

**Land Adjacent to 54
Trundleys Road,
Lewisham, London**

**Archaeological Desk
Based Assessment**

Client: PROUN ARCHITECTS

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Land Adjacent to 54 Trundleys Road, Lewisham, London Archaeological Desk Based Assessment

Client Proun Architects
Project Number 10362
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1. INTRODUCTION

1.1 Project Background

- 1.1.1 AB Heritage Limited (hereinafter AB Heritage) has been commissioned by Proun Architects to produce an Archaeological Desk-Based Assessment covering the proposed development adjacent to 54 Trundleys Road, Lewisham, see Figure 1.
- 1.1.2 This report includes a description of the baseline conditions; an examination of available documentary, cartographic and known archaeological evidence; and identifies any known and potential archaeological receptor(s) within the application site or its immediate vicinity.
- 1.1.3 For the purposes of this document 'archaeology' is taken to cover below-ground resources (including remains of archaeological, palaeo-environmental and quaternary geological importance) and above-ground heritage structures, whether statutorily or non-statutorily protected. Establishing the full extent of this resource provides for the most robust understanding of the historic development of the site and its wider area.

1.2 Site Location & Description

- 1.2.1 The proposed development site is located c. 1km north-west of Deptford, in the Borough of Lewisham. The proposed development is bounded by the East London Line to the west, a residential building (flats) to the north, Trundleys Road to the east, and a residential property (54 Trundleys Road) to the south.
- 1.2.2 The area surrounding the proposed development site is urban in nature but contains areas of parkland; including Deptford Park, c. 250m to the south east of the site. The area also has a large concentration of railway tracks, some of which are immediately adjacent to the west of the site.
- 1.2.3 The proposed development site is situated approximately at TQ 35922 78302.

1.3 Geology & Topography

- 1.3.1 The proposed development site has a bedrock geology of Lewes Nodular Chalk Formation, Seaford Chalk Formation and Newhaven Chalk Formation, with superficial deposits of Alluvium (Clay, Silty, Peaty, Sandy). These superficial deposits formed in a local environment previously dominated by rivers depositing mainly sand and gravel detrital material in channels to form river terrace deposits, with fine silt and clay from overbank floods forming floodplain alluvium, and some bogs depositing peat (BGS 2014).
- 1.3.2 The area is relatively flat, and shows some evidence of having being levelled before the placement of a concrete slab across the site (see section 4.7 and 5.2).

1.4 Proposed Development

- 1.4.1 The proposed development consists of plans for a redevelopment of the existing property adjacent to 54 Trundleys Road for 27 new build flats (Figure 1).

2. AIMS & METHODOLOGY

2.1 Aims of Works

- 2.1.1 Early consultation on the results of archaeological research and consideration of the implications of proposed development are the key to informing reasonable planning decisions.
- 2.1.2 The aim of this report is to facilitate such a process by understanding the historical development of the application site and the likely impact upon any surviving archaeological resource resulting from the proposed development, devising appropriate mitigation responses where necessary.

2.2 Methodology of Works

- 2.2.1 The assessment has been carried out, in regard to the collation of baseline information, in line with the Institute for Archaeologists' Standard and Guidance for Desk-Based Assessment (1994, latest revision November 2012).
- 2.2.2 This assessment includes relevant information contained in various statutory requirements, national, regional and local planning policies and professional good practice guidance, including:
- Ancient Monuments and Archaeological Areas Act, 1979
 - Planning (Listed Buildings and Conservation Areas) Act, 1990
 - The National Planning Policy Framework, 2012
- 2.2.3 The Greater London Archaeological Advisory Service (GLAAS) Historic Environment Record (HER) is the primary source of information concerning the current state of archaeological and architectural knowledge in this area. For reporting purposes the HER information has been re-numbered with AB numbers, which can be viewed in Appendix A. The information contained within this database was supported by examination of data from a wide range of other sources, principally:
- The Heritage Gateway (www.heritagegateway.org.uk) for information from English Heritage National Monuments Record, Pastscape and other research resources, including the Access to Archives (A2A)
 - The English Heritage website professional pages, particularly the National Heritage List For England
 - A site-walk over on the 3rd July 2014
 - Additional relevant documentary and online historic sources
 - Consultation with GLAAS Lewisham Archaeologist (Mark Stevenson) on the suitability of the strategy for archaeological assessment
- 2.2.4 Information from these sources was used to understand:

