

**HISTORIC BUILDING  
RECORDING OF  
NOS 240 AND 252  
CAMBERWELL ROAD,  
LONDON BOROUGH OF  
SOUTHWARK,  
SE5 0DP**

**SITE CODE: CBS15**

**PCA REPORT NO. R12137**

**JUNE 2015**



**PRE-CONSTRUCT ARCHAEOLOGY**

**Historic Building Recording of Nos 240 and 252 Camberwell Road, London Borough of Southwark, SE5 0DP**

**Written by** Adam Garwood

**Site Code:** CBS15

**Project Manager:** Charlotte Matthews

**Commissioning Client:** CgMs Consulting for CPC Project Services LLP

**Central National Grid Reference:** TQ 3239 7704

**Contractor:**

**Pre-Construct Archaeology Limited  
Unit 54, Brockley Cross Business Centre  
96 Endwell Road, Brockley  
London SE4 2PD**

**Tel:** 020 7732 3925

**Fax:** 020 7732 7896

**Email:** [cmatthews@pre-construct.com](mailto:cmatthews@pre-construct.com)

**Web:** [www.pre-construct.com](http://www.pre-construct.com)

**© Pre-Construct Archaeology Limited**

**June 2015**

© The material contained herein is and remains the sole property of Pre-Construct Archaeology Limited and is not for publication to third parties without prior consent. Whilst every effort has been made to provide detailed and accurate information, Pre-Construct Archaeology Limited cannot be held responsible for errors or inaccuracies herein contained.

**PCA Report Number: R12137**




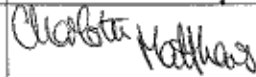
## DOCUMENT VERIFICATION

NOS 240 AND 252 CAMBERWELL ROAD,  
LONDON BOROUGH OF SOUTHWARK,  
SE5 0DP

## HISTORIC BUILDING RECORDING

Quality Control

Pre-Construct Archaeology Limited		
	Project Number	K4035
	Report Number	R12137

	Name & Title	Signature	Date
Text Prepared by:	Adam Garwood		29/06/15
Graphics Prepared by:	Hayley Baxter		29/06/15
Graphics Checked by:	Mark Roughley		29/06/15
Project Manager Sign-off:	Charlotte Matthews		29/06/15

Revision No.	Date	Checked	Approved

Pre-Construct Archaeology Limited  
Unit 54  
Brockley Cross Business Centre  
96 Endwell Road  
London  
SE4 2PD

## **CONTENTS**

1	NON TECHNICAL SUMMARY	4
2	INTRODUCTION	5
3	PLANNING BACKGROUND	6
4	METHODOLOGY	9
5	HISTORICAL BACKGROUND	11
6	BUILDING DESCRIPTIONS	15
7	DISCUSSION AND CONCLUSIONS	24
8	ACKNOWLEDGEMENTS	26
9	BIBLIOGRAPHY	27

## **APPENDIX 1 OASIS FORM**

### **FIGURES**

- Figure 1: Site Location
- Figure 2: Detailed Site Location & Plates
- Figure 3: Camberwell Tithe Map of 1837
- Figure 4: First Edition Ordnance Survey map of 1876
- Figure 5: Second Edition Ordnance Survey map of 1896
- Figure 6: GOAD Insurance Plan of 1903
- Figure 7: Ordnance Survey 6 inch map of 1916
- Figure 8: Land Registry Ordnance Survey map of 1920
- Figure 9: LCC Revised Ordnance Survey map of 1936-9
- Figure 10: Bomb Damage Map of 1946
- Figure 11: Ordnance Survey Map of 1955-1960
- Figure 12: GOAD Insurance Plan of 1949, annotated 1967
- Figure 13: Ordnance Survey map of 1973
- Figure 14: Existing Ground Floor Plan of Building 02
- Figure 15: Existing First Floor Plans of Building 02
- Figure 16: Existing Ground Floor Plan of Building 03
- Figure 17: Existing First Floor Plan of Building 03
- Figure 18: Existing Second Floor Plan of Building 03
- Figure 19: Existing Ground Floor Plan of Building 04
- Figure 20: Existing Ground Floor Plan of Building 05 to 5E
- Figure 21: Existing First Floor Plan of Building 05 to 5E

## PLATES

Historic Plate 1 Nos 240-252 Camberwell Road in 1978

Historic Plate 2 Trollope and Colls Ltd in 1981

Plate 1	Building 01 offices, looking north-east
Plate 2	North-light range 01, looking east
Plate 3	Building 01, site entrance and the Nags Head public house, looking west
Plate 4	Building 02, looking north-west
Plate 5	Building 02, looking south-east from building 03
Plate 6	Building 02 looking north-east from building 03, also showing roof over building 5A
Plate 7	Ground floor of building 02, looking east
Plate 8	First floor of building 02, looking east
Plate 9	Detail of trusses in building 02, looking west
Plate 10	Eastern end elevation of building 03, looking west
Plate 11	Building 03 with external fire escape and gantry to building 02
Plate 12	Western part of east-west range of building 03, looking north
Plate 13	East-west range of building 03, looking north-west
Plate 14	Building 03, looking south
Plate 15	Eaves and window detail at the east end of the south elevation of Building 03 (northern block), looking north-east
Plate 16	East elevation of north-south range of building 03, looking north
Plate 17	Southern part of building 03 (to be demolished), looking west
Plate 18	Southern end elevation of building 03, looking north
Plate 19	Ground floor (G1) of building 03, looking north-east
Plate 20	Ground floor (G1) of building 03, looking north-west
Plate 21	Lift No. 2 in ground floor (G1) of building 03, looking north
Plate 22	Ground floor (G2) of building 03, looking north-west
Plate 23	Room F3 on first floor in building 03 showing lift No. 2 and (F1 and F2), looking north-east
Plate 24	Fire door in room F3 on first floor in building 03, looking south-west
Plate 25	Room F4 on first floor showing spray booth in building 03
Plate 26	Room F5 on first floor of building 03, looking south-west
Plate 27	Spiral staircase F4 in building 03, looking north
Plate 28	Staircase F6 in building 03
Plate 29	Room S2 on second floor in building 03, looking south
Plate 30	Room S1 on second floor in building 03, looking west
Plate 31	Lift Shaft No. 1 (S2) in building 03, looking west
Plate 32	Flat Roof over building 03, looking south-west
Plate 33	Building 04, looking south
Plate 34	Building 04, looking south-east
Plate 35	Building 04, looking south-west
Plate 36	Graffiti art work and inserted column in building 04, looking north
Plate 37	Buildings 05 (centre and right) and 5D (left), looking east
Plate 38	North-light roof structure of building 05, looking south-east
Plate 39	Building 05, looking north-west
Plate 40	Building 05, looking east
Plate 41	Mezzanine in building 05, looking east
Plate 42	Mezzanine in building 05, looking east
Plate 43	Building 5A, looking south-east
Plate 44	Building 5A, looking south-west
Plate 45	Internal view of building 5A at first floor level, looking west
Plate 46	Buildings 5B (left) and 5E (centre and right), looking south-east
Plate 47	Building 5B, looking south
Plate 48	Building 5B, looking east
Plate 49	Meeting room G1 in building 5C, looking south
Plate 50	Lobby G2 in building 5C, looking north
Plate 51	West entrance into building 5D, looking east
Plate 52	Building 5D, looking east
Plate 53	Covered loading bay between buildings 5A (right) and 5E (left), looking south
Plate 54	Building 5E, looking south

---

## 1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by CgMs Consulting on behalf of CPC Project Services LLP to undertake a programme of historic building recording focused upon a complex of former industrial buildings at nos 240 and 252 Camberwell Road, Southwark, prior to their alteration or demolition.
- 1.1.2 The survey was carried out in response to planning condition (11) for archaeological building recording works attached to planning permission (14-AP-2948) and on the advice of Dr Chris Constable, Senior Archaeologist at Southwark Council.
- 1.1.3 Documentary and cartographic sources show that during the mid 19th century the site and its immediate area were mainly in use as gardens. The builders Colls and Sons moved to 244 to 246 Camberwell Road in 1853. This area of Camberwell began to flourish in a suburban and industrial context with the arrival of the London, Chatham and Dover Railway in 1862. Its influence can clearly be seen on the site with the establishment of large light industrial buildings built between the main thoroughfare (Camberwell Road) and the railway viaduct to the west.
- 1.1.4 Most of the business that Colls and Sons pursued was contract work on workmen's flats, schools and Anglican Churches in South London (e.g. St Philip, Battersea in 1870 and St Luke, Camberwell). Increasingly their attention was turned towards the City where Benjamin Colls used his experience as a master builder when Chairman of the City Lands Committee.
- 1.1.5 In 1882 a Wheel and Axle Works established by the wheelwrights, Ernest and Harold Hora, also occupied the site. Colls and Sons Ltd are recorded at no. 240 Camberwell Road from 1893. By 1896 the building contractors Messrs Colls and Sons had replaced Ernest and Harold Hora's (later carriage builders) as the principal occupants of the site. Colls and Sons continued to build offices (e.g. Institute of Chartered Accountants 1889-1892) with the company now run by Benjamin Colls' sons: William and John Howard.
- 1.1.6 In 1903 Colls and Sons merged with the successful building contractors George Trollope and Sons and the company became known as Trollope and Colls Ltd in 1918. The firm worked on a number of important buildings in London and also specialised in civil engineering. A.B Howard Colls did pioneer work in reinforced concrete during the First World War, when many docks, viaducts and railway bridges were constructed. Their work extended to reinforced concrete pipes for drainage, then later to suburban housing, garden cities and work in the Far East.
- 1.1.7 The 1916 Ordnance Survey map shows Trollope and Colls Ltd's timber yard in the northern part of the site and their stone yard in the southern part. It was between 1920 and 1936 that large-scale investment in the site is first seen with the construction of the majority of the buildings recorded. It is also at this date, following the construction of these purpose-built joinery buildings, saw mills and timber stages, that the works at no. 240 Camberwell Road is first referred to as a 'joinery'. Trollope and Colls Ltd built the Royal Mint, Leadenhall Street and the Gray's Inn Halker Law Library in 1930; Lloyds Bank, Head Office, Lombard Street, in 1931 and carried out the remodelling of Shell Mex House in 1931.
- 1.1.8 The site continued as Trollope and Colls Ltd's joinery, although, thereafter additions were piecemeal until the construction of another large manufacturing building and office building by the company between 1960 and 1967 in the north-east corner of the site. The site remained in commercial use and as a joinery works for SCENA, until its closure in recent years.

## 2 INTRODUCTION

### 2.1 Background

2.1.1 Pre-Construct Archaeology Limited was commissioned by CgMs Consulting on behalf of CPC Project Services LLP to undertake a programme of historic building recording focused upon a complex of former industrial buildings at nos 240 and 252 Camberwell Road, Southwark (**Figures 1 and 2**). The survey was carried out prior to the alteration or demolition of buildings 01 to 05 as part of a residential led redevelopment of the site. The site is located within the London Borough of Southwark and within and along the western boundary of the Camberwell Green Archaeological Priority Zone. None of the buildings on the site are listed and the site does not lie in a Conservation Area.

2.1.2 The historic building recording was undertaken in accordance with a Written Scheme of Investigation (CgMs, 2014a) approved by Chris Constable, Senior Archaeologist at Southwark Council. The building recording was carried out in accordance with National Planning Policy Guidance, specifically National Planning Policy Framework (NPPF, 2012) and the Local Planning Authority's adopted policy towards built heritage and archaeology.

### 2.2 Site Location and Description

2.2.1 The site comprising nos. 240 and 252 Camberwell Road and is located along the western side of the road and within a block of land which lies to the north of its junction with Medlar Street and to the south of Blucher Road (**Figures 1 and 2**). The site is roughly centred on Ordnance Survey National Grid Reference TQ 3239 7704. The site is bordered along its western side by the railway viaduct historically associated with the mid 19<sup>th</sup> century (1862) second line of the London, Chatham and Dover Railway. The site covers an area of c.0.75 hectare and includes a collection of multi-period, former industrial buildings, sheds and structures, parts of which first appear on this site from the late 19<sup>th</sup> century. The present industrial buildings, marked as buildings 01 to 05 on **Figure 2**, are arranged around an open yard area accessed via an arched entrance from Camberwell Road (**Historic Plates 1 and 2; Plate 3**). The site falls outside and to the north of the New Road and Camberwell Green Conservation Areas and within the Camberwell Green Archaeological Priority Zone.



### 3 PLANNING BACKGROUND

#### 3.1 Introduction

- 3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the *Town and Country Planning Act 1990*. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

#### 3.2 Legislation and Planning Guidance

- 3.2.1 Statutory protection for historically important buildings and structures is derived from the *Planning (Listed and Conservation Areas) Act 1990*. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012.
- 3.2.2 Historic buildings are protected through the statutory systems for listing historic buildings and designating conservation areas. Listing is undertaken by the Secretary of State; designation of conservation areas and locally listed buildings is the responsibility of local planning authorities. The historic environment is protected through the development control system and, in the case of historic buildings and conservation areas, through the complementary systems of listed building and conservation area control.

##### **London Plan**

- 3.2.3 Development also falls under the remit of the Mayor of London's London Plan [July 2011] which addresses Heritage, Conservation Areas, World Heritage Sites and Protected sites. The core intent of the Mayors strategy in the London Plan is expressed as follows:

##### **POLICY 7.8 HERITAGE ASSETS AND ARCHAEOLOGY**

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.

Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

##### **Planning decisions**

Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets 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.

##### **London Borough of Southwark Core Strategy**

- 3.2.4 The London Borough of Southwark Core Strategy was adopted in April 2011 and contains the following relevant archaeological policy:

##### **STRATEGIC POLICY 12 – DESIGN AND CONSERVATION**

Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in. We will do this by:

Expecting development to conserve or enhance the significance of Southwark's heritage assets, their settings and wider historic environment, including conservation areas, archaeological priority zones and sites, listed and locally listed buildings, registered parks and gardens, world heritage sites and scheduled monuments.

### **Southwark Plan**

- 3.2.5 Saved policy relating to archaeology contained within the Southwark Plan (2007) include the following:

#### **POLICY 3.19 – ARCHAEOLOGY**

Planning applications affecting sites within archaeological priority zones, as identified in appendix 7, shall be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. There is a presumption in favour of preservation in situ, to protect and safeguard archaeological remains of national importance, including scheduled monuments and their settings. The in situ preservation of archaeological remains of local importance will also be sought, unless the importance of the development outweighs the local value of the remains. If planning permission is granted to develop any site where there are archaeological remains or there is good reason to believe that such remains exist, conditions will be attached to secure the excavation and recording or preservation in whole or in part, if justified, before development begins.

### **3.3 Planning permission for nos 240 and 252 Camberwell Road, Southwark**

- 3.3.1 Planning permission (14-AP-2948) for nos 240 and 252 Camberwell Road, Southwark has been received for 'the demolition of existing buildings and the partial retention and conversion of the existing warehouse in association with the redevelopment of the site to provide buildings ranging from 2 to 9 storeys in height comprising 164 residential units (Use Class C3), 1,775 sqm of flexible commercial/community floorspace (Classes A1/B1/D) together with associated car parking, cycle parking, open space, landscaping and infrastructure works'. Two conditions (11 and 46) of the planning permission require work related to a programme of archaeological building recording:

#### **Condition 11:**

'Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secured the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority'.

#### **Reason**

In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with PPS5, Strategic Policy 12- Design and Conservation of The Core Strategy 2011 and Saved Policy 3.19 Archaeology of the Southwark Plan 2007.

#### **Condition 46:**

'Within six months of the completion of archaeological building recording works, an assessment report detailing the proposals for publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

#### **Reason**

In order that the archaeological interests of the site are secured with regard to the details of the building recording works, publication and archiving to ensure the

preservation of archaeological remains by record in accordance with Strategic Policy 12- Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.



