimney stacks to suit the new extension.
- 10.8** It is believed that the present building is basemented, however the proposed extension to create the lightwell at basement – ground floor level has the potential to expose archaeological stratigraphy. It is anticipated that creation of the lightwell will at least partially if not wholly remove any surviving aforementioned stratigraphy, if present.



Figure 28: Proposed front elevation of no.10 Evelina Road. Taken from Milan Babic Architects drawing no.1023-MB-04-100. Scale not shown.

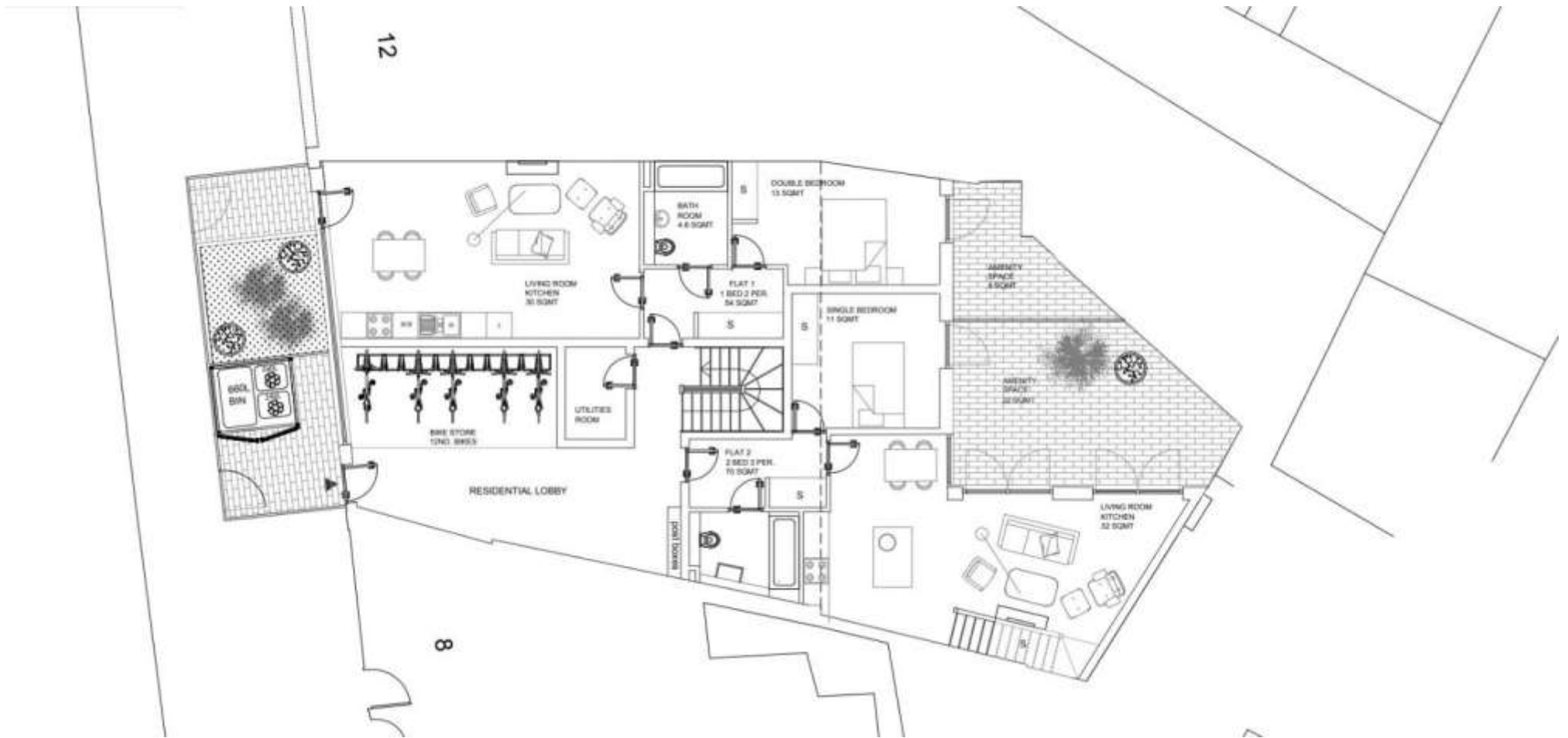


Figure 29: Proposed ground floor plan of No.10 Evelina Road. Taken from Milan Babic Architects drawing no.1023-MB-00-100.