- Information on statutory and non-statutory designated sites
- Information on heritage assets recorded on the GLAAS HER
- Readily accessible information on the site's history from readily available historic maps and photographs
- Any information on the site contained in published and unpublished archaeological and historical sources, including any previous archaeological investigations undertaken within the study area
- A greater understanding of key cultural heritage issues of the site and surrounding area, developed through the onsite walkover, including information on areas of past truncation within the site boundary
- The impact of proposed development on the known and potential archaeological resource, resulting in the formulation of a mitigation strategy, where required, which appropriately targets any future works to those required to gain planning consent.

2.2.5 During consultation between Nina Hammond (AB Heritage) and Mark Stevenson (GLAAS Archaeological Advisor), on the 27th June 2014, it was agreed, given the location and form of development, that the Archaeological Desk-Based Assessment would examine heritage records within 500m of the proposed development site boundary.

2.3 Assessment of the Cultural Heritage Resource

2.3.1 This desk-based assessment contains a record of the known and potential cultural heritage resource of an area. In relation to buried archaeological remains, where there is a potential for encountering a particular resource within the application site this is assessed according to the following scale:

Low	-	Very unlikely to be encountered on site
Medium	-	Possibility that features may occur / be encountered on site
High	-	Remains almost certain to survive on site

2.3.2 There is currently no standard adopted statutory or government guidance for assessing the importance of an archaeological feature and this is instead judged upon factors such as statutory and non-statutory designations, architectural, archaeological or historical significance, and the contribution to local research agendas. Considering these criteria each identified feature can be assigned to a level of importance in accordance with a five point scale (Table 1, below).

Table 1: Assessing the Importance of a Cultural Heritage Site

SCALE OF SITE IMPORTANCE	
NATIONAL	The highest status of site, e.g. Scheduled Monuments (or undesignated assets of schedulable quality and importance). Grade I and Grade II* Listed Buildings. Other listed buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very important buildings. Undesignated structures of clear national importance. Extremely well preserved historic landscape, whether inscribed or not, with exceptional coherence, time depth, or other critical factor(s).
REGIONAL	Grade II Listed Buildings or other designated or undesignated archaeological sites (in addition to those listed above), or assets of a reasonably defined extent and significance, or reasonable evidence of occupation / settlement, ritual, industrial activity etc. Examples may include areas containing buildings that contribute significantly to its historic character, burial sites, deserted medieval villages, Roman roads and dense scatter of finds.
LOCAL	Evidence of human activity more limited in historic value than the examples above, or compromised by poor preservation and/or survival of context associations, though which still have the potential to contribute to local research objectives. Examples include sites such as 'locally designated' buildings or undesignated structures / buildings of limited historic merit, out-of-situ archaeological findspots / ephemeral archaeological evidence and historic field systems and boundaries etc.
NEGLIGIBLE	Assets with very little or no surviving archaeological interest. Examples include destroyed antiquities, structures of almost no architectural / historic merit, buildings of an intrusive character or relatively modern / common landscape features such as quarries, drains and ponds etc.
UNKNOWN	Insufficient information exists to assess the importance of a feature (e.g. unidentified features on aerial photographs).

2.3.3 The importance of already identified cultural heritage resources is determined by reference to existing designations. Where classification of a receptor's value covered a range of the above possibilities or for previously unidentified features where no designation has been assigned, the value of the receptor was based on professional knowledge and judgement.

2.3.4 For some types of finds or remains there is no consistent value and the importance may vary, for example Grade II Listed Buildings and Conservation Areas. For this reason, adjustments are occasionally made, where appropriate, based on professional judgement.

2.4 Impact Assessment Criteria

2.4.1 The magnitude of impact upon the archaeological and heritage resource, which can be considered in terms of direct and indirect impacts, is determined by identifying the level of effect from the proposed development upon the baseline conditions of the site and the cultural heritage resource identified. The criteria for assessing the magnitude of impact are set out in Table 2 (below).