## **4 METHODOLOGY**

### **4.1 Aims and Objectives**

- 4.1.1 As set out in the Written Scheme of Investigation (CgMs, 2014a), the aim of the historic building recording programme was to further our understanding of the historic buildings through analysis of the fabric and to mitigate their loss by preserving a record of the building. This understanding will be disseminated in the form of a detailed illustrated report and ordered archive.
- 4.1.2 Key research aims for the project were as follows:
- To further our understanding of the buildings, their fabric and development;
  - To clarify historic alterations and the fabric associated with these phases.
- 4.1.3 The building recording sought to maximise the use of existing materials, particularly survey drawings, which have already been undertaken.
- 4.1.4 The purpose and objectives of the building recording was as follows:
- To record building fabric, features and fixtures that will be lost
  - To take the opportunity of examining and assessing the building's fabric
  - To disseminate the findings in report format and consider appropriateness of publication;
  - To generate an archive.
- 4.1.5 This building recording was to be carried out in accordance with English Heritage (2006) Levels 1 (building 01) and 2 (buildings 02 to 05) and as follows:
- To undertake work in accordance with national best practice and guidelines set by English Heritage, the ClfA and relevant in-house technical manuals;
  - To analytically inspect the buildings on the site and associated structures and context, analyse fabric, fixtures and fittings for evidence of construction, phase and function;
  - To provide an archival photographic record of the building;
  - Where possible, to utilise and to annotate existing architect's drawings with historic buildings and archaeological evidence revealed;
  - To produce an illustrated report incorporating the results of the building record;
  - To provide an ordered archive of all records taken;

### **4.2 Documentary Research**

- 4.2.1 A search of relevant primary sources was carried out at the Southwark Local History Library and Archive. The results of this historic research and an archaeological desk-based assessment (CgMs, 2014b) were used to form the Historical Background (Section 5) of this report.

### **4.3 On-Site Recording**

- 4.3.1 The historic building recording was carried out from 2<sup>nd</sup> to 4<sup>th</sup> June 2015. Scaled plans of building 03 provided as pdfs by the client were checked on site for accuracy and amended where appropriate. Buildings 02, 04 and 05 were surveyed on site. Building 02 was drawn as a measured sketch and drawn up in the office. Buildings 04 and 05 were drawn by hand on permatrace on site to a scale of 1:100 or 1:200. All plans were used as a basis for the illustrations in this report.
- 4.3.2 A photographic survey comprising high quality digital images was completed to record key features and interior spaces. The photographic survey also recorded the external elevations of the subject buildings and adjoining buildings to place the site in context with its immediate environs. A selection of photographs has been included in this report and **Figures 2 and 15 to 20** show the location and direction of these photographs.

### **4.4 Project Archive**

- 4.4.1 The project archive is currently held at the offices of Pre-Construct Archaeology

Limited in Brockley, London, under the site code CBS15. It is anticipated that the archive (copies of the report, drawings and photographs) will be lodged with the LAARC (London Archaeological Archive and Research Centre). The report will be prepared as soon as possible after completion of the on-site work and will be submitted to the client, the GLHER (Greater London Historic Environment Record) and Southwark Council.

#### **4.5 Guidance**

4.5.1 All works were undertaken in accordance with standards set out in:

- Association of Local Government Archaeological Officers (1997) *Analysis and Recording for the Conservation and control of works to historic buildings*
- British Archaeologists and Developers Liaison Group (1986) *Code of Practice*
- British Standards Institution (1998) *Guide to the Principals of the Conservation of Historic Buildings (BS 7913)*
- ClfA (2014) *Standards and guidance for the archaeological investigation and recording of standing buildings or structures*
- English Heritage (2000) *The presentation of historic building survey in CAD*
- English Heritage (Clark, K.) (2001) *Informed Conservation: Understanding historic buildings and their landscapes for conservation,*
- English Heritage (2006) *Understanding Historic Buildings: A Guide to Good Recording Practice*
- Historic England (2015) *Guidelines for Archaeological Projects in Greater London: Greater London Archaeological Advisory Service*

## 5 HISTORICAL BACKGROUND

- 5.1.1 The following historical background is summarised from the archaeological desk-based assessment for nos 240 and 252 Camberwell Road (CgMs, 2014b) submitted as part of the planning application and from information gathered from the Southwark Local History Library and Archive and the internet.
- 5.1.2 The 1837 Camberwell Tithe map (**Figure 3**) together with the accompanying apportionment shows that the site comprised a large single house and a number of garden plots (numbered 863, 864, 865, 866, 867 and 868) to the west of Camberwell Road. Interestingly the narrow southern plots may represent an earlier landscape or burgage plots established during the medieval or early post-medieval period. Only field 864 has an entry on the tithe award, recorded as a garden belonging to Mr Joseph Pridmore. In a wider context this area of Camberwell is sparsely developed with few buildings present along the western side of Camberwell Road. However early 19<sup>th</sup> century terrace style housing is present to the north at Prospect and Clarence Place and the emergent Hall Road (later Camberwell New Road) appears to the south-west.
- 5.1.3 The railway viaduct forming the western site boundary was constructed as the second line of the London, Chatham and Dover Railway in 1862 (Brown, 2010). The arrival of the railway encouraged a building boom, enabling suburban commuters' access to London and industrial development along the route of the line. A lease dated 27<sup>th</sup> July 1870 (ref: 1389) for no. 244 Camberwell Road records an annual rent of £48 to be paid by John Walker Hamilton, Builder.
- 5.1.4 The First Edition Ordnance Survey map of 1876 (**Figure 4**) shows the creation of Blucher Road forming the northern boundary, with the site itself occupied by a mixture of either mainly terraced houses fronting Blucher and Camberwell Roads with a complex of industrial buildings and sheds within the rear back plots, particularly against the western boundary to the viaduct and within the southern part of the site. The latter, in part, occupy the site of present buildings 05 and 5C and share boundaries (in part) with the easternmost elevations of building 5B (**Figures 2 and 4**).
- 5.1.5 The Post Office Trade Directory of 1882 records a number of businesses operating within the site and its environs. No. 240 Camberwell Road is occupied by farrier James Brown, no. 242 Camberwell Road by Mr S Fuller (beer retailer) and no. 254 Camberwell Road by T. Kellaway, undertakers. More notable is the presence of Colls and Sons (builders) at nos 244 to 246 Camberwell Road and Ernest and Harold Hora, wheelwrights and smiths at no. 252 Camberwell Road.
- 5.1.6 Little changes in the 1888, 1893 and 1894 Trade Directories, although by 1888 Ernest and Harold Hora are referred to as carriage builders and not just wheelwrights. Colls and Sons Ltd are recorded at no. 240 Camberwell Road from 1893.
- 5.1.7 Colls and Sons had moved to nos. 244 to 246 Camberwell Road in 1853 (Internet Source 1). The company was started by Benjamin Colls, a painter and decorator, in 1840 with premises at no. 3 High Street, Camberwell (*ibid.*). Although Camberwell Road is labelled on the 1837 Tithe map (**Figure 3**); it is shown as 'High Street' and 'High Road' on the 1842 St Giles Camberwell map (not illustrated here). It is therefore possible that no. 3 High Street, Camberwell is the same address as 244 to 246 Camberwell Road.
- 5.1.8 Benjamin Colls worked in Camberwell and had an opportunity to develop Jackson's Place, Camberwell (belonging to his father-in-law Thomas Jackson) (*ibid.*). In 1844 he branched out into plumbing and glazier work and in 1853 became a builder and contractor (*ibid.*). A branch opened in the City at Moorgate in 1858 (*ibid.*). Most of the business pursued was contract work on workmen's flats, schools and Anglican Churches in South London (e.g. St Philip, Battersea in 1870 and St Luke, Camberwell) (*ibid.*). Increasingly attention had turned towards the City where Benjamin Colls used his experience as a master builder when Chairman of the City Lands Committee (*ibid.*). The building of offices was continued by his sons William



and John Howard (e.g. Institute of Chartered Accountants 1889-1892) (*ibid.*). A branch of the firm was founded in Dorking to secure work on houses of City magnates living in Surrey (*ibid.*).

- 5.1.9 The Second Edition Ordnance Survey map of 1896 (**Figure 5**) shows the construction of the substantial 'Wheel and Axle Works' of Ernest and Harold Hora focused within a large industrial building situated along the southern site boundary and within an area of former gardens. This new production building appears to incorporate and re-use elements of the larger industrial building shown on the 1876 map extract (**Figure 4**).
- 5.1.10 The Wheel and Axle works was relatively short lived at Camberwell Road and Ernest and Harold Hora are no longer listed at this address in the Trade Directory after 1896. The company of E. and H. Hora was incorporated in December 1896 combining wheelwrights Ernest and Harold Hora with coach-builders Robert J and John G. White (Internet Source 2). The company was based at 36A Peckham Road in Camberwell (*ibid.*).
- 5.1.11 The 1903 Goad insurance plan (**Figure 6**) shows the main area of the site now occupied by Messrs Colls and Sons Builders. The Trade Directory of this year again records Colls and Sons at no. 240 Camberwell Road. The site appears to comprise a complex aggregation of buildings clearly comprised of a number of smaller structures including a 'fitter's store' and 'stone cutters' shed. It is interesting that the narrow southernmost range along the southern site boundary coincides in size and location with the mezzanine floor in building 05. It is also possible that some elements of buildings 5B and 5E in use as the 'fitter's store' and a 'paint shop' still survive. This plan shows a skylight lantern in the roof over the paint shop (buildings 5B and 5E). This no longer survives today nor is it shown on the 1949 annotated 1967 Goad plan (**Figure 12**).
- 5.1.12 In 1903 the company of Colls and Sons Ltd merged with George Trollope and Sons to become George Trollope and Sons and Colls and Sons Ltd with George Howard Trollope and John Howard Colls as joint Chairmen (Internet source 1). Both had been presidents of the Central Association of Master Builders (*ibid.*). There was a new headquarters for the firm at 5 Coleman Street in the City of London (*ibid.*).
- 5.1.13 George Trollope and Sons had begun when Joseph Trollope set up as a wallpaper hanger in St Marylebone in the 18th century (Internet Source 1). He moved to Parliament Street, Westminster in 1787 (*ibid.*). He was a specialist in exotic wallpaper, especially Chinese painted paper, with work undertaken at Lullingstone Castle, The Vyne (Hampshire) and Burghley House (*ibid.*). He retired in 1800 (*ibid.*). George Trollope, younger son of Joseph took over the running of the family business along with his brother Joseph Amos Trollope (*ibid.*). In 1830 he became paper-hanger to King George IV, and in 1842 to Queen Victoria (*ibid.*). The firm expanded into interior decoration (*ibid.*). Later, in 1849, it expanded into estate agency, letting and controlling property for the Grosvenor Estates (*ibid.*). A separate branch of Cabinet-makers, bearing the family name, was opened at West Halkin Street (*ibid.*). In 1851, the firm became formally known as George Trollope and Sons (*ibid.*). George Trollope and Sons were notable for their speculative development of Mayfair (*ibid.*). By the end of the 19th century, the main branches of the family firm were, in descending order, building, estate agency (at Hobart Place), and interior decoration (at West Halkin Street) (*ibid.*). The latter was involved in contracts to fit out the interiors of liners (*ibid.*). George Trollope and Sons built the Haymarket Theatre in 1869, Claridges Hotel in 1897 and the Baltic Exchange in 1903 (*ibid.*). Colls and Sons built the Liverpool and London and Globe Insurance Co., Bank in 1904 (*ibid.*).
- 5.1.14 The 1903 merger of George Trollope and Sons and Colls and Sons Ltd did not include the Trollope's Surveyors, Auctioneers and Estate Agency at Hobart Place (Internet Source 1). The cabinet-making continued with a new contract from Harland and Wolff, Belfast for the Royal Mail Line; the branch in Dorking continued. George Trollope and Sons and Colls and Sons Ltd built Debenhams in Wigmore Street from 1905 to 1908 (*ibid.*).
- 5.1.15 The 1909 trade directory records no. 240 Camberwell Road as occupied by George Trollope and Sons and Colls and Sons Ltd. The firm came to specialise in civil

engineering. A.B Howard Colls did pioneer work in reinforced concrete during the First World War, when many docks, viaducts and railway bridges were constructed (Internet Source 1). Their work extended to reinforced concrete pipes for drainage, then later to suburban housing, garden cities and work in the Far East (*ibid.*). They also worked on a number of important buildings in London.

- 5.1.16 The 6 inch Ordnance Survey map of 1916 (**Figure 7**) records the site with a timber yard to the north and a stone yard (in the area of building 05) to the south. It also records the demolition of terrace houses to the east of the viaduct along Blucher Road and their replacement with a large industrial unit. This building is clearly the east-west aligned northern range of building 03 (**Figure 2**). Building 03 is yet to be extended to the south. On this map extract a much smaller range abuts those buildings that back onto the viaduct along the western boundary. In 1918 the firm of George Trollope and Sons and Colls and Sons Ltd became known as Trollope and Colls Ltd (Internet Source 1).
- 5.1.17 The 1920 directory list Trollope and Colls Ltd at the site. The Land Registry Ordnance Survey of 1920 (**Figure 8**) depicts yet another phase of development with the loss of a number of buildings within the central area of the site. The building that coincides with the mezzanine in building 05 remains, part forming the southern boundary of the site, as does the block (buildings 5B and 5E) to the north.
- 5.1.18 The interwar period between 1920 and 1936-9 saw the most significant developments on site with regard to the majority of the buildings targeted by the survey. Trollope and Colls Ltd built the Royal Mint, Leadenhall Street and the Gray's Inn Halker Law Library in 1930; Lloyds Bank, Head Office, Lombard Street, in 1931 and carried out the remodelling of Shell Mex House in 1931 (Internet Source 1).
- 5.1.19 The LCC Revised Ordnance Survey map of 1936-39 (**Figure 9**) shows the removal of the industrial buildings that formerly extended along the western site boundary. It also shows the construction or imminent construction (shown by changes in shading) of a number of large industrial buildings, including buildings 02, 05, 5A, 5C and 5D and the southern, north-south aligned range of building 03. Ranges 5B and 5E are shown in black (as existing), as is the building 04, the remnant of a larger structure and the northern range of building 03. What appears to be a dedicated power house with a free standing chimney also appears in the south-western corner of the site. The site is still in use by Trollope and Colls Ltd (building contractor) and it is interesting that the site is also first referred to as a Joinery Works, after the recently completed building works.
- 5.1.20 The World War Two Bomb Damage Map of 1946 (**Figure 10**) shows that the eastern half of building 05 and the power house were impacted by collateral, probably fire damage, during the Second World War. None of the other buildings were however affected. The damage received during the war may account for the heavy flat roofed structures over buildings 5B and 5E. This may also suggest that the present north-light roof structure over building 05 was rebuilt or replaced post-war. The trade directories of 1946 and 1950 both record Trollope and Colls at no. 240 Camberwell Road.
- 5.1.21 The 1955-1960 composite Ordnance Survey (**Figure 11**) shows the site largely unaltered from the previous survey and apart from the power house and the residential buildings fronting Camberwell Road and Blucher Road in the north-eastern corner of the site. The trade directory of 1960 refers to Trollope and Colls, Building Contractors and Engineers, with Joinery Works at 240 Camberwell Road. The company built the Trywysfynnd Power Station in 1962 (Internet Source 1).
- 5.1.22 Possibly the most informative plan is the Goad Insurance map of 1949, annotated 1967 (**Figure 12**). Unsurprisingly this records the site in use by Trollope and Colls Ltd, but also provides the later function for many of the buildings recorded during the survey. Building 01, comprising a 'timber store' and fibre plaster shop' within the north light range, and the present offices to the south has been built by 1967 (so between 1963 and 67). A timber store to the west of the office had since been demolished (**Figure 2**). Building 02 is shown as an open sided structure at ground floor level (1<sup>st</sup>), with 'kiln drying' at ground floor level (1<sup>st</sup>) and 'paint shop and canteen' at first floor

level (2<sup>nd</sup>). Building 03 is shown as 'timber stores' and 'joiners' and 'polishing shops'. Building 04 is shown as a fitters (engineers) shop with a metal store and steam kilns (for timber treatment) attached to the north. The use of the different areas within building complex 05 to 5E is also shown with a 'saw mill' and 'planing shop' within the main north-light area (building 05), an adjoining 'saw mill' and 'veneer shop' to the north (buildings 5E and 5D), 'general and timber stores' to the north-east (building 5B) and 'builders stores' to the east (building 5B). It also documents the use of no. 250 Camberwell Road by Trollope and Colls, as an office/shop fronting Camberwell Road and, the location of a series of small switch rooms and electricity sub-stations to the north and east of building 5B and the demolition of nos 1-5 Blucher Road on the northern boundary.

- 5.1.23 The Ordnance Survey map of 1973 (**Figure 13**) shows few changes to that shown on the Goad Plan of 1949 annotated 1967. The site is labelled as 'Joinery Works'. Trollope and Colls Ltd built Northwick Park Hospital in the 1970s, and the New Stock Exchange in the City from 1972 to 1975 (Internet Source 1).



## 6 DESCRIPTIONS

### 6.1 Introduction

- 6.1.1 The Written Scheme of Investigation required the analysis and recording equivalent to an English Heritage Levels 1 (Building 01) and 2 (Buildings 02 to 05) recording of nos 240 & 252 Camberwell Road, prior to alteration and demolition works. This record comprised a detailed drawn, photographic and descriptive survey of buildings 01 to 05 (**Figure 2**).
- 6.1.2 The following descriptive text provides objective information about the buildings at nos 240 and 252 Camberwell Road, at the time of the survey. Description and interpretation of the buildings, original spatial and functional layout and development is based on information gathered during the fieldwork, analysis of the building fabric and from documentary information.