Figure 30: Proposed front elevation for No.6 Evelina Road. Taken from Milan Babic Architects drawing no.1031-MB-04-100.

EVELINA ROAD

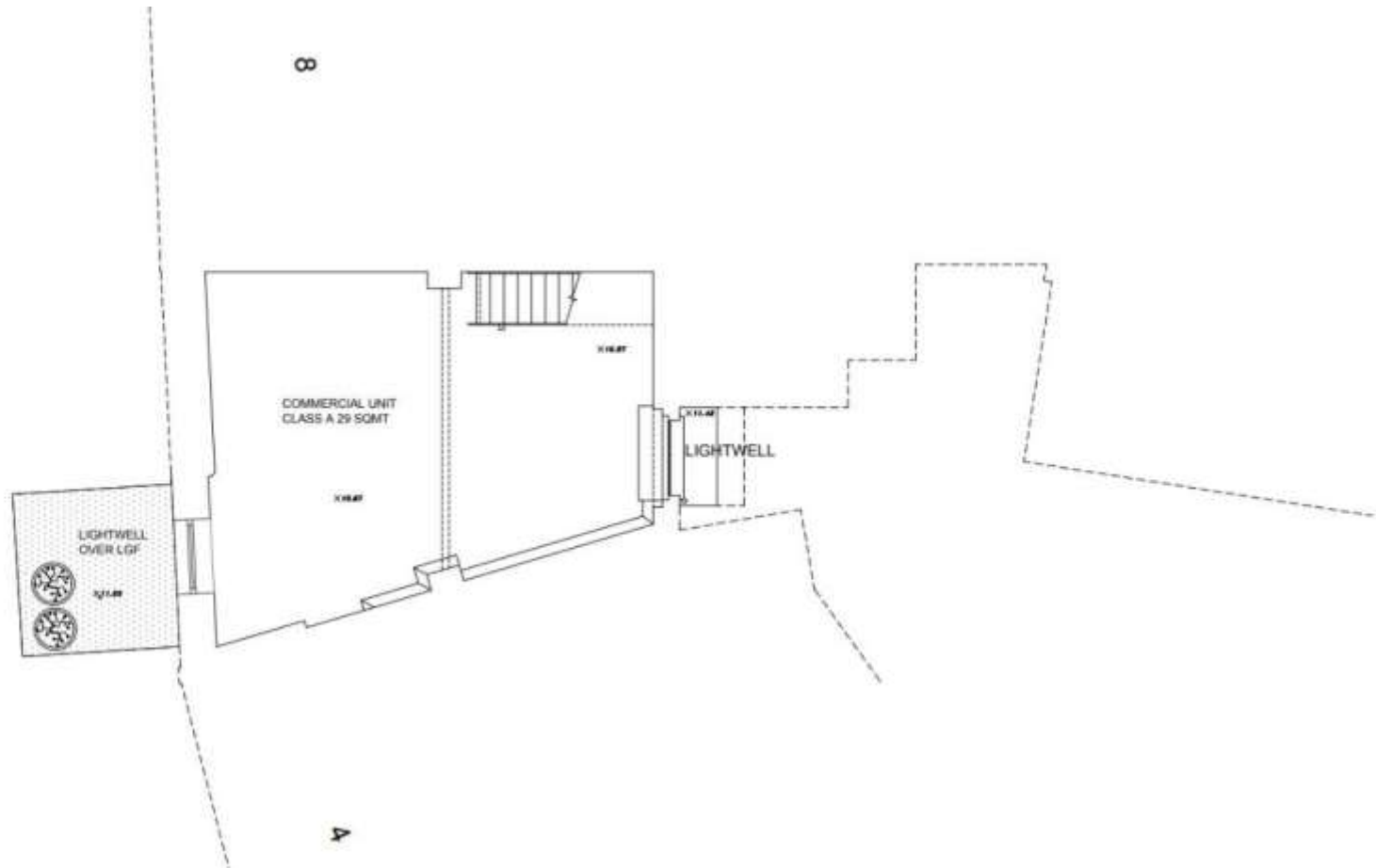


Figure 31: Proposed lightwell at basement level of No.6 Evelina Road. Taken from Milan Babic Architects drawing no.1031-MB-00-99.