2.4.2 In certain cases it is not possible to confirm the magnitude of impact upon a cultural heritage resource, especially where anticipated buried deposits exist. Where possible a professional judgement as to the scale of such impacts is applied to enable the likely 'Significance of Effects' to be established; however, a magnitude level of 'uncertain' is included for situations where it is simply not appropriate to make such a judgement at this stage of works.

Table 2: Criteria for Determining Magnitude of Impact

IMPACT LEVEL	DEFINITION
HIGH	Major impacts fundamentally changing the baseline condition of the receptor, leading to total or considerable alteration of character or setting – e.g. complete or almost complete destruction of the archaeological resource; dramatic visual intrusion into a historic landscape element; adverse change in the setting or visual amenity of the feature/site; significant increase in noise; extensive changes to use or access.
MEDIUM	Impacts changing the baseline condition of the receptor materially but not entirely, leading to partial alteration of character or setting – e.g. a large proportion of the archaeological resource damaged or destroyed; intrusive visual intrusion into key aspects of the historic landscape; or use of site that would result in detrimental changes to historic landscape character.
LOW	Detectable impacts which alter the baseline condition of the receptor to a small degree – e.g. a small proportion of the surviving archaeological resource is damaged or destroyed; minor severance, change to the setting or structure or increase in noise; and limited encroachment into character of a historic landscape.
NEGLIGIBLE	Barely distinguishable adverse change from baseline conditions, where there would be very little appreciable effect on a known site, possibly because of distance from the development, method of construction or landscape or ecological planting, that are thought to have no long term effect on the historic value of a resource.
UNCERTAIN	Extent / nature of the resource is unknown and the magnitude of change cannot be ascertained.

2.4.3 The overall Significance of Effects from the proposed development upon the Cultural Heritage Resource is determined by correlating the magnitude of Impact against value of the Cultural Heritage resource. Table 3 highlights the criteria for assessing the overall Significance of Effects. Where effects are moderate or above these are classified as significant.

Table 3: Significance of Effects

IMPORTANCE	MAGNITUDE			
	HIGH	MED	LOW	NEG
NATIONAL	Severe	Major	Mod	Minor
REGIONAL	Major	Mod	Minor	Not Sig.
LOCAL	Mod	Minor	Minor	Not Sig.
NEGLIGIBLE	Minor	Not Sig.	Not Sig.	Nt.

Not Sig. = Not Significant; Nt. = Neutral; Mod = Moderate; Ext. = Extensive

2.5 Limitations

- 2.5.1 It should be noted that the report has been prepared under the express instruction and solely for the use of Proun Architects and associated parties they elect to share this information with. Measurements and distances referred to in the report should be taken as approximations only and should not be used for detailed design purposes.
- 2.5.2 All the work carried out in this report is based upon the professional knowledge and understanding of AB Heritage on current (July 2014) and relevant United Kingdom standards and codes, technology and legislation. Changes in these areas may occur in the future and cause changes to the conclusions, advice, recommendations or design given. AB Heritage does not accept responsibility for advising Proun Architects or associated parties of the facts or implications of any such changes in the future.
- 2.5.3 This report has been prepared utilising factual information obtained from third party sources. AB Heritage takes no responsibility for the accuracy of such information. It should also be noted that this report represents an early stage of a phased approach to assessing the archaeological and cultural heritage resource of the application site to allow the development of an appropriate mitigation strategy, should this be required. It does not comprise mitigation of impacts in itself.

3. PLANNING & LEGISLATIVE FRAMEWORK

3.1 Introduction

3.1.1 The following section highlights the key planning and legislative framework relevant to this project. Legislative framework, national planning policy and relevant sector guidance

3.2 Statutory Protection for Heritage Assets

3.2.1 Current legislation, in the form of the Ancient Monuments and Archaeological Areas Act 1979, provides for the legal protection of important and well-preserved archaeological sites and monuments through their addition to a list, or 'schedule' of archaeological monuments by the Secretary of State for Culture, Media and Sport. This necessitates the granting of formal Scheduled Monument Consent for any work undertaken within the designated area of a Scheduled Ancient Monument.