### 6.2 General External Descriptions

- 6.2.1 The site covers an area of c.0.75 hectare and includes a complex of multi-period, former industrial buildings, sheds and structures arranged around a central yard area accessed via an entrance from Camberwell Road. To the west the site backs onto a railway viaduct of the former London, Chatham and Dover Railway and to the north is overlooked by the residential apartments (Bishops Mead) along Blucher Road. The former Regal cinema, now 'The Lighthouse', follows the southern boundary of the site.
- 6.2.2 The building recording targeted five main buildings (01 to 05; **Figure 2**). Building 01 (Level 1 external photographic survey only) is located within the north-eastern corner of the site, fronting onto Camberwell Road and Blucher Road. Building 02 is a detached two storey building lying in the centre of the site and to the south and east of building 03. Building 03 is a four storey range located in the north-western corner of the site. It fronts onto Blucher Road to the north and backs up against the Victorian railway viaduct to the west. Building 04 is a small detached single storey building located in the south-western corner of the site and west of building 5. The latter is a complex aggregation of multi-period buildings, principally comprising a large north-light range but sub-divided (for ease) into areas 05, 5A, 5B, 5C, 5D and 5E. It lies along the southern boundary of the site and behind the 19<sup>th</sup> and 20<sup>th</sup> century retail/residential buildings nos 242 to 250 Camberwell Road that front onto the road.

### 6.3 Building 01 (Plates 1 to 3)

- 6.3.1 Building 01 is a large single and two storey part manufacturing, part office building constructed by Trollope and Colls Ltd and laid out to an L-shaped plan at the junction of Camberwell and Blucher Roads (**Figure 2**). Built between 1960 and 1967 (**Figures 11 and 12**) it comprised two distinct structures, a large single storey north-light factory range to the north (used a 'timber store' and 'fibre plaster shop' in 1967; **Figure 12**) and a narrower two-storey office range to the south. Built in red brick it presents an unbroken facade to Camberwell Road (**Historic Plate 2** and **Plate 3**), the northern factory area lit by continuous strip fenestration (**Plate 2**), contrasting with the larger casement lights of the office range to the south (**Plate 1**). The northern elevation is mainly blind apart from the glazing of the northernmost north-light. The western elevations more clearly show the form of the saw tooth or north light roof (**Plate 2**) and the later rebuilding or blocking of the western wall using construction blocks. The two storey office range to the south is flat roofed and incorporates a projecting porched entrance at the south-western corner (**Plate 1**). The fenestration is consistent with a post-war building comprising timber and metal-framed flat headed casement windows of various dimension. A brick-built archway with a concrete lintel oversails the gated site entrance from the east (**Historic Plates 1 and 2; Plates 1 and 3**).

## 6.4 Building 02 (Figures 14 and 15; Plates 4 to 9)

### *External*

- 6.4.1 Building 02 is a detached two storey building (**Plate 4**) which lies centrally within the site, to the north of building 05 and south of building 03 (**Figure 2**). It is connected to the building 03 via 20<sup>th</sup> century first floor gantries bridging the gap to this building from its northern and western elevations (**Figure 2**; **Plate 5**). The building first appears on the LCC revised OS mapping of 1936-39 and therefore was constructed between 1920 and 1936-39 (**Figures 8 and 9**).
- 6.4.2 It is laid out to a roughly rectangular plan with long elevations to the north and south and gable elevations to the east and west. The western elevation is however, slightly offset westward to the south to stay in parallel with the adjacent building (03) (**Figure 2**). It has five full bays with a pitched and gable-ended roof structure (**Figures 14 and 15**; **Plates 4 to 6**). The bays are delineated by heavy reinforced concrete storey posts supporting a concrete beam superstructure to the first floor. The ground floor has a tall double height space. Infill concrete blockwork in the walls under-builds a series of high, bay wide, modern clerestorey windows top lighting the ground floor.
- 6.4.3 The Goad Plan of 1949 annotated in 1967 (**Figure 12**) shows that the ground floor was formerly open sided (later blocked). Tall, wide, door openings with shutters or later blocking are present within the eastern, southern and northern elevations (**Figure 14**). In contrast the first floor elevations are constructed using shuttered concrete, with prominent pilasters and a central bullseye opening to the gables. The first floor level retains most of its original bay wide metal-framed multi-light 'factory windows'. In the south elevation, a taking-in door with over-sailing hoist structure is situated within the penultimate bay to the west, while another opening (without a hoist) is present within the corresponding bay to the east (**Plates 4 and 6**). A first floor door opening, converted from an original window opening lies central to the western gable elevation, and connects, via a suspended gantry, to building 03 (**Figure 15**; **Plates 5 and 6**). The gable-ended roof is clad with regularly coursed Welsh slate and incorporates continuous in-pitch roof lights to both roof pitches.

### *Internal*

- 6.4.4 The ground floor is laid out over five full bays with an extra part bay at the western end (to account for the wall offset) (**Figure 14**). Each bay is defined by opposite set, heavy scantling concrete storey posts, which incorporate an integral kneeler included to support a floor structure (**Plate 7**), which has since been removed. The posts are braced longitudinally along the line of the flank walls by an integral beam at half wall height and the first floor supported on deep section, shuttered concrete, downstands at bay divisions. The flank and end walls comprise un-plastered blockwork, which is a later infill replacing the earlier open sides. The clerestorey windows are all fixed and are modern insertions contemporary with the blockwork. The floor is covered with cement screed. The 1949 Goad plan annotated 1967 (**Figure 12**) shows that the open ground floor was then used for 'kiln drying'.
- 6.4.5 The first floor retains most of the original 'factory style' fenestration (**Plates 8 and 9**). The larger windows, mainly within the long elevations are bay wide 12 x 3 light windows with wrought iron frames and fixed lights which incorporate x 2 central pivoting lights in the upper register. Similar but slightly smaller 10 x 3 light windows were used in the end elevations. The supporting structure of I-section steel stanchions and joists was present within the western loading bay. The roof structure comprised 5 triangular trusses fabricated from L-section iron sections and built with a slight camber to the truss soffit or tie. The trusses have raking struts strengthened at the junctions by plate gussets and fixed by either hot riveting or through bolting. For additional strength the principals are 'doubled up' (forming a T-section) and the end bays braced using diagonal wind bracing (suction). The trusses support 4 tiers of timber purlins (per pitch) held by bolt-on back cleats and support a ridge plank recessed into the head of the truss. The roof is lined internally with timber sarking boards. The first floor was latterly used as the 'setting out shop'. The 1949 Goad plan annotated 1967 (**Figure 12**) shows that the eastern half of the first floor was then



used as the 'canteen' and the western half was the 'paint shop'.

## **6.5 Building 03 (Figures 16 to 18, Plates 10 to 32)**

### ***External***

- 6.5.1 Building 03 has an L-shaped plan with a shorter but wider east-west range fronting onto Blucher Road and a longer north-south aligned range extending south from its western end (**Figure 2**). The latter, built askew to the western site boundary, backs onto the adjacent railway viaduct. Cartographic evidence and inconsistencies in architectural treatments and materials show that the two ranges were not built at the same time. The northern, east-west, range was built between 1903-1916 (**Figures 6 and 7**) and prior to the southern, north-south, range, added a short time after, between 1916 and 1936 (**Figures 7 to 9**). The latter was built in an architectural style and design that complemented the earlier range and both were constructed using a reinforced concrete superstructure, over three floors, with a basement storey and flat roof. The building is dominated by the horizontal axis, with bands of tall, bay wide 'factory windows' on all three storeys, decreasing in dimension to the upper storey (**Plates 10 to 18**). This horizontality is compounded by the use of narrow, continuous sill bands below the window openings and similar use of wider continuous lintels above. The roofline is accentuated by an over-sailing roof slab that is decorated with soffit rouletting (**Plate 15**). This decoration is not present on the less visible east facing elevation of the later range.
- 6.5.2 The northern and southern elevations of the east-west range were built using a good quality red brick (**Plates 11 to 14**), while the eastern elevation, where it formerly abutted a terrace of houses (**Figures 7 to 11**), since demolished but seen as scarring in the eastern end wall, was built using cheaper yellow stocks (**Plate 10**). This is also the case for the less visible inward facing elevation to the later north-south range, which was also built using plainer yellow stock bricks (**Plates 16 and 17**). The contrast between the two ranges is clearly evident in the brickwork and also in the style of fenestration, the use of stopped chamfers to the window openings (**Plate 15**) and storey posts and in the building's structural composition.
- 6.5.3 The red brickwork used in the southern elevation of the northern range comprised smooth faced, machine made bricks laid in English bond with fine mortar joints, weather-struck pointing and hard Portland cement. The bricks measured 220mm x 65mm x 110mm and queen closers were used to all openings. The window joinery was all softwood, comprising large 21 x 12 multi-light windows (ground floor) with timber mullions and transoms; those to the earlier range slightly wider than the later range. The glazing bars were all plain and used a simple chamfered detail to the interior (though exterior where turned). Obscure glazing, some reinforced with wire twist, was used throughout, particularly in the lower lights. Vertical tiers of opposite set taking-in doors are present in both the north-south and east-west ranges, those in the latter equipped with part glazed, two leaf, timber doors hung on heavy cast-iron strap hinges by Charles Collinge (patent). A contemporary concrete-built external fire escape, servicing all three floors was present along the easternmost bay of the northern range (**Plates 10 and 11**). It, via a later gantry/link, provided access to building 02 and access onto the flat roof. The basement storey could be accessed via a covered way located roughly central to the south wall of the north range (**Figure 16**).
- 6.5.4 Whilst the north-south range mirrored the general treatment of the earlier building the concrete structural frame, particularly the vertical storey posts, were not concealed by brickwork, the latter forming panels between the post and below the window openings. This brickwork was also laid in English Bond but as discussed used bricks of a lower quality compared to those used in the earlier range. The bricks were typical stocks with a colour variation from red/pink through to yellow, many had kiss marks and all used wider jointing and a hard sandy mortar. The fenestration generally took the same form although the window dimensions and accordingly sill heights were not consistent between the two (**Plates 12 and 13**). As the bay divisions were also not as wide as those to the north, the windows and lights were also slightly narrower. The east-facing elevation included three tiers of taking-in/loading bays, most of which

retained their original part-glazed doors. The location of the outer taking-in bays is replicated in the opposite western elevation, although not the central-most opening which is occupied by the structure of an internal goods lift (**Figure 16**). An internal stair to all floors and to the flat roof occupies the southernmost bay. It is entered from the east via a pair of double doors in the flank wall or internally from (G2).

### **Internal**

- 6.5.5 For ease of reference, each principal space/area is individually numbered pre-fixed with G for Ground Floor, F for First Floor and S for Second Floor.

#### *Ground Floor*

- 6.5.6 The ground floor comprises two principal spaces (G1) and (G2), a contemporary WC and a number of later spaces used as kitchen, store and toilets (**Figure 16**). Area G1 was latterly in use as the 'Carpenters Workshop' (east of the lift No. 2) and a 'Machine Room' (west of the lift), the two areas separated purely by a retractable curtain (**Plate 20**). A similar use as a 'joiners shop' is also recorded on the Goad plan of 1949 annotated in 1967 (**Figure 12**). The northern range is noticeably wider than the adjoining range to the south, measuring 14.45m in width as opposed to 10.90m. Its wider dimension likely necessitated the requirement of a line of central posts, supporting the floor structure mid span (**Figure 16; Plates 19 and 20**). These posts, which measure 460mm square and have stopped chamfers, top and bottom, coincide with the storey posts to demarcate the eight internal bays. They rise through the entire building and support a concrete slab floor structure incorporating integral concrete beams, running north-south at c.7 per bay. The junction between the beams and the slab is rounded off to create a jack-arch style structure.
- 6.5.7 The bays are equal sized apart from a narrow ninth half bay at the western end, present due to the off-set western elevation (**Figure 16**). A concrete framed (12 inch square posts) and brick-built internal goods lift bay (Lift No. 2) built with sliding bi-folding doors to both elevations and used for moving heavy objects and materials between floors, was located adjacent to a pair of opposite set taking-doors, within the sixth bay from the eastern end (**Plate 21**). A forward set bay forming a northerly extension of the westernmost bay included another wide door opening and a WC (G4), the latter built against the eastern return wall. This forward set bay is repeated on all floors. A modern kitchen and store room (G3) built of stud-walling and blockwork abuts the lift structure to the north and east, otherwise the floor is open plan and absent of structures.
- 6.5.8 The fenestration is regular and consistent to each bay across the entire floor, apart from the northern two bays of the eastern wall which were built blind to accommodate the terrace house which formerly butted against it. The windows were identical in design with two mullions and a transom, providing a central fixed section flanked by side-hung casements in the lower register. All of the windows appeared to be contemporary and many still retained their ironmongery of latches and window stays.
- 6.5.9 Access into the later north-south range is available via a large opening in the southern wall of (G1) at the western end. This opening, which lay adjacent to (east of) a small inspection hatch into (G2) included a heavy steel sliding fire door, used to isolate (G1) from (G2) (**Plate 22**). The use of a fire-door at this juncture is repeated on all floors.
- 6.5.10 Area G2 was latterly in use as a spray booth (northern 2 bays) and an engineers and fabricators workshop. Accordingly the latter still retained many work benches positioned along the flank walls. When entering (G2) from (G1), a difference in floor heights, (G2) being at least 0.5m lower (and two steps) is instantly noticeable. Due to the narrower width of (G2) this area did not include the axial line of storey posts present in (G1). The range was laid out over 10 equal sized (10ft) bays with an additional stair bay (G6) and WC (G5) at the southern end. Like (G1) the 10 bay working floor was open plan with no substantial/permanent internal partitions. The storey posts within the flank walls measured c.0.6m square and were stop chamfered internally to floor height. The posts supported a markedly different floor structure above, comprised of deep section downstands (of shuttered concrete) supporting a



slab floor structure.

- 6.5.11 The fenestration was consistent throughout and similar to (G1) with lower casements and smaller pivoting ventilators in the outer lights of the upper register. A slight difference to the earlier (G1) windows was the use of a bead mould decoration to the inner face of the transoms and mullions.
- 6.5.12 A lift shaft (No. 1) was located centrally within the range but built up against the western rear elevation and not central as in (G1). This enabled direct external access to the lift, which was also positioned opposite to a taking-in door opening in the east wall, a common design feature within the entire building. The lift incorporated bi-folding timber doors, split into upper and lower sections with glass panels and a bead detail.
- 6.5.13 The WCs (G5) to the south were a modern addition built using blockwork walls, while the stair bay (G6) was a contemporary feature. The dogleg stair was a fireproof construction built using concrete steps, stock bullnose bricks to angles and a tubular steel handrail. A smaller spiral stair, enclosed within a canted brick turret and accessed only externally at ground level was present in the northernmost bay of (G2).

#### *First Floor*

- 6.5.14 Due to the symmetry of the building the general layout, structure and components of the first floor closely resembled that of the ground floor already described (**Figure 17; Plate 24**). Variation was allied to later function with sub-division of areas into offices or for industrial process. Area F3 was latterly in use as a Carpenters Workshop, while (F4) and (F5) were used as a Paint Shop, the former incorporating a purpose built ventilated spray booth (**Figure 17; Plates 25 and 26**). Small workshop (F1) and the adjacent office (F2) were both modern additions built using lightweight stud walling (**Plate 23**). The main carpenters workshop remained open plan apart from a small tearoom built adjacent to the WCs in the western part of the building. This was principally the case with the north-south range, although it had latterly been divided using a lightweight timber partition with a full height sliding door. The location of the lift shaft, WC (F7) and the stair bay (F6; **Plate 28**) was consistent with those below. As was the spiral stair, although internal access to the stair was possible on this level. The spiral stair was of fireproof cast-iron construction, built in sections with perforated treads, moulded balusters and a plain handrail (**Plate 27**).

#### *Second Floor*

- 6.5.15 Latterly the second floor (S1) and (S2) had been extensively sub-divided into a number of small offices. However at the time of the survey these modern partitions had been removed and the floor returned to an open plan layout (**Figure 18; Plates 29 and 30**). Features described on the floors below are repeated on this level (**Plate 31**), the most noticeable departure being the inclusion of a line of axial structural concrete posts central to the north-south range (S2) (**Plate 29**). The reason for the inclusion of these posts is not immediately clear, although a load bearing use for the flat roof may be suggested (**Plate 32**). WCs (S3 and S4) echo locations below while stair (S5) continues in its elevation to provide access onto the flat roof. A door inserted into a former window in the east wall provides access to a galvanised gantry that links to building 02 at first floor. Another similar gantry extending from the external fire escape abutting the eastern bay of (S1) also provided access to building 02 at this level only.