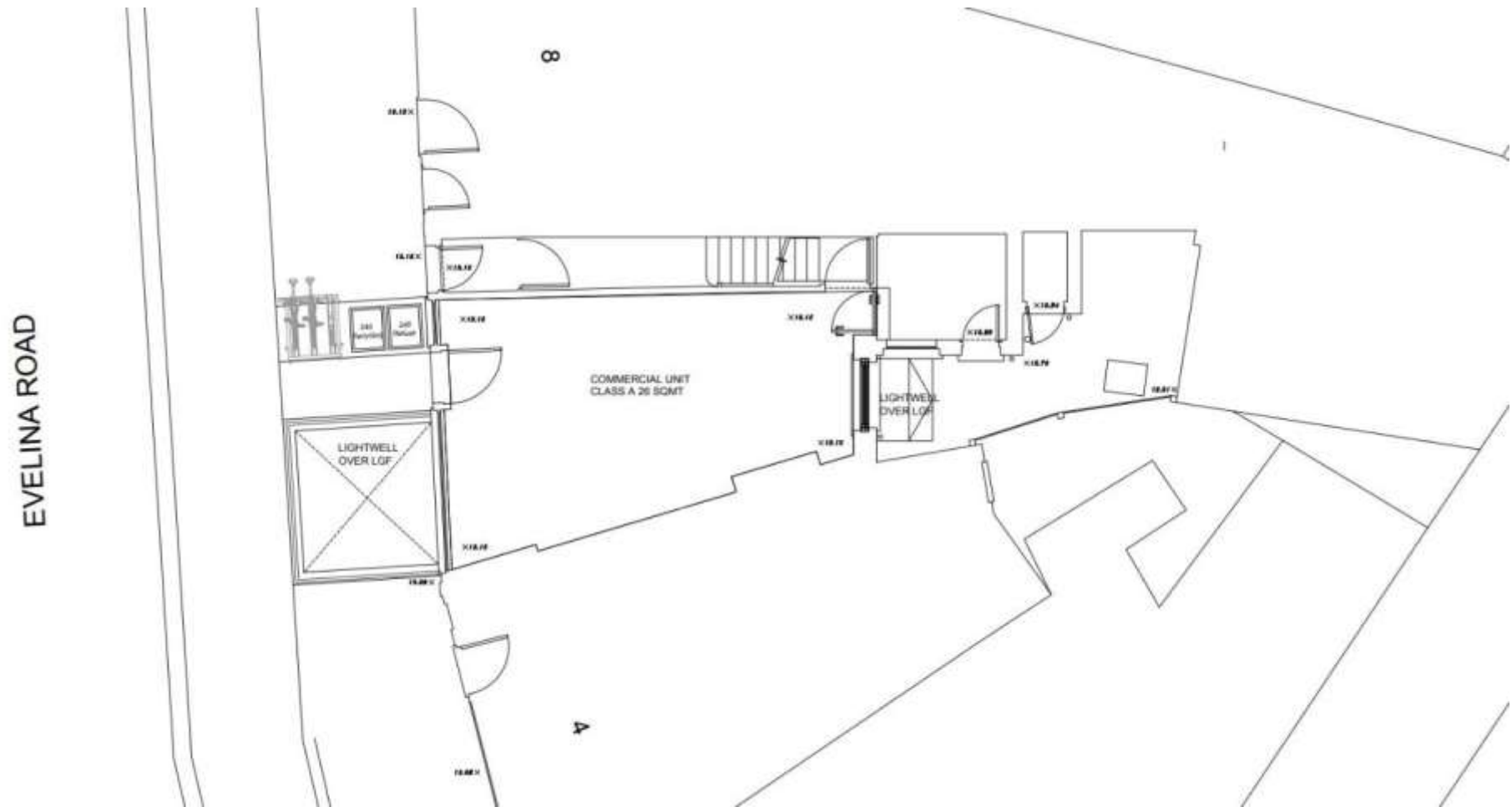


Figure 32: Proposed ground floor level of No.6 Evelina Road, showing lightwell. Taken from Milan Babic Architects drawing no.1031-MB-00-100.

11 ARCHAEOLOGICAL POTENTIAL

11.1 Prehistoric

11.1.1 The scattering of archaeological evidence recovered from the vicinity of the study site suggests some degree of activity was taking place during the prehistoric period – particularly close to Old Kent Road which occupies a higher ridge, more suited to occupation. It is likely that settlement was conducted on a seasonal basis, with campsites established when necessary.

11.1.2 As a result this lifestyle was relatively ephemeral in nature and will leave little trace in the archaeological record – findspots of flint tools / waste aside. The archaeological finds recovered from within the immediate vicinity of the study site are taken to represent scatter and accidental loss, rather than evidence of large-scale activity or prolonged occupation.

11.1.3 It is likely that later activity on the site, the post-medieval development of the Evelina Road area and construction of numerous dwellings with basements has at least partially, if not wholly truncated and removed the earlier stratigraphic deposits.

11.1.4 *The potential for encountering Prehistoric finds, features and stratigraphic deposits of archaeological interest can therefore be considered low.*

11.2 Roman

11.2.1 During the Roman period the site lay within a significant corridor, with the London to Lewes Road acting as the main transport and communication link between the city of *Londinium* and the south coast. The archaeological evidence in the immediate vicinity of the site is scattered, though recent archaeological investigations have helped to create a clearer understanding of the construction, route and use of the road. The evidence is suggestive of general roadside activity and possible settlement and indicates the area was well frequented and heavily utilised for much of the Roman period..