3.2.2 Likewise, structures are afforded legal protection in the form of their addition to 'lists' of buildings of special architectural or historical interest. The listing of buildings is carried out by the Department of Culture, Media and Sport under the Planning (Listed Buildings and Conservation Areas) Act, 1990. The main purpose of the legislation is to protect buildings and their surroundings from changes that would materially alter the special historic or architectural value of the building or its setting. This necessitates the granting of formal Listed Building Consent for all works undertaken to or within the designated curtilage of a Listed Building. This legislation also allows for the creation and protection of Conservation Areas by local planning authorities to protect areas and groupings of historical significance.

3.2.3 The categories of assets with some form of legal protection have been extended in recent years, and now include Registered Parks and Gardens, and Historic Battlefields. While designation as a UNESCO World Heritage Site is not a statutory designation under English planning law, such a designation is regarded as a material consideration in planning decisions, and World Heritage Sites are in practice protected from development that could affect any aspect of their significance including settings within the Site and a buffer zone around it.

3.3 National Planning Policy

3.3.1 The NPPF sets out government policy on the historic environment, which covers all elements, whether designated or not, that are identified as 'having a degree of significance meriting consideration in planning decisions, because of its heritage interest'.

3.3.2 One of the over-arching aims is to 'Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations'. To achieve this local planning authorities can request that the applicant describe "the significance of any heritage assets affected, including any contribution made by their setting". The level of detail required in the assessment should be "proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance". It goes on to say that "where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest,

local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

- 3.3.3 A key policy within the NPPF is that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be.
- 3.3.4 With regard to non-designated heritage assets specific policy is provided in that a balanced judgement will be required having due regard to the scale of any harm or loss and the significance of the heritage asset affected.

3.4 Lewisham Local Core Strategy: Adopted 2011

54 Trundleys Road, London resides within: *Archaeological Priority Area, APA 1 - The Thames Alluvial Floodplain*

- 3.4.1 Extensive peat and clay deposits of up to 12m thick extend across North Lewisham and North Southwark. This *can* preserve archaeological and environmental remains from the past 12,000 years, which may include the loss of the European land-bridge around 7,000 BC and the clearance of the once extensive woodland, flint scatters, and organic remains.

Core Strategy Policy 16: Conservation Areas, heritage assets and the historic environment

- 3.4.2 New developments in Lewisham and Catford town centres should in order to be successful, add coherence to the skyline, and not cause harm to the surrounding environment, including the significance of heritage assets.
- 3.4.3 The Council will ensure that the value and significance of the borough’s heritage assets and their settings, which include the Maritime Greenwich World Heritage Site, conservation areas, listed buildings, archaeological remains, registered historic parks and gardens and other non-designated assets such as locally listed buildings, will continue to be monitored, reviewed, enhanced and conserved according to the requirements of government planning policy guidance, the London Plan policies, local policy and English Heritage best practice.
- 3.4.4 The Council will continue to review its conservation areas, designating new ones and preparing associated management plans and policies to conserve their character.

Core Strategy Objective 10: Protect and enhance Lewisham’s character

- 3.4.5 Lewisham’s distinctive local character will be protected through sensitive and appropriate design, in particular those areas requiring managed change and protection such as the borough’s heritage assets and their settings, local rivers and landscape, and yet at the same time creating and improving the environment within the key regeneration and growth areas of Lewisham, Catford, Deptford and New Cross. This will mean:

- Ensuring that new development achieves high standards of urban design and residential quality, and contributes to a sense of place and local distinctiveness informed by an understanding of the historic context;

- Ensuring that new development and alterations to existing buildings are sensitive, appropriate to their context, and make a positive contribution to the urban environment; and
- Preserving or enhancing the condition and historic significance of the borough's heritage assets and their settings and the other identified elements of the historic environment.

4. ARCHAEOLOGICAL RESOURCE BASELINE

4.1 Statutory / Non-Statutory Designated Features

4.1.1 The site and surrounding area falls within the Thames Alluvial Floodplain Archaeological Priority Area (APA1), as indicated by the Borough Unitary Development Plan, which specifies that this area sits upon extensive peat and clay deposits of up to 12m thick. This can preserve archaeological and environmental remains from the past 12,000 years, potentially including flint scatters, and organic remains.

4.2 Other Cultural Heritage Features

4.2.1 Within the site boundary there are no Historic Environment Records recorded by GLAAS. There are, however, 20 heritage features listed on the GLAAS HER in the surrounding study area [AB 1-17 and 19-21].