### **6.6 Building 04 (Figure 19; Plates 33 to 36)**

- 6.6.1 Building 04 is a small single storey and gabled-ended brick built range located in the south-western corner of the site (**Plates 33 and 34**). It is accessed along its eastern elevation via a flat roofed link which also abuts up against the north-light range, building 05. It first appears on the OS map of 1920, as part of a much larger building to the north, shown on the 1949 (annotated 1967) Goad Plan as a 'Fitters Shop' attached to a metal store and steam kilns. It is also recorded as a 'Joinery' on the Ordnance Survey map of 1955-60 (**Figure 11**).
- 6.6.2 The walls are mainly built using brickwork laid in English bond, of a similar

appearance to the adjacent building 05 (**Plate 33**). This brickwork is consistent apart from the western half of the north wall, which has clearly been rebuilt and blocked following the removal of a building to the north (**Plate 34**). This blocking wall is built askew to the rest of the building (**Figure 19**). Despite this irregularity the shallow pitched (for slate) gable ended roofline is uniform. Window openings in the north and western elevation are built with concrete lintels, tile sills and include iron-framed multi-light windows (5x4 lights) with central pivoting ventilators (3x2 lights). A tall double width opening (blocked) with bull-nosed jambs stopped above head height, lies within the eastern end while the main entrance into the building is present within the eastern gable wall. The gable of this wall has latterly been rebuilt and does not match the gable parapet present on the opposite gable (west).

- 6.6.3 Internally the building is laid out over four relatively equal sized bays (c.4.2m), with four roof trusses supported on either strip pilasters or concrete posts situated along the long elevations (**Figure 19**; **Plate 35**). The trusses are manufactured from light gauge angle iron with triangulated struts, either welded or bolted in position. They are supported along the south wall by pilasters with brick 'jowls'. The pilasters to the north wall are plainer, and where the wall breaks forward (western two bays) the trusses are supported on inserted concrete posts (**Plate 36**), the westernmost free standing. The trusses support a roof structure built off three purlins per pitch and with in-pitch continuous roof lights in both roof pitches. The southern and western walls were built blind. The floor is covered with cement screed. No evidence of its former use remained at the time of the on-site recording.

## **6.7 Building 05 to 5E (Figures 20 and 21, Plates 37 to 54)**

- 6.7.1 Buildings 05 to 5E are an aggregation of multi-period one- and two-storey buildings of differing form and function, grouped together along the southern boundary of the site (**Figure 2**). The divisions between the buildings are based on structural, functional and chronological changes in the fabric or internal space.
- 6.7.2 Two of the buildings (5B and 5E) appear to date back to the late 19<sup>th</sup> century when the site was in use as a Wheel and Axle Works (**Figures 5 and 20**). Whilst most of the Wheel and Axle Works occupies the same site as the present building 05, cartographic evidence shows that it had been mainly demolished by 1920 (**Figure 8**). This area had been rebuilt to its present footprint by 1936-9 (**Figure 9**) as part of a timber yard and joinery.

### **Building 05 (Figures 20 and 21; Plates 37 to 42)**

#### *External*

- 6.7.3 Building 05 is a substantial north-light production building comprising a flat roofed bay to the south and a saw tooth north-light roofline covering the three roof bays to the north (**Figure 20**; **Plates 37 and 38**). The western end elevations and the adjoining range (5D) to the north are built using pale red Fletton-like brickwork in English bond and a sand/cement mortar (**Plate 37**). All openings use concrete lintels and the parapets have brick on-edge coping along the top of the western end wall. Bulls-eye ventilators turned in brick are present within the end gables to the saw-tooth roofline. The north elevation is obscured by building 5D, the eastern elevation by building 5C and the southern elevation to a certain extent by the former cinema to the south (**Figure 2**; **Plate 38**). However, the western end bays of the southern elevation show earlier phases of construction with a rebuilding of the western end (same as the flank elevation) and two earlier phases of brickwork built in stock brick.

#### *Internal*

- 6.7.4 Building 05 is aligned with its long elevations running east-west and is set out over 12 roughly equally sized bays. It is comprised of two main areas, a flat roofed bay with a concrete mezzanine floor to the south, which appears to be the remains of an earlier building, and a wide open area enclosed by the three roof pitches of an in-series north-light roof (**Plates 39 to 42**). The latter is supported by a series of triangular steel roof trusses that are supported either by the northern brick elevation (with integral concrete posts and plate; **Plate 39**) or by a substantial I-section steel beam, running



the length of building 05 along the northern side of the mezzanine, and supported by a series of large lattice stanchions (by Shelton Steel) (**Plate 40**). These stanchions, which have been integrated into the mezzanine floor by its later extension northwards, mainly support the roof structure, but do also provide some structural support to the mezzanine (**Plate 41**). The latter is principally supported by 8 x 6 inch I-section through-bolted stanchions and joists held by strip pilasters in the southern wall and set out over 13 bays at c.3.2m apart. The south wall at both ground floor and the level of the mezzanine also included a blind arch between each pilaster (**Plates 41 and 42**). The stanchions also held brackets, made redundant by a later widening of the mezzanine (out to the lattice stanchions) that appear to have once held a suspended walkway or gantry. The mezzanine and the flat roof over were built using a lightweight 'pumice' concrete strengthened using lighter scantling steel joists. The former was accessed via a later timber-built stair at the western end and was mainly open to the north side, with a small modern office built into the easternmost part. The mezzanine becomes slighter wider to the west due to a slight curvature in the southern wall.

- 6.7.5 The roof structure is a similar triangular structure as described elsewhere, built using L-section extrusions doubled up for extra strength. The steel valley sections are supported by linear joists and the end bay to the west, by diagonal bracing to counter wind suction caused by the large door opening in the western wall. The trusses support steel purlins, an L-section ridge piece and a light roof covering of corrugated sheeting.
- 6.7.6 The north-eastern corner of building 05 marks the junction of ranges 5B and 5E (**Figure 2**). Here the walls of the eastern part, north side are either blockwork or stud walling and do not rise the full wall height but are part glazed above mid-wall level (**Plate 39**), suggesting building 5E was previously open to building 05. An area of 'intrusive' wall along the eastern elevation denotes the south-western corner of earlier building 5B.
- 6.7.7 Building 05 is clearly shown as a 'Saw Mill and Planing Shop' on the Goad Plan of 1949 annotated 1967, as is the use of steel trusses for the north light roof and the mezzanine (recorded as concrete floors) to the south.

***Building 5A (Figures 20 and 21; Plates 43 to 45)***

- 6.7.8 Building 5A is a detached free-standing building located to the north of buildings 05 and 5D (**Figures 2 and 20**). It first appears as part of the developments that occurred pre-war during 1936-9 (**Figure 9**) and is recorded as a 'timber stage' on the Goad Plan of 1949 annotated 1967 (**Figure 12**). It is constructed over two storeys and around a heavy steel superstructure of three unequal bays, clad externally using modern marine ply panels (**Figure 20; Plates 43 and 44**). The exception to this treatment is the north wall which incorporates an outer covering of louvred slatted panels or laths. This is a ventilation feature, (also recorded on a demolished timber store to the north see **Figure 12**) had been retained when the timber stage was latterly clad externally using ply panels. The main steel structure is built using I-section joists stamped with 'Frodingham Iron & Steel Co. Ltd'. The window openings and simple fixed perspex windows are all modern, as are the door openings. The roof is a shallow arched construction with a synthetic covering. It oversails to the west to provide shelter to the first floor entrance and external steel stairs/fire escape built against the west elevation (**Plate 43**). Two large openings latterly blocked or converted to a door opening are present in the eastern bays at ground and first floor (**Plate 44**).
- 6.7.9 Internally, the ground floor comprises two unequal rooms of one and two bay widths and the first floor a single open space (**Figures 20 and 21; Plate 45**). The structural wall frames were braced internally, in the uppermost register with downward tension braces, otherwise the walls comprised regularly spaced vertical steel sections. The roof structure, of x4 lightweight triangular trusses, was additionally braced along the flank walls by additional joists and diagonal braces. Pulleys bolted to the structural frame show the movement or storage of heavy/cumbersome objects at this level. The internal walls and roof were covered in a spray-on insulation and the floors comprised

of ply sheeting.

**Building 5B (Figures 20 and 21; Plates 46 to 48)**

- 6.7.10 Building 5B lies to the east of, and in part butts up against, the eastern side of building 05 (**Figures 2 and 20**). It is flanked to the west by building 5E and lies to the rear of the beer garden of the Nags Head and the small courtyard garden of no. 244 Camberwell Road (**Figure 2**). The cartographic evidence suggests that this building, together with the adjacent building (5E), are a remnant of the Wheel and Axle Works, first built during the late 19<sup>th</sup> century (**Figure 5**) and mainly demolished by 1920 at the latest (**Figure 8**). This range and the adjoining/contemporary range (5E) are both flat roofed and constructed with yellow stock brick elevations laid in English Bond (**Plate 46**). The roof is a heavy concrete slab construction that continues to the west and over building 5E. Building 5B is laid out to a T-shaped plan with a two-storey element within the eastern range overlooking the pub garden (**Figures 2, 20 and 21**). The openings have concrete lintels with tile sills to the window openings and bull nose jambs to the door openings. Fenestration throughout building 5B has been replaced with modern uPVC-framed doubled glazed units. A line of flat-roofed sheds project eastwards from the north-eastern corner of building 5B (**Figure 2**). These are mainly the same date as building 5B.
- 6.7.11 Internally building 5B had been extensively altered and redecorated during recent years. At the time of the survey no internal divisions remained (**Figure 20; Plates 47 and 48**). A flight of stairs providing direct access to the flat roof over building 5B had been removed (**Plates 46 and 47**), while remnants of a block of WCs were present within the eastern projection at ground floor level (**Plate 48**). All windows were clearly modern, those within the southern part recently inserted. The roof structure over the single storey western part comprised heavy concrete downstands supporting a slab roof structure (**Plate 47**). This was clearly built to carry load and may have been added to provide the option for a first floor at a later date. A simple concrete straight flight of stairs provided access to the first floor (**Figure 20; Plate 48**), built off the same substantial concrete structure used for the adjacent roof. Laid out to an L-shaped plan the first floor was also devoid of internal partitions (**Figure 21**). The modern fenestration was consistent with that below and the internal walls were plastered. This area, on both levels, appears to have latterly been in use as office space but is recorded in use as 'general stores' and 'wood and veneer stores' on the Goad plan of 1949 annotated 1967 (**Figure 12**). The 1903 Goad plan (**Figure 6**) shows this area along with building 5E as a 'fitters store', 'stores' and 'paint shop'.

**Building 5C (Figure 20; Plates 49 and 50)**

- 6.7.12 Building 5C is a group of former offices located on the eastern side of building 05 and to the rear (west) of the houses/shops fronting Camberwell Road (**Figures 2 and 20**). Access to the offices was via a carriage entrance from Camberwell Road that led into a small narrow courtyard. The principal building is an L-shaped pitched roofed single storey brick built range with rooms G1 to G4 (**Figure 20**). It has gable ends to the east and south (the latter to the southern boundary; **Plate 49**). A smaller flat roofed single storey range (G8) projects to the east along the southern boundary, while a modern flat-roofed infill (G5) bridges the gap between the two (**Figure 20**). Cartographic evidence suggests that the principal L-shaped range was built (along with building 05) between 1920 and 1936 (**Figures 8 and 9**) and the smaller flat roofed range sometime after the war (**Figures 10 and 11**). The elevations, where visible, were built of yellow stock brick. The gable roof over the L-shaped range, which incorporated an in pitch roof-light, had been recovered in modern materials. The Goad Plan of 1949 annotated 1967 (**Figure 12**) labels this group as 'Builders Stores'.
- 6.7.13 Internally, the L-shaped range had been sub-divided by the addition of light stud walling into a number of smaller offices and meeting rooms (G1 to G4; **Figure 20**). Despite this later reuse the roof trusses had remained exposed, most likely to maintain the top lighting from the in-pitch glazing (**Plate 49**). The trusses adopted the same triangular design as seen elsewhere, fabricated using L-section steel extrusions with raking struts, through bolted and strengthened with plate gussets. The trusses



supported angle steel purlins, fixed to back cleats, which determined the height of the roof light in the east facing pitch. The external walls to the rooms were painted and mainly unplastered, showing that they were built in English bond. A small area of WCs and a kitchen (G8) was located within the flat-roofed section against the southern boundary wall, while a store with a canted elevation projected east from the end of the kitchen bay. The latter comprised modern kitchen unit and decor. A modern flat roofed entrance lobby (G5) bridged the former courtyard between kitchen G8 and office G4. An opening inserted into its north wall provided access into the L-shaped office range. No original fenestration survived, the offices had been modernised and redecorated.

**Building 5D (Figures 20; Plates 51 and 52)**

6.7.14 Building 5D was a linear flat roofed single storey former 'veneer shop', built parallel with, but separate from, building 05 along its northern wall (**Figures 2 and 20**). It was abutted to the north by building 5A and flanked to the east by a covered loading bay-cum-store, which shares the same roof structure (**Plate 44**). Structurally it is contemporary with the north-light range (05), built using the same brickwork for the external elevations (**Plate 37**). A large double width carriage entrance with half glazed doors and the same strap hinges used on the doors in building 03 provides access from the west (**Plate 51**), while a heavy sliding fire proof door, manufactured by T. W. Palmer and Co. Engineers, Merton, London opens into the eastern end via the covered loading bay. Building 5D is laid out over four bays and comprises a flat concrete roof structure (sloping slightly downward to the north to encourage roof drainage) supported on I-section steel joists set into the strip pilasters. The roof incorporates a roof lantern within the central bays, while the northern elevation includes four (one per bay) large fixed multi-light, iron framed windows (5 x 4 or 5 x 3) set high in the walls (**Plate 52**). The Goad Plan of 1949 annotated 1967 (**Figure 12**) records this building as a 'veneer shop'.

6.7.15 A small lean-to toilet block with urinal and WCs was built at the same time as building 5D along its north wall (**Figure 20**).

**Building 5E (Figure 20; Plates 53 and 54)**

6.7.16 Building 5E along with building 5B are a remnant of a Wheel and Axle Works, built during the late 19th century (**Figure 5**) and demolished by 1920 (**Figure 8**). The external treatment and roof structure of building 5E closely resemble that described for building 5B using yellow stocks and red bullnose bricks to door openings and were built at the same time (**Plate 46**). However building 5E has retained its original fenestration (not replaced as part of an office conversion) and doors including a sliding double width door opening in its north elevation (**Figure 20; Plate 46**). The windows were all softwood casements of six light (three per casement), many still retaining original ironmongery.

6.7.17 Internally, the southern walls (to building 05) are later infill built of either block-work or timber studwork (**Figure 20; Plate 54**). Likewise all of the internal divisions within this area, allied with its later use as a 'Goods Inward and CNC Room', are modern insertions. Accordingly this area is shown on the Goad Plan of 1949 annotated 1967 (**Figure 12**) as a 'Saw Mill' built without internal divisions. The roof structure is a continuation of that over building 5B built using heavy concrete downstands and a shuttered slab roof structure (**Plates 46 and 54**). This is built off brickwork flank walls, of which the southern wall is mainly rebuilt in stretcher bond. A wide blocked opening, to the covered bay, is present in the western wall as are three original window openings (**Plate 53**).