11.2.2 The potential level of survival of archaeological finds and features may have been affected by later land use, particularly any agricultural activity taking place in the medieval and early post-medieval periods prior to the construction of Evelina Road, and the subsequent mass residential development and expansion.

11.2.3 If Roman stratigraphic levels are reached this is more likely to occur during the extension of the lightwell at no.6 and excavation of foundations at no.10 – taking into consideration any disturbance from the initial post-medieval constructions.

11.2.4 *It is therefore considered that the potential for encountering Roman finds, features and stratigraphic deposits of archaeological interest is medium.*

11.3 Saxon

11.3.1 The early development of Southwark, Peckham and the New Cross area is well documented in historical sources. In spite of this however, evidence of this in the archaeological record is almost entirely absent. It is likely that much of the area was open

ground, possibly used for hunting but saw little change and development throughout the Saxon period.

11.3.2 *The potential for encountering Saxon finds, feature and stratigraphic deposits of archaeological interest can therefore be considered negligible.*

11.4 Medieval

11.4.1 Similarly to the Saxon period, the medieval development of the area is well documented yet there is little archaeological evidence available from within the vicinity of the study site.

11.4.2 Watling Street remained in use throughout the period, and it is assumed some parts of the Roman London to Lewes Road did too, though is no evidence to suggest it was well frequented or underwent any major changes – certainly none which have had a significant impact upon the archaeological record.

11.4.3 It is likely that the study site lay within open ground, most likely used for cultivation (though not conclusive), outside the more influential settlements of Peckham and Hatchem (New Cross).