## 7 DISCUSSION AND CONCLUSIONS

- 7.1.1 The historic building survey of the former industrial buildings at nos 240 and 252 Camberwell Road has shown that the site has remained in light industrial use and occupied by the same company, Messrs Colls & Son (Trollope and Colls Ltd from 1918) since the late 19<sup>th</sup> century. It includes a number of purpose-built industrial buildings associated with the construction trade and particularly joinery. The structural development of these buildings and their changes in use have been complicated by numerous modern alterations and additions.
- 7.1.2 Documentary and cartographic sources show that during the mid 19<sup>th</sup> century the site and its immediate area were in use as gardens to the rear of properties fronting onto Camberwell Road. The arrival of the second line of the London, Chatham and Dover Railway in 1862 had a great effect on the local economy and this area of Camberwell began to flourish in a suburban and industrial context.
- 7.1.3 Late 19<sup>th</sup> century maps show that large light industrial buildings were established between the main thoroughfare (Camberwell Road) and the railway viaduct to the west. This included a Wheel and Axle Works on the site, which was established by Ernest and Harold Hora, wheelwrights, by 1882. Colls and Sons (builders) also occupied part of the site at this time. Ernest and Harold Hora (later carriage builders) moved from the site in 1896. They were replaced, as principal occupant, by building contractors Messrs Colls and Sons. The company merged with George Trollope and Sons in 1903. By 1918 the firm of George Trollope and Sons and Colls and Sons had become known as Trollope and Colls Ltd. After this business merger and specifically between 1920 and 1936, large scale investment took place on the site with the construction of the majority of the subject buildings, including buildings 05, 5A, 5C, 5D, 02, 04 and the southern range of building 03. It is also at this date, following the construction of these purpose-built joinery buildings, saw mills and timber stages, that the premises at no. 240 Camberwell Road are referred to as a joinery. Thereafter additions were small scale and piecemeal until the addition of another manufacturing building and office building by Trollope and Colls Ltd between 1960 and 1967.
- 7.1.4 The cartographic and the fabric analysis have shown that whilst buildings 05 to 5E are mainly contemporary with the interwar period of development, this complex of buildings does incorporate and re-use structures from an earlier, late 19<sup>th</sup> century phase, when the building was in engineering use. These include much of the southern wall and the southern bay including the mezzanine floor within building 05. Both use distinctly different materials and construction methods when compared to the later work of the adjoining bays (of the north-light part of the building) This is also the case for areas 5B and 5E which can both be identified on the late 19<sup>th</sup> century maps and are built using a typical Victorian yellow stock brick. They however have been much altered, re-fenestrated during the interwar developments and extensively re-roofed post-war, possibly as a consequence of war time damage.
- 7.1.5 Building 03 is also a multi-phase construction, with its northern east-west range predating, but not by much, the later addition of a southern extension. The latter was built to the same purpose-built design as the earlier range, with extensive 'factory' style fenestration to all three floors, built to provide high levels of light to the working floors. They both included tiers of taking-in doors within the yard side elevations and an integral goods lift for internal passage of heavy and cumbersome materials between floors. These lifts were located adjacent to the taking-in door openings and opened directly to the exterior along the western elevations. There are notable differences in the design of the structural frames of the two ranges and in the brickwork used for the main elevations. A feature of the building, allied with its use as a joinery and timber store, was its fire proof construction, with reinforced concrete floors, concrete and brick stairwells and numerous steel internal fire doors.
- 7.1.6 Building 5A was clearly a timber stage, latterly enclosed and building 02 similarly open sided but remodelled, enclosing its open sides and removing an intermediate floor structure to provide a full height ground floor. Building 04 was also shown to have been much altered and part rebuilt following the removal of an adjoining building



from its northern elevation.

- 7.1.7 Whilst the site had clearly remained in a commercial/industrial context, latterly still partly in use as a carpenters and joiners shop for SCENA, a company specialising in scenery and interiors, the survival of technology or fixtures and fittings allied with its use by Trollope and Colls, a building company who were resident on this site for over a century, was low. It was clear that many of the buildings surveyed had been considerably altered to remain fit for purpose. Building 03 still retained elements of its spatial and architectural integrity.

## **8 ACKNOWLEDGEMENTS**

- 8.1.1 Pre-Construct Archaeology Limited would like to thank CgMs Consulting on behalf of CPC Project Services LLP for commissioning the project. Chris Constable is also thanked for monitoring the project on behalf of Southwark Council.
- 8.1.2 The project was managed for Pre-Construct Archaeology by Charlotte Mathews. The building recording and report were completed by Adam Garwood. Hayley Baxter and Mark Roughly compiled the illustrations.

## 9 BIBLIOGRAPHY

SLHLA- Southwark Local History Library and Archive

### Primary Sources

Lease of 27<sup>th</sup> July 1870 for no. 244 Camberwell Road (SLHLA ref: 1389)

### Directories

*Post Office London Directory*, 1882. London

*Post Office London Directory*, 1888. London

*Kelly's Post Office London Directory*, 1893. London

*Post Office London Directory*, 1894. London (Kelly and Co.)

*Post Office London Directory*, 1896. London (Kelly and Co.)

*Post Office London Directory*, 1903. London

*Post Office London Directory*, 1909. London

*Post Office London Directory*, 1920. London

*Kelly's Directory of London*, 1946. London

*Kelly's Directory of London*, 1950. London

*Kelly's Directory of London*, 1960. London

### Historic Photographs

Nos 240-252 Camberwell Road in 1978 (SLHLA)

Trollope and Colls Ltd in 1981 (SLHLA)

### Historic Cartographic Sources

1837 Camberwell Tithe map

1876 First Edition Ordnance Survey map

1896 Second Edition Ordnance Survey map

1903 Goad Insurance plan

1916 Ordnance Survey map (6 inch)

1920 Land Registry Ordnance Survey map

1936-39 LCC Revised Ordnance Survey map

1946 World War Two Bomb Damage map

1955-60 Ordnance Survey map

1949 annotated 1967 Goad plan

1973 Ordnance Survey map

### Secondary Sources

Brown, 2010. London Railway Atlas

CgMs 2014a. *Written Scheme of Investigation for a Level 2 Historic Building Recording: Land at 240 & 252 Camberwell Road, London, SE5* (Unpublished Written

Scheme of Investigation)

CgMs. 2014b. *Archaeological Desk-based Assessment: Land at 240 + 252 Camberwell Road, SE5 ODP* (Unpublished report)

English Heritage, 2006. *Understanding Historic Buildings; a guide to good recording practice*.

**Internet Sources**

Internet Source 1: Trollope and Colls Limited (Builders) summary of records held by the London Metropolitan Archive: City of London:

<http://discovery.nationalarchives.gov.uk/details/rd/6792a8b8-1014-4456-824f-bd979ccd1c82>

Internet Source 2: A\_Z of British Bus Bodies – Google Books Result

[https://books.google.co.uk/books?id=spF8AwAAQBAJ&pg=PT211&lpg=PT211&dq=ernest+and+harold+hora&source=bl&ots=TetPbmYqqm&sig=LsOqE\\_xBklnfy2to8SSZNj-V4mA&hl=en&sa=X&ei=J8STVfmsl\\_KU7Qbl-L2YAg&ved=0CCEQ6AEwAA#v=onepage&q=ernest%20and%20harold%20hora&f=false](https://books.google.co.uk/books?id=spF8AwAAQBAJ&pg=PT211&lpg=PT211&dq=ernest+and+harold+hora&source=bl&ots=TetPbmYqqm&sig=LsOqE_xBklnfy2to8SSZNj-V4mA&hl=en&sa=X&ei=J8STVfmsl_KU7Qbl-L2YAg&ved=0CCEQ6AEwAA#v=onepage&q=ernest%20and%20harold%20hora&f=false)

## APPENDIX 1: OASIS FORM

**OASIS ID: preconst1-215239**

### Project details

Project name	Historic Building Recording of Nos. 240 and 252 Camberwell Road
Short description of the project	Pre-Construct Archaeology Limited was commissioned by CgMs Consulting on behalf of CPC Project Services LLP to undertake building recording at 240 and 252 Camberwell Road, Southwark, prior to their alteration or demolition. The survey was carried out in response to a planning condition. Builders Colls and Sons moved to 244 to 246 Camberwell Road in 1853. Although most of their business was in South London, their attention was increasingly turned towards the City. In 1882 Ernest and Harold Hora's Wheel and Axle Works occupied the site along with Colls and Sons. From 1893 the latter operated from 240 Camberwell Road and by 1896 they were the principal occupants of the site. The firm built a number of important buildings in London. In 1903 Colls and Sons merged with another successful building contractor and became known as Trollope and Colls Ltd. In 1916 Trollope and Colls Ltd's timber yard and stone yard occupied the northern and southern parts of the site, respectively. Most of the buildings recorded on the site were constructed between 1920 and 1936. With the construction of these purpose-built joinery buildings (saw-mills and timber stages) the works at no. 240 Camberwell Road were first referred to as a 'joinery'. Trollope and Colls Ltd built the Royal Mint, Leadenhall Street in 1930 and Lloyds Bank, Head Office, Lombard Street, in 1931. The site continued as Trollope and Colls Ltd's joinery and they added a large manufacturing and office building between 1960 and 1967.
Project dates	Start: 02-06-2015 End: 04-06-2015
Previous/future work	No / No
Any associated project reference codes	14-AP-2948 - Planning Application No.
Any associated project reference codes	CBS15 - Sitecode
Type of project	Building Recording
Site status	None
Current Land use	Industry and Commerce 1 - Industrial
Monument type	JOINERY Modern
Methods & techniques	"Measured Survey","Photographic Survey","Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

### Project location

Country	England
Site location	GREATER LONDON SOUTHWARK CAMBERWELL AND DULWICH Nos. 240 and 252 Camberwell Road, London Borough of Southwark, SE5 0DP
Postcode	SE5 0DP

Study area	0 Square metres
Site coordinates	TQ 32390 77040 51.4763062864 -0.0934387744958 51 28 34 N 000 05 36 W Point

#### Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Chris Constable
Project design originator	Richard Meager
Project director/manager	Charlotte Matthews
Project supervisor	Adam Garwood
Type of sponsor/funding body	Developer
Name of sponsor/funding body	CPC Project Services LLP

#### Project archives

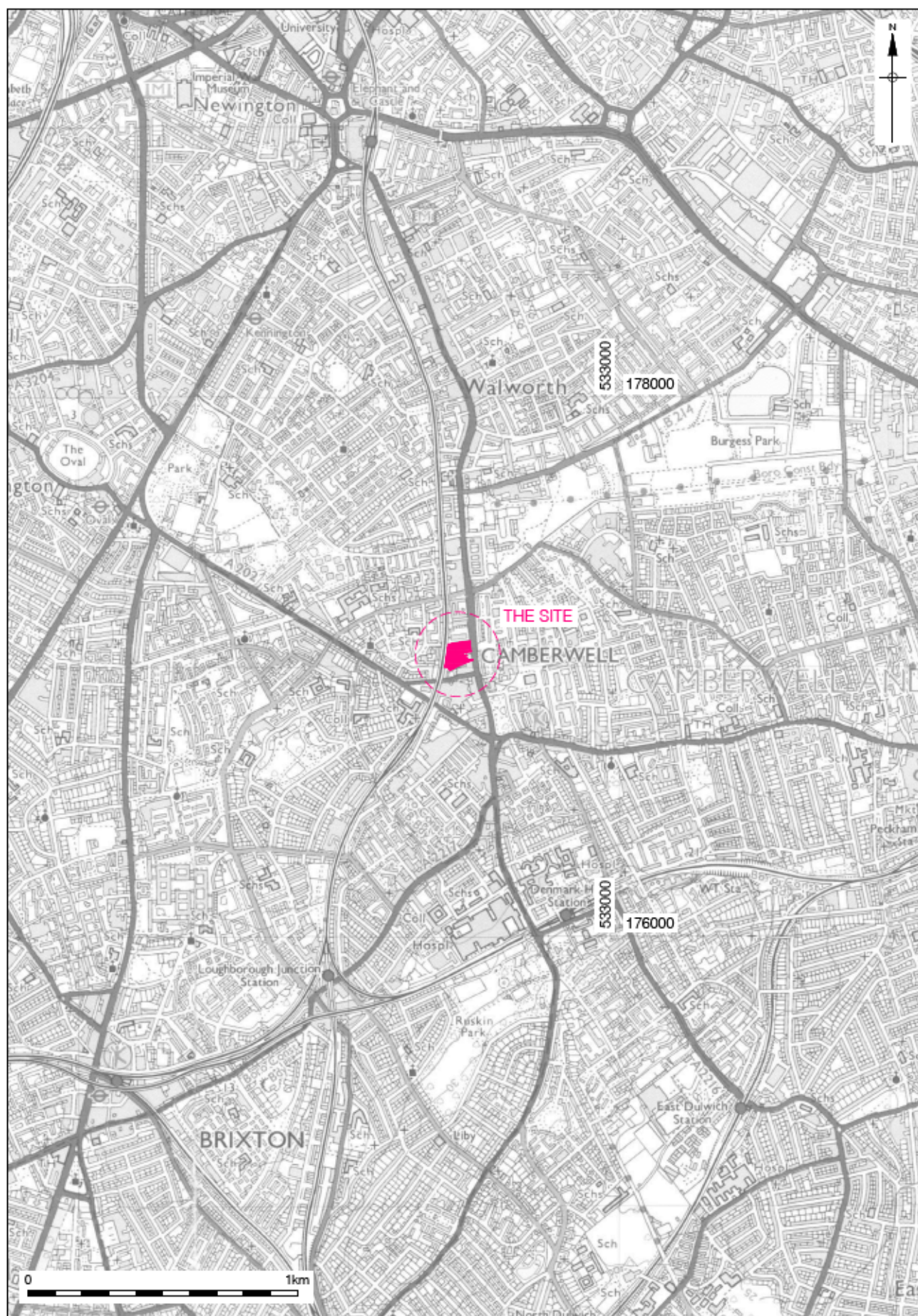
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	CBS15
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	LAARC
Paper Archive ID	CBS15
Paper Media available	"Microfilm"

#### Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Historic Building Recording of nos. 240 and 252 Camberwell Road, London Borough of Southwark, SE5 0DP
Author(s)/Editor(s)	Garwood, A
Other bibliographic details	PCA Report No. R12137
Date	2015
Issuer or publisher	Pre-Construct Archeology Limited
Place of issue or publication	Brockley Office (PCA London)

Description	A4 PDF report for planning
Entered by	Charlotte Matthews (cmatthews@pre-construct.com)
Entered on	29 June 2015





© Crown copyright 2007. All rights reserved. License number 36110309  
 © Pre-Construct Archaeology Ltd 2015  
 26/06/15 HB

Figure 1  
 Site Location  
 1:20,000 at A4





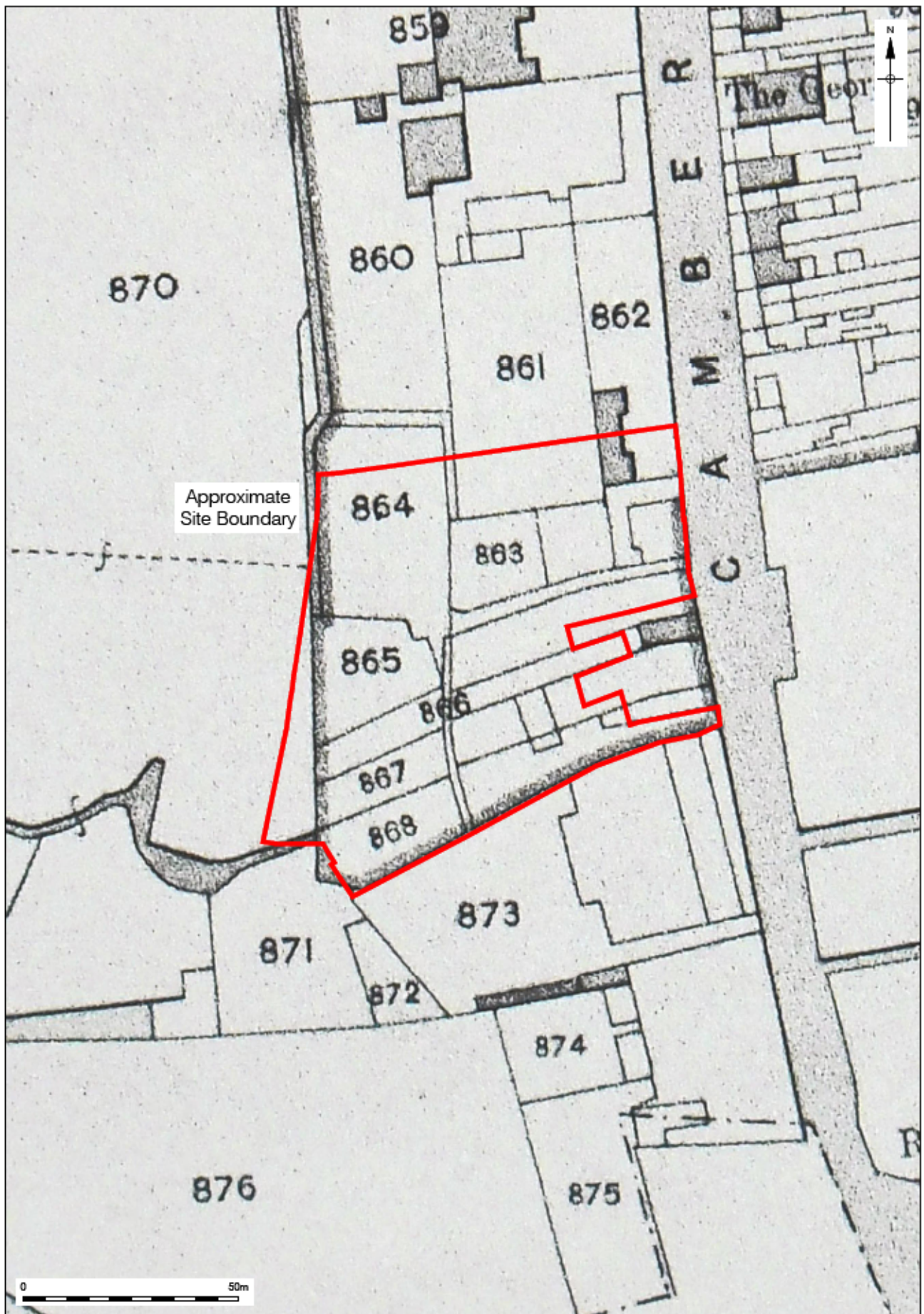














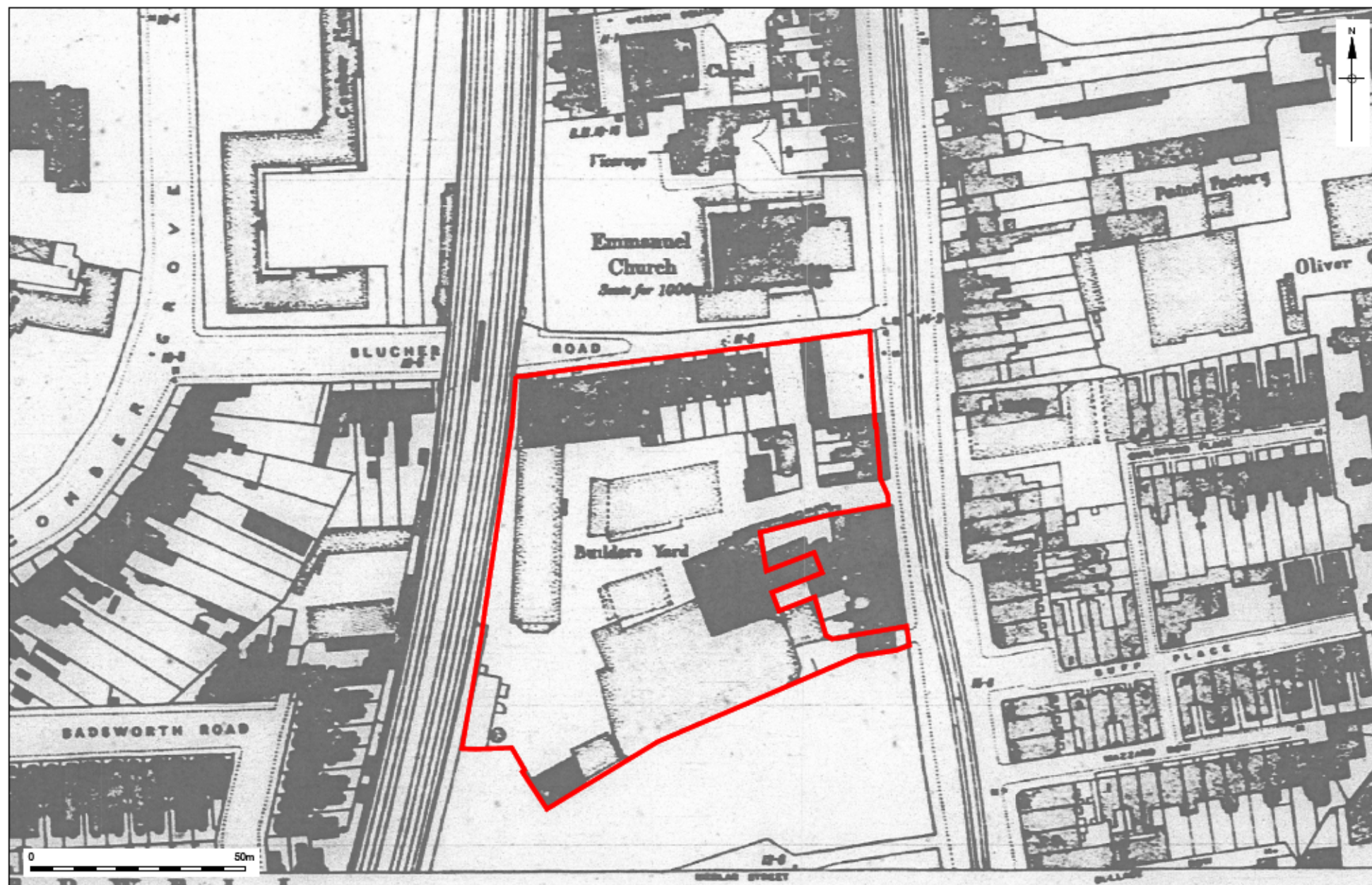


Figure 7  
Ordnance Survey 6 inch map, 1916  
1:1,250 at A4











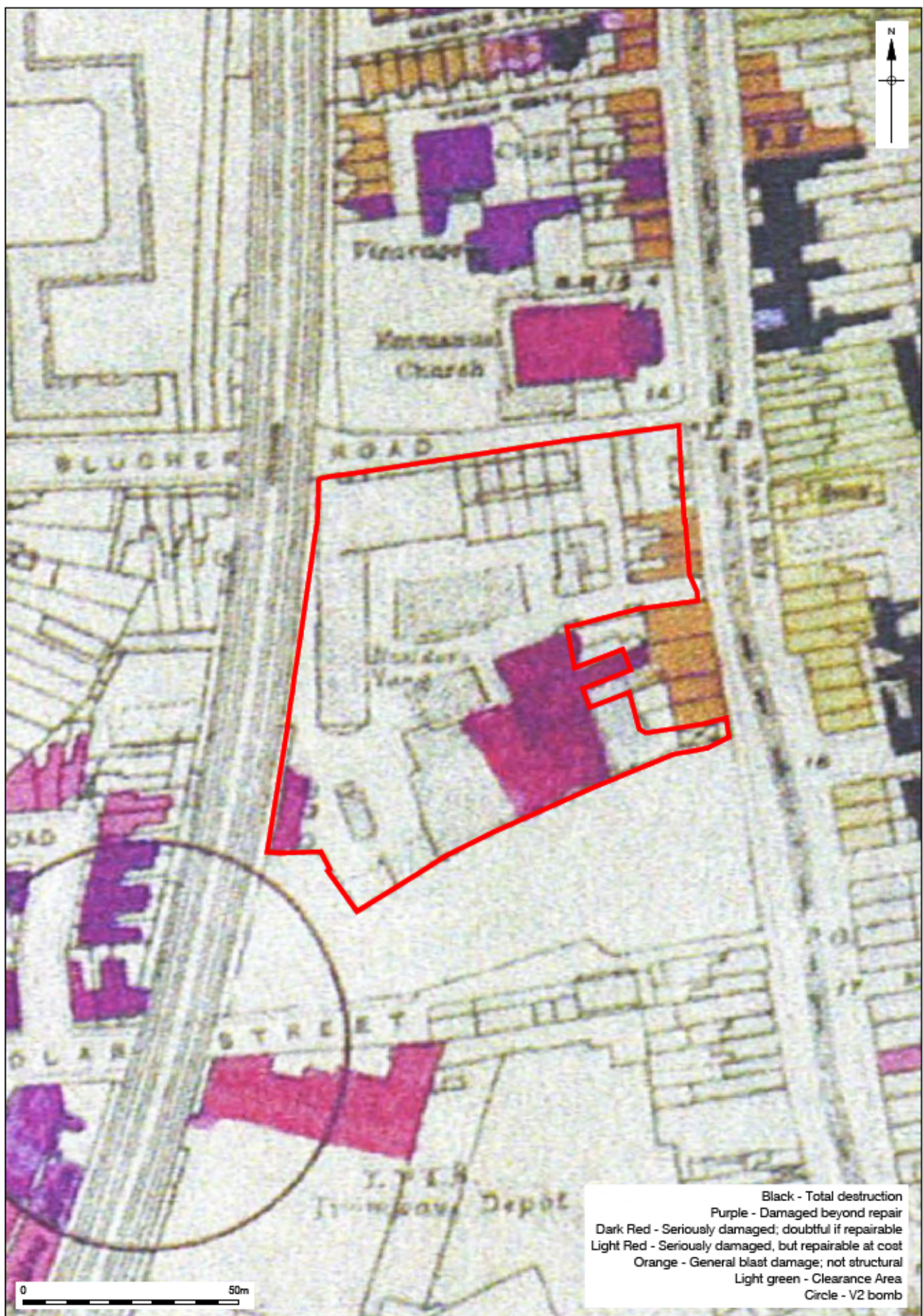
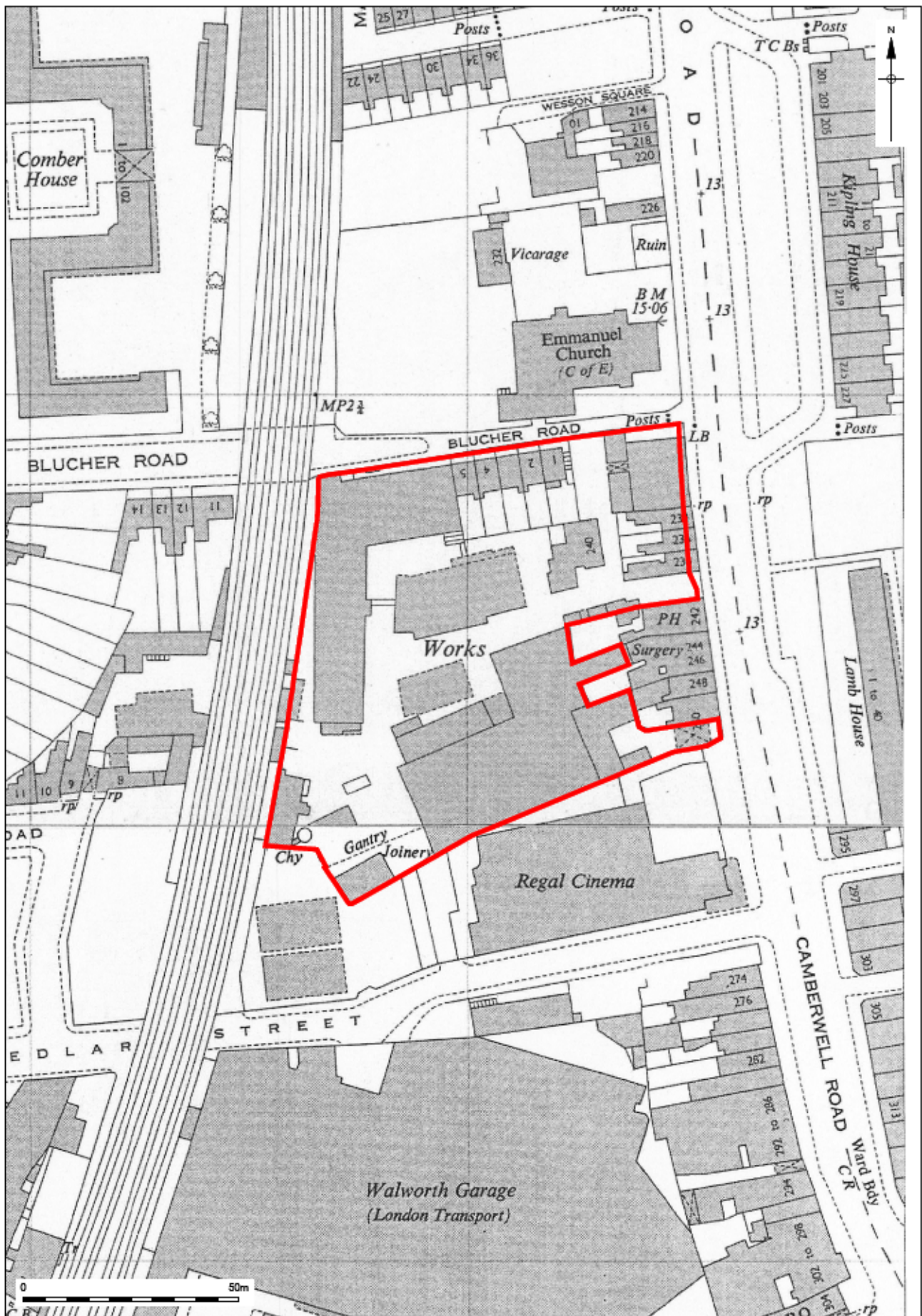


Figure 10  
 LCC Bomb Damage map, 1946  
 1:1,250 at A4

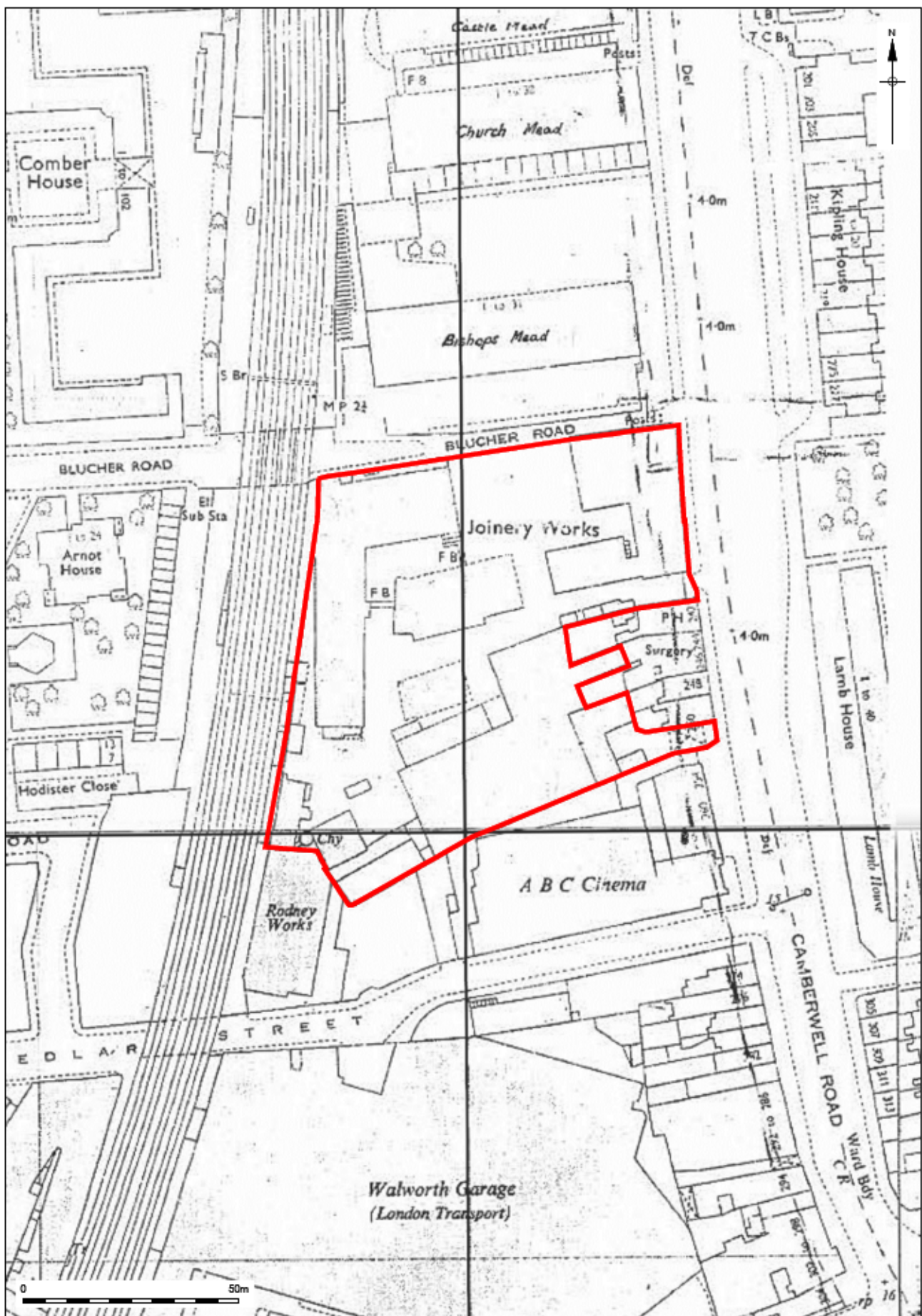












© Crown copyright 1973. All rights reserved. License number PMP36110309  
 © Pre-Construct Archaeology Ltd 2015  
 24/06/15 MR