11.4.4 *Therefore the potential for encountering medieval finds, features and stratigraphic deposits of archaeological interest can be considered negligible.*

11.5 Post-medieval

11.5.1 A significant number of GLHER records consulted in relation to the site pertain to the post-medieval period so it therefore expected that most finds and features of archaeological interest recovered will date from this period.

11.5.2 Cartographic sources indicate that the site has been occupied since the mid to late-19th century, though an incarnation of Evelina Road may have been in existence even earlier. The works have the potential to expose foundations and associated construction features of the 19th century complex, particularly to the rear of the of No.10 if any of the outbuildings have been replaced in the 20th century. There is a smaller potential of exposing significant archaeology at No.6 due to the small-scale nature of the groundworks involved in the development proposal, however extension work to the roof may expose some previously covered original masonry features.

11.5.3 *It can therefore be considered that the potential for encountering finds, features and stratigraphic deposits dating to the post-medieval period is high.*

11.6 Modern

11.6.1 The study site and its immediate environs survived the Second World War relatively unscathed, with many areas only affected by minor blast damage and only a small number of buildings completely destroyed or irreparable. As a result, the site broadly retains its post-medieval appearance and layout and any changes are minor in nature – such as the addition of a shed to the rear and internal alterations to the building to accommodate its present uses.

11.6.2 There is little evidence to suggest that there has been significant ground disturbance in the 20th century. Some finds dating from the internal renovations may be recovered.

11.6.3 *The potential for encountering modern finds, features and stratigraphic deposits of archaeological interest can therefore be considered low.*

12 CONCLUSIONS

12.1 It has been demonstrated that the study site lies within an archaeologically significant landscape, with evidence of activity being recovered dating from the Prehistoric period to the 20th century. The area rose to prominence during the Roman period following the consolidation / construction of the London to Lewes Road which ran between the City and the south coast. It is likely that the road was well travelled and well frequented and may have resulted in a degree of roadside activity – though evidence of prolonged occupation or substantial settlement is absent. Beyond the extents of the Road much of the land was open and uninhabited.

12.3 Though the history of the Peckham area is well documented there is little to suggest anything in the way of significant activity was taking place in the immediate vicinity of the site until the construction of Evelina Road in the 19th century (possibly using the line of an earlier, 18th century route).

12.4 Documentary and cartographic evidence has shown that from the mid to later-post-medieval period the study site lay firmly within a rapidly expanding environment. Over half a century the site went from being open field to part of thriving suburbia, supported by road and rail networks, within easy access of the city proper and the south coast.

12.5 From the 19th century the area has seen some localised rebuilding projects undertaken, though the general layout and character has remained unchanged. The present site has undergone small-scale changes throughout its history, with alterations to the front and rear (of No.10 in particular) being carried out, but again the general fabric and layout has remained unchanged.

12.6 The site is considered to hold a negligible to low potential for exposing archaeological finds, features and stratigraphic deposits of Prehistoric, Saxon and Medieval date. There is considered a higher potential for exposing features of Roman date, particularly those associated with the London to Lewes Way. There is also a high potential for exposing post-medieval remains associated with the initial 19th century construction of the site and any subsequent changes.

12.7 Regarding Number 10, due to the potential to expose features of archaeological significance and loss of said features through the proposed development, and its location within an Archaeological Priority Area some form of further archaeological mitigation may be required. It is suggested in this instance this consist of an Archaeological Evaluation. It is recommended that this mitigation take the form of an appropriately worded condition attached to an approved planning application rather than any pre-determination action.

12.8 The proposed works at Number 6 are smaller in scale and have a lesser potential to expose significant features. If further archaeological mitigation is deemed necessary, it is

suggested in this instance that an Archaeological Watching Brief is sufficient to record any such features. This is again recommended to take the form of an appropriately worded condition attached to an approved planning application rather than any pre-determination action.

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