Figure 13  
 Ordnance Survey map, 1973  
 1:1,250 at A4





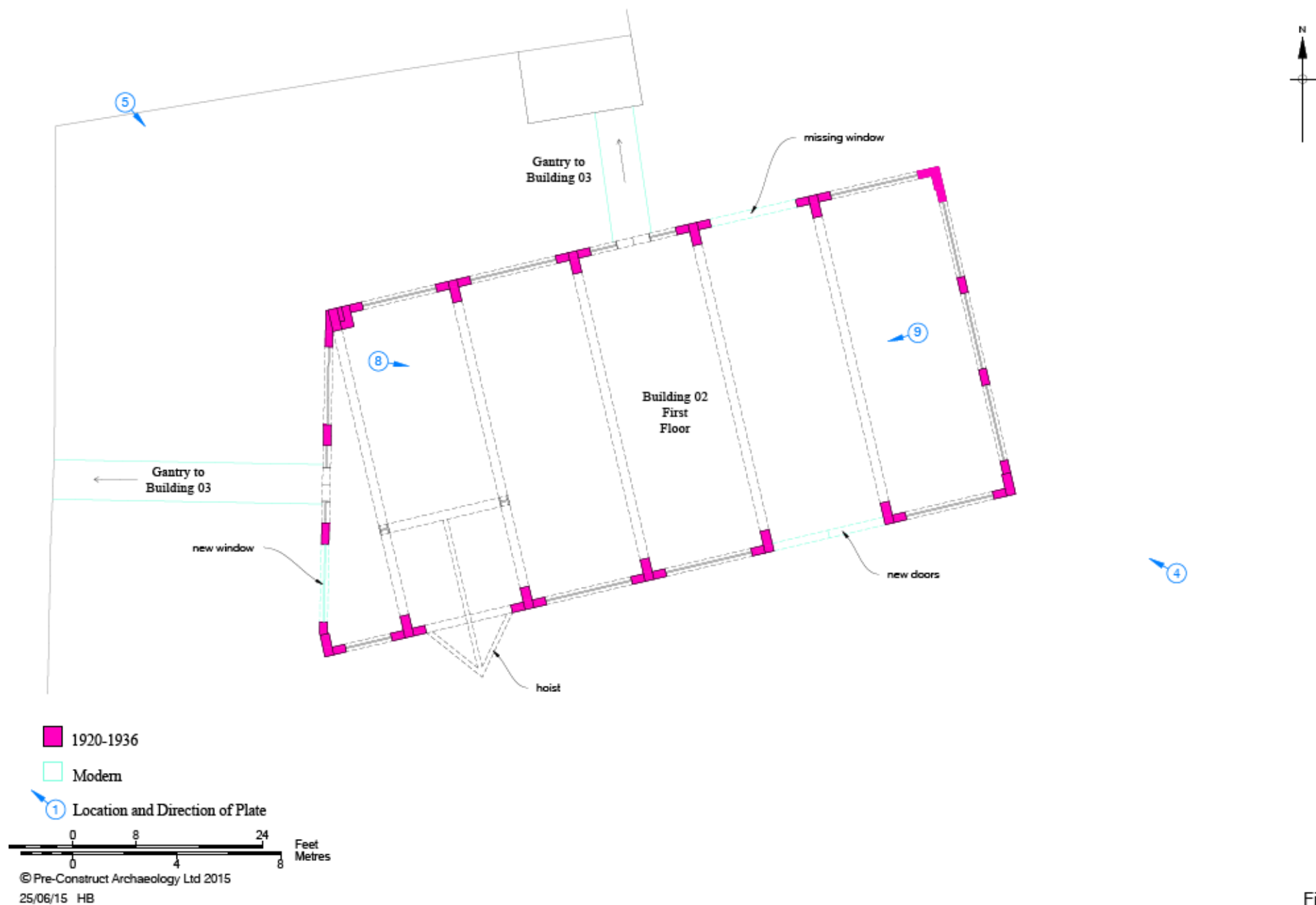
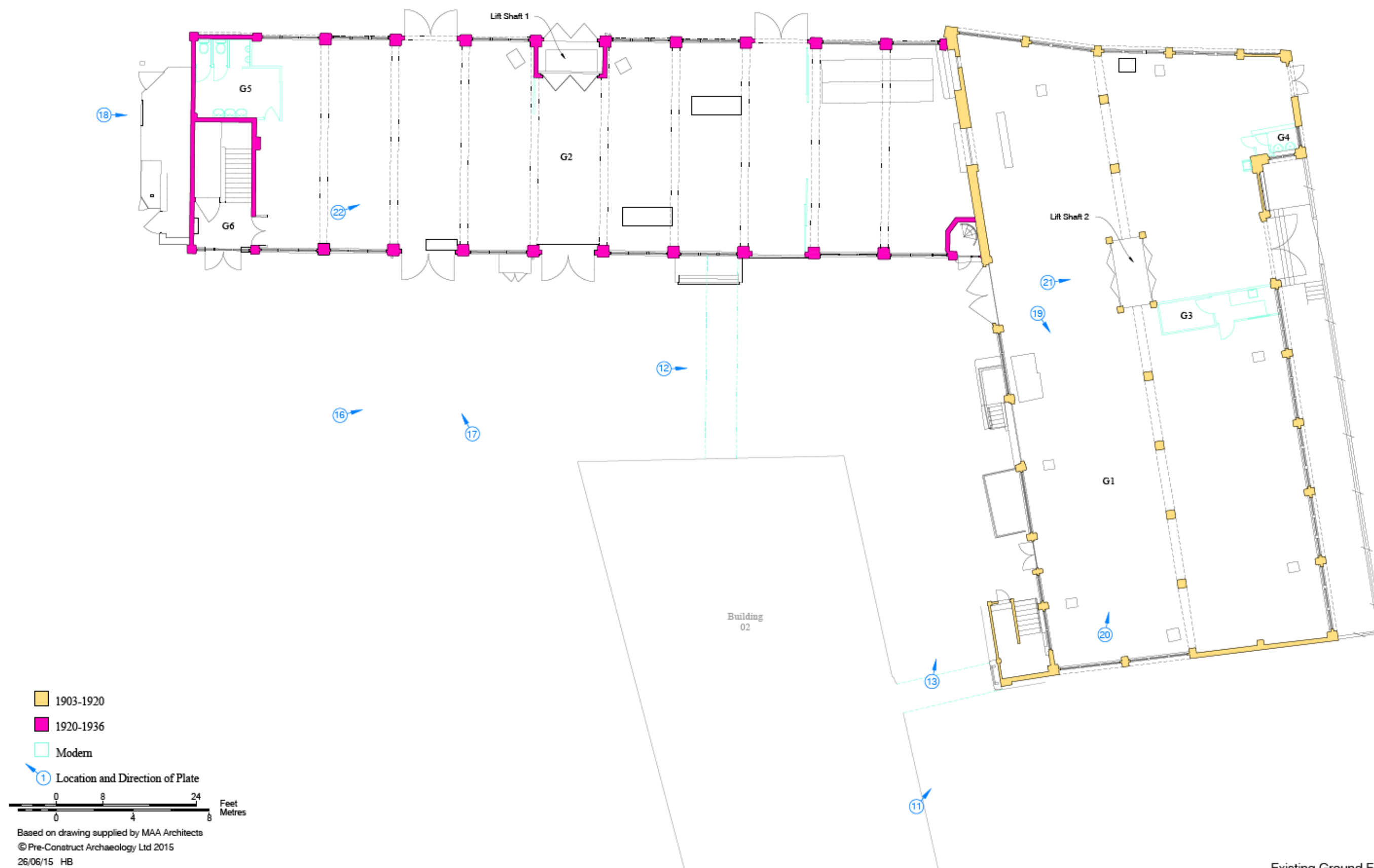


Figure 15  
Existing First Floor Plan of Building 02  
1:200 at A4



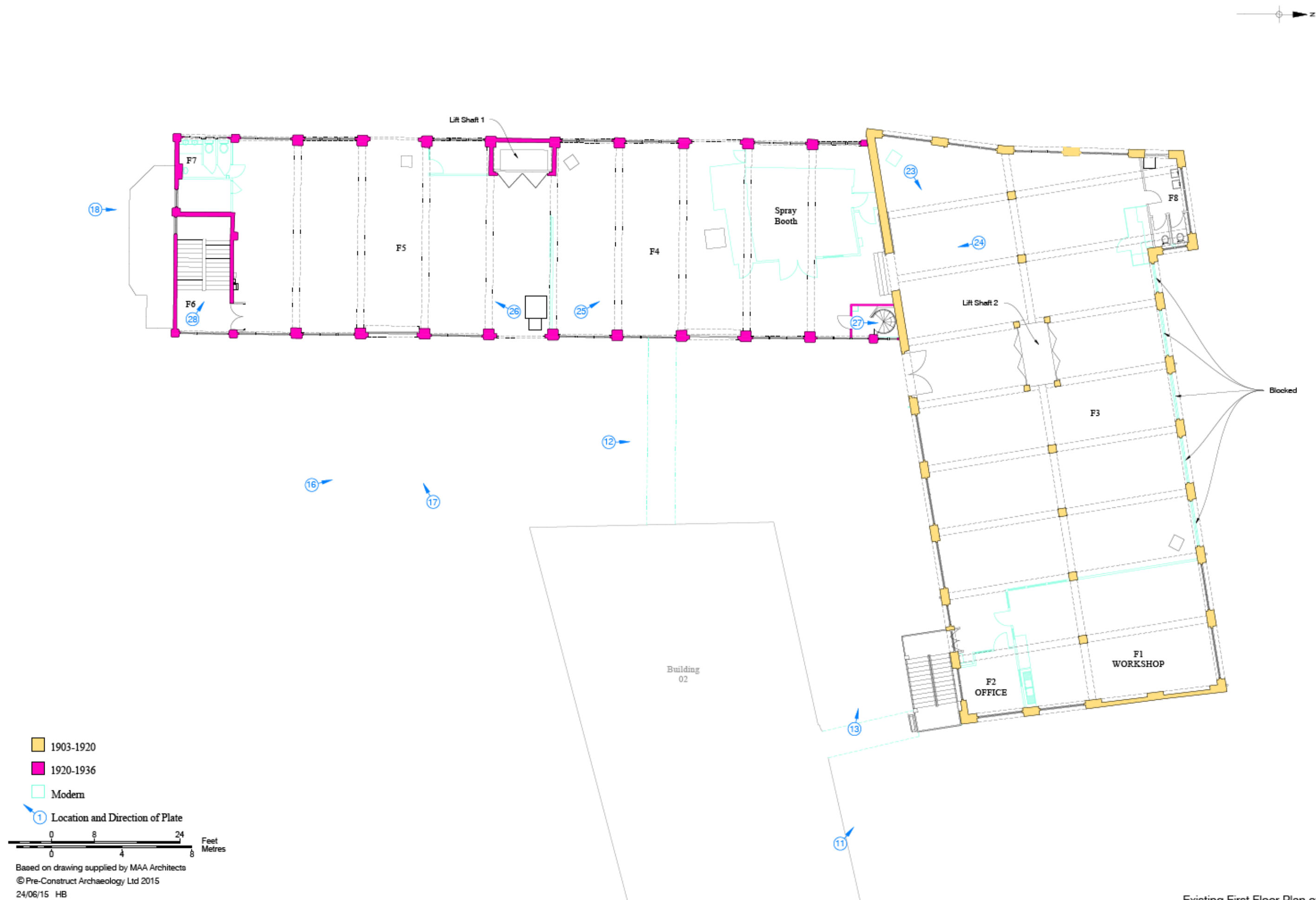


Figure 17  
Existing First Floor Plan of Building 03  
1:200 at A3



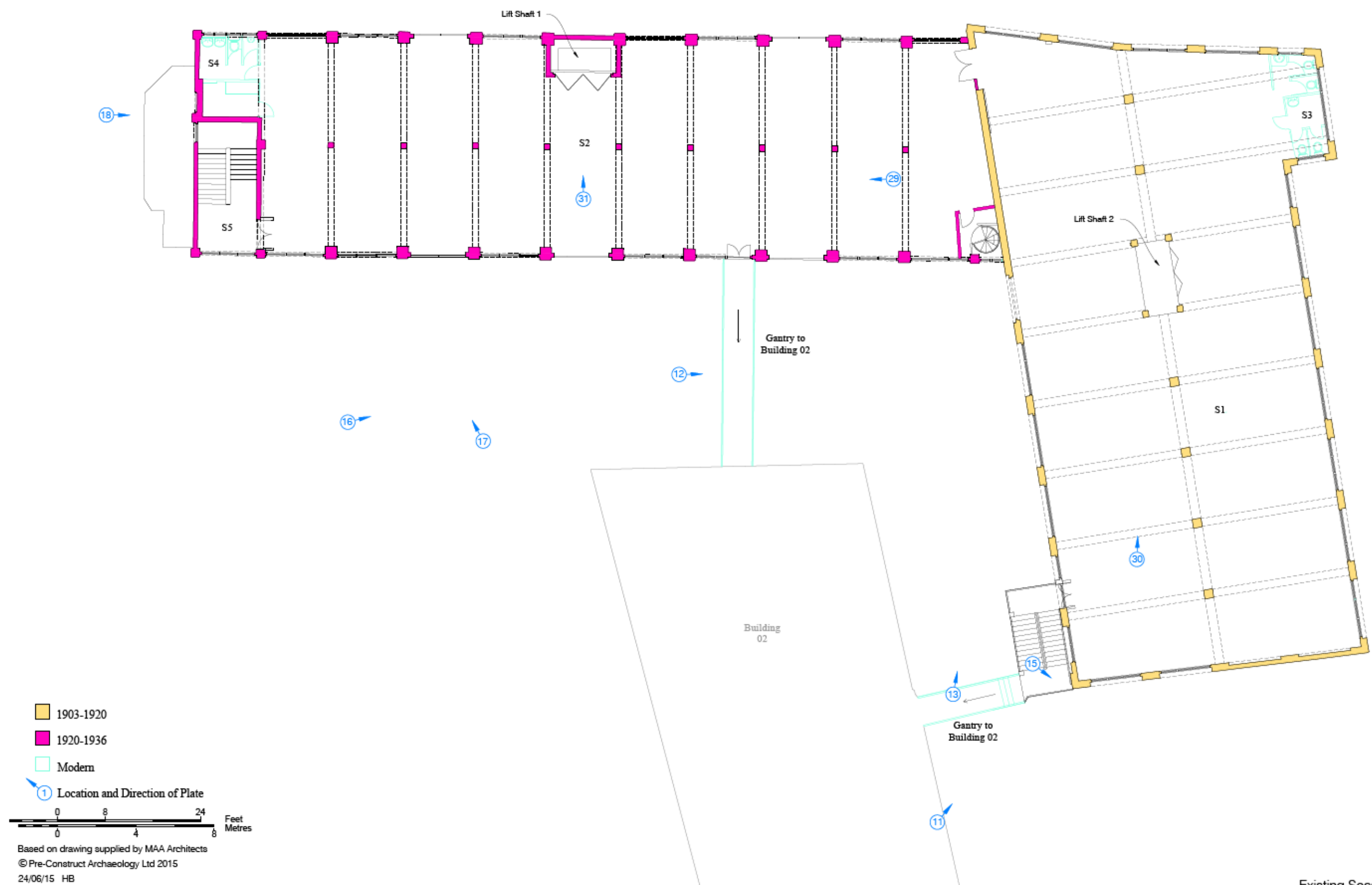


Figure 18  
Existing Second Floor Plan of Building 03  
1:200 at A3

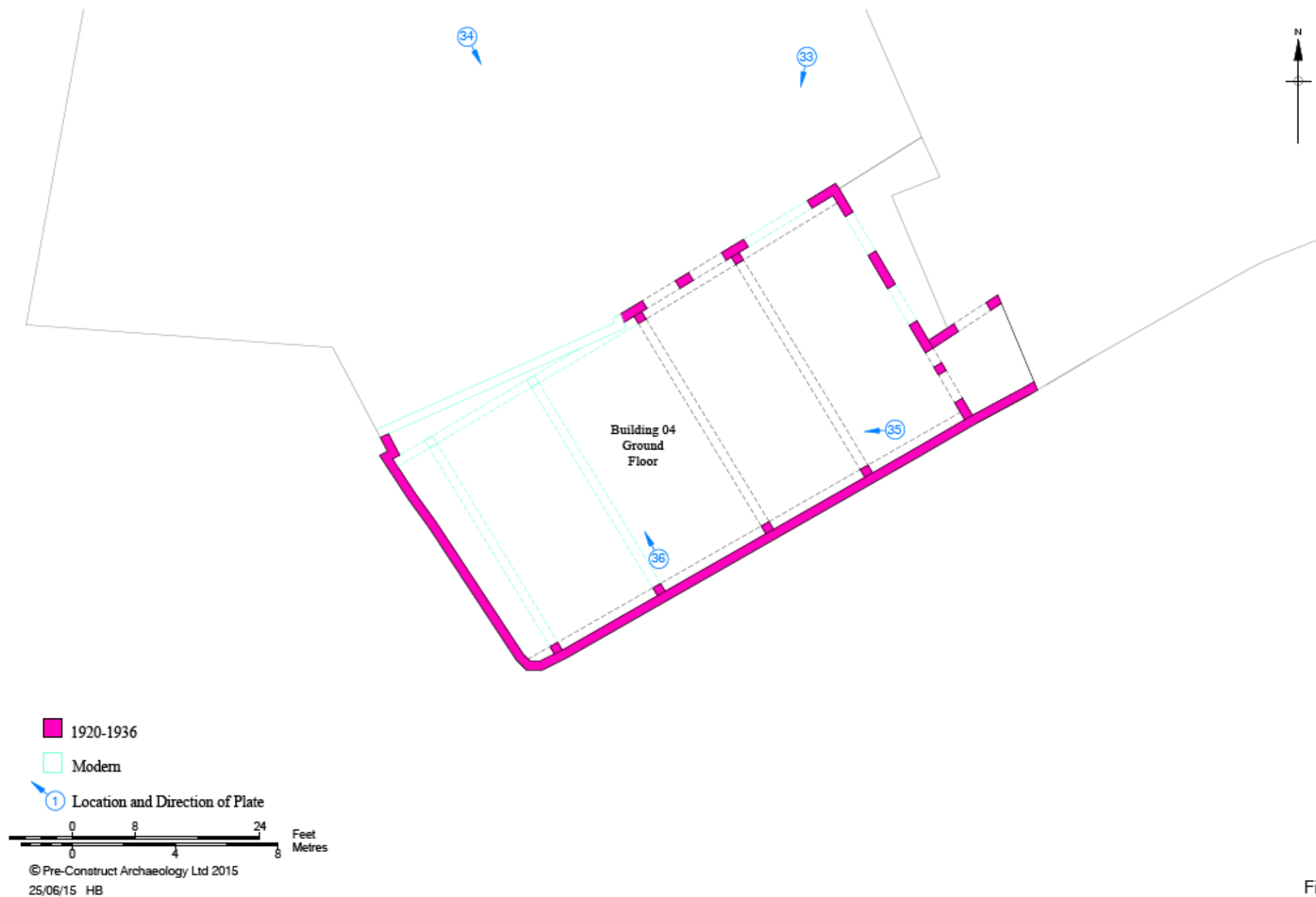


Figure 19  
Existing Ground Floor Plan of Building 04  
1:200 at A4







Figure 21  
Existing First Floor Plan of Buildings 05-5E  
1:200 at A4



**Historic Plate 1** Nos 240-252 Camberwell Road in 1978



**Historic Plate 2** Trollope and Colls Ltd in 1981





Plate 1 Building 01 offices, looking north-east



Plate 2 North-light range 01, looking east





Plate 3 Building 01, site entrance and the Nags Head public house, looking west



Plate 4 Building 02, looking north-west



Plate 5 Building 02, looking south-east from building 03



Plate 6 Building 02 looking north-east from building 03, also showing roof over building 5A





Plate 7 Ground floor of building 02, looking east



Plate 8 First floor of building 02, looking east





Plate 9 Detail of trusses in building 02, looking west



Plate 10 Eastern end elevation of building 03, looking west





Plate 11 Building 03 with external fire escape and gantry to building 02



Plate 12 Western part of east-west range of building 03, looking north





Plate 13 East-west range of building 03, looking north-west





Plate 14 Building 03, looking south



Plate 15 Eaves and window detail at the east end of the south elevation of Building 03 (northern block), looking north-east



Plate 16 East elevation of north-south range of building 03, looking north





Plate 17 Southern part of building 03 (to be demolished), looking west



Plate 18 Southern end elevation of building 03, looking north



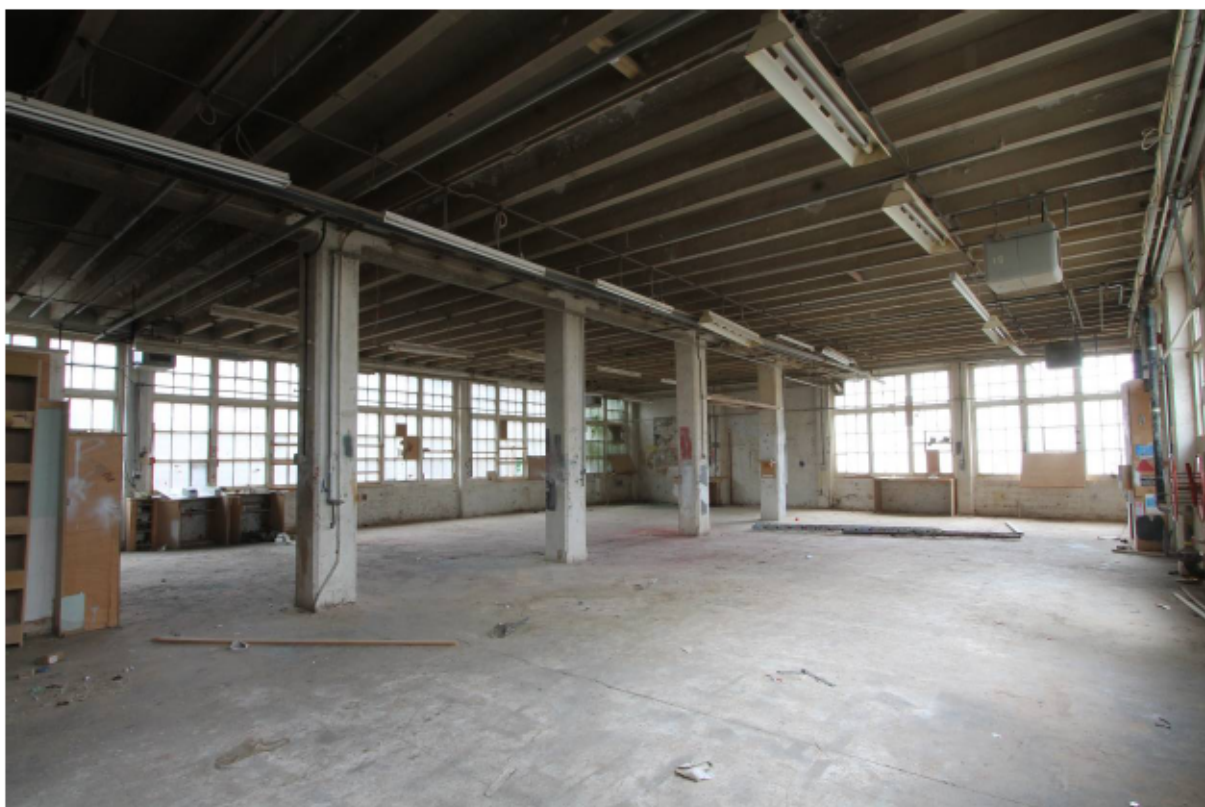


Plate 19 Ground floor (G1) of building 03, looking north-east



Plate 20 Ground floor (G1) of building 03, looking north-west



Plate 21 Lift No. 2 in ground floor (G1) of building 03, looking north



Plate 22 Ground floor (G2) of building 03, looking north-west





Plate 23 Room F3 on first floor in building 03 showing lift No. 2 and (F1 and F2), looking north-east



Plate 24 Fire door in room F3 on first floor in building 03, looking south-west





Plate 25 Room F4 on first floor showing spray booth in building 03

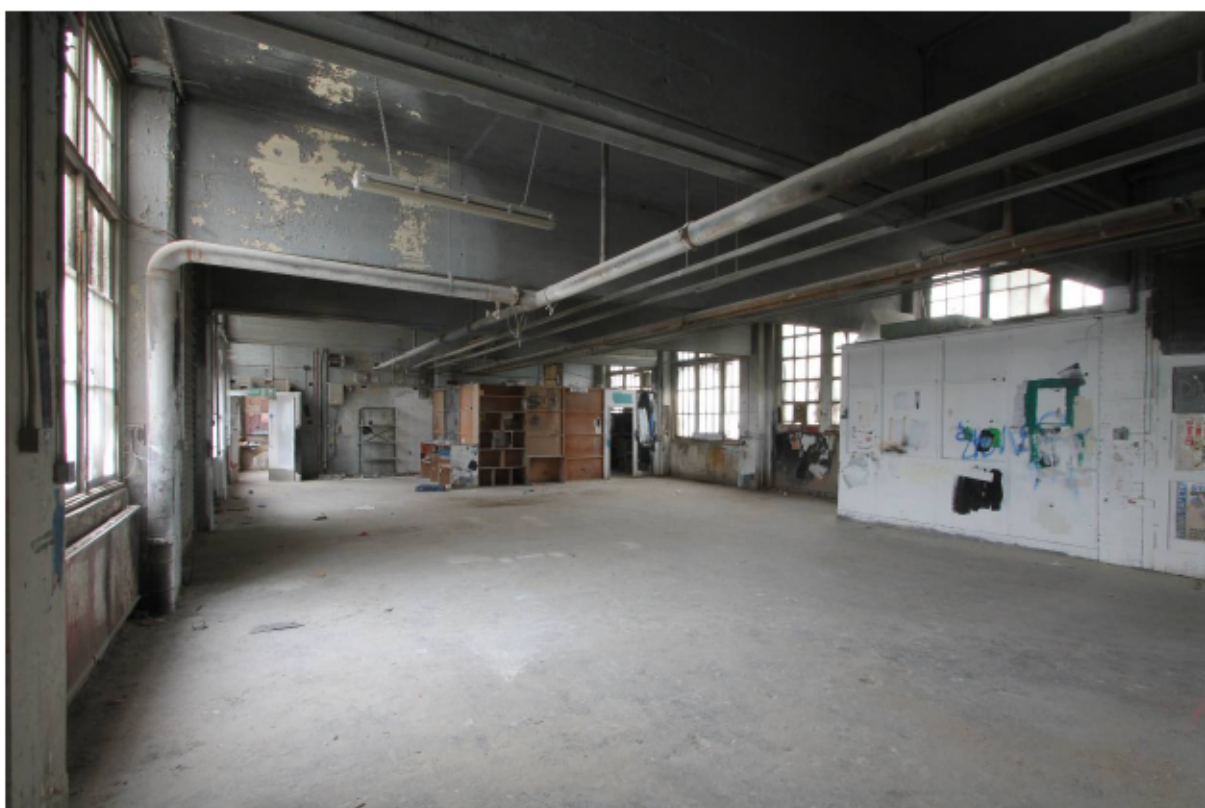


Plate 26 Room F5 on first floor of building 03, looking south-west



Plate 27 Spiral staircase F4 in building 03, looking north





Plate 28 Staircase F6 in building 03





Plate 29 Room S2 on second floor in building 03, looking south



Plate 30 Room S1 on second floor in building 03, looking west



Plate 31 Lift Shaft No. 1 (S2) in building 03, looking west



Plate 32 Flat Roof over building 03, looking south-west





Plate 33 Building 04, looking south



Plate 34 Building 04, looking south-east



Plate 35 Building 04, looking south-west



Plate 36 Graffiti art work and inserted column in building 04, looking north





Plate 37 Buildings 05 (centre and right) and 5D (left), looking east



Plate 38 North-light roof structure of building 05, looking south-east





Plate 39 Building 05, looking north-west



Plate 40 Building 05, looking east





Plate 41 Mezzanine in building 05, looking east

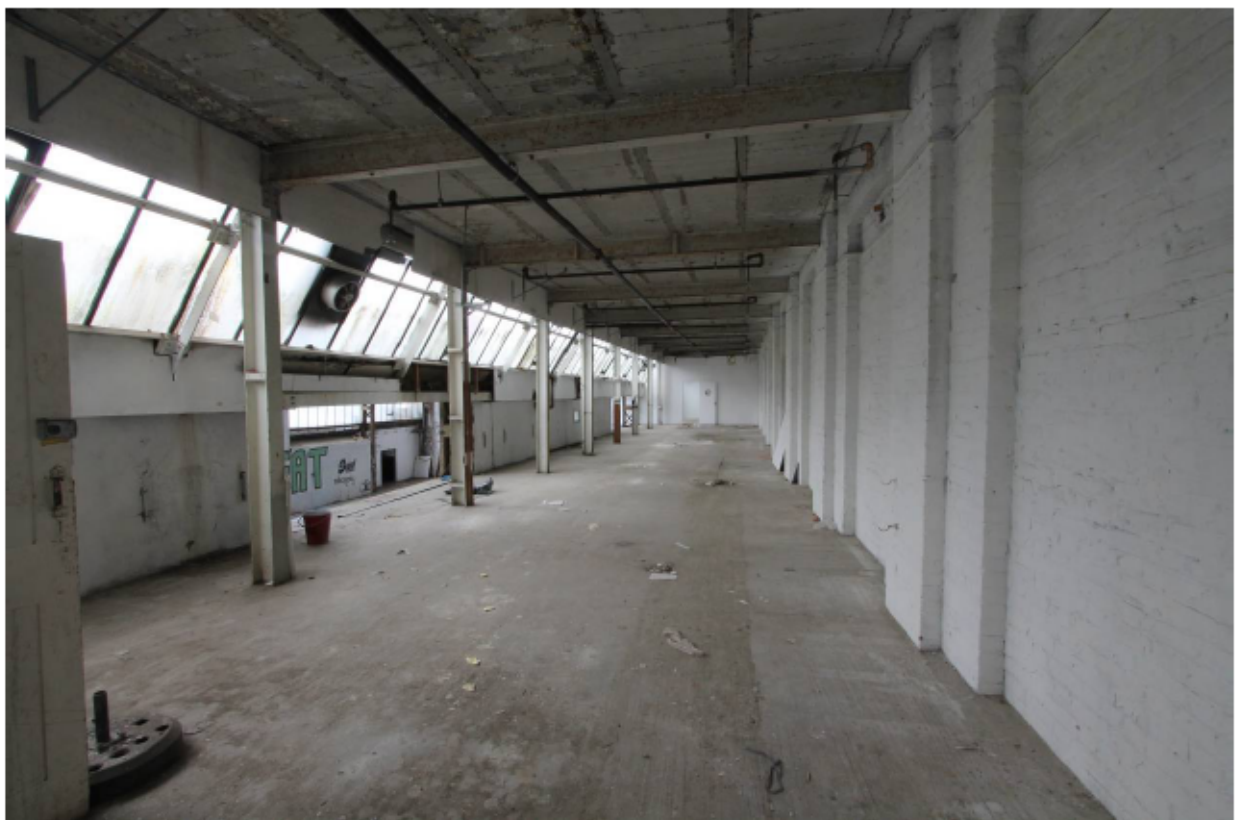


Plate 42 Mezzanine in building 05, looking east



Plate 43 Building 5A, looking south-east



Plate 44 Building 5A, looking south-west





Plate 45 Internal view of building 5A at first floor level, looking west



Plate 46 Buildings 5B (left) and 5E (centre and right), looking south-east



Plate 47 Building 5B, looking south



Plate 48 Building 5B, looking east





Plate 49 Meeting room G1 in building 5C, looking south



Plate 50 Lobby G2 in building 5C, looking north





Plate 51 West entrance into building 5D, looking east



Plate 52 Building 5D, looking east



Plate 53 Covered loading bay between buildings 5A (right) and 5E (left), looking south



Plate 54 Building 5E, looking south



# PCA

---

## **PCA SOUTH**

UNIT 54  
BROCKLEY CROSS BUSINESS CENTRE  
96 ENDWELL ROAD  
BROCKLEY  
LONDON SE4 2PD  
TEL: 020 7732 3925 / 020 7639 9091  
FAX: 020 7639 9588  
EMAIL: [info@pre-construct.com](mailto:info@pre-construct.com)

---

## **PCA NORTH**

UNIT 19A  
TURSDALE BUSINESS PARK  
DURHAM DH6 5PG  
TEL: 0191 377 1111  
FAX: 0191 377 0101  
EMAIL: [info.north@pre-construct.com](mailto:info.north@pre-construct.com)

---

## **PCA CENTRAL**

THE GRANARY, RECTORY FARM  
BREWERY ROAD, PAMPISFORD  
CAMBRIDGESHIRE CB22 3EN  
TEL: 01223 845 522  
FAX: 01223 845 522  
EMAIL: [info.central@pre-construct.com](mailto:info.central@pre-construct.com)

---

## **PCA WEST**

BLOCK 4  
CHILCOMB HOUSE  
CHILCOMB LANE  
WINCHESTER  
HAMPSHIRE SO23 8RB  
TEL: 01962 849 549  
EMAIL: [info.west@pre-construct.com](mailto:info.west@pre-construct.com)

---

## **PCA MIDLANDS**

17-19 KETTERING RD  
LITTLE BOWDEN  
MARKET HARBOROUGH  
LEICESTERSHIRE LE16 8AN  
TEL: 01858 468 333  
EMAIL: [info.midlands@pre-construct.com](mailto:info.midlands@pre-construct.com)

---