4.2.2 The Cultural Heritage Features Map (Figure 2) shows the distribution of archaeological monuments within the 500m study area.

4.3 Previous Archaeological Works in the Study Area

4.3.1 No previous archaeological works are known to have been undertaken within the proposed development site boundary.

4.3.2 Within the study area a number of previous non-intrusive and intrusive archaeological works have been undertaken. Informative to this assessment are the following schemes of work:

- In 2007, a Desk Based Assessment (GLASS event number ELO7950) was carried out covering land at Silwood Triangle, Grade Separated Junction, Oldfield Grove and Trundleys Road, London, SE8 & 16; immediately to the west of the proposed development site. This area was identified as having low potential for Roman and Medieval remains, but high potential for prehistoric and Palaeo-environmental remains. The site was described as having a moderate potential for post medieval remains, which may have related to the Earl's Sluice and buried 19th and 20th century railway features. Also, a 1905 railway footbridge may have been demolished in successive development. Some of these potential remains have been disturbed, removed or truncated by gravel pits and existing cuttings and ground reduction to the north.
- An Archaeological Watching Brief was undertaken in 2000, c. 320m south-south-east of the proposed development site, in Silwood Street (GLAAS event number ELO4485). Peat and waterlain deposits of probable prehistoric date were observed, as well as post-medieval deposits associated with the construction of the embankment and brick railway viaduct originally built in 1836-7.
- A total of eight trenches were machine excavated on the Silwood Estate in 2002-3, c. 330m to the north-west of the proposed development site (GLAAS event number ELO2319). A potential for remains dating from the Mesolithic to the Bronze Age was identified, due to the locally well preserved alluvium clays and peats.

4.4 Palaeoenvironmental Evidence

- 4.4.1 No known Palaeo-environmental evidence has been recorded within the proposed development site boundary.

4.5 Archaeology & History Background

The Prehistoric Period (c. 500,000 BC – AD 43)

- 4.5.1 There are no known remains dating to the Prehistoric periods within the proposed development site boundary. However, within the 500m study area surrounding the site there are three features dating to these periods [AB 1-2].
- 4.5.2 The evidence listed includes the site of a prehistoric occupation site in Lower Road, c. 280m to the north of the site [AB 1], along with evidence of prehistoric peat and waterlain deposits identified in Silwood Street (see 4.2.2), c. 400m to the west of the site [AB 2] (GLAAS event number ELO4485).
- 4.5.3 The proposed development site lies upon extensive peat and clay deposits across North Southwark and North Lewisham. These deposits have the potential to inform on the geological and environmental history of the area, and may contain a range of prehistoric evidence including flint scatter sites, remains of woodlands, remains of tracks, timber platforms, and camps, alongside evidence for vegetation clearance (Lewisham UDP 2004).

Roman (AD 43 – AD410)

- 4.5.4 There are no known remains dating to the Roman period within the proposed development site boundary. However, within the study area surrounding the site there is one feature dating to this period [AB 3]. This comprises a hoard of 269 Roman coins [AB 3], found c. 460m to the north of the site boundary in Chilton Grove.

The Medieval Period (AD 410 – AD 1536)

- 4.5.5 There are no known remains dating to the Medieval period within the proposed development site boundary. However, within the study area surrounding the site there are three features dating to these periods [AB 4-6].
- 4.5.6 Excavation at 85 Evelyn Street, [AB 4] c. 350m to the west-north-west of the site boundary, confirmed the presence of fluviially deposited clays and sands overlying the natural gravel, although this produced no finds. The deposits are thought to be early medieval, but it may have been deposited as late as the first millennium AD, and could represent a period of transgression by the Thames in the Saxon period.
- 4.5.7 A brass mortar bowl of high copper content [AB 5] was found c. 300m to the south of the site boundary.
- 4.5.8 A number of jugs, jars, and other vessels [AB 6] dating to the medieval and post medieval were found close to [AB 5]. The majority of these were fragmentary and of white and brown stoneware.

Post Medieval (AD 1537 – AD 1800) & Modern (AD 1800 – present)

- 4.5.9 There are no known Post Medieval features within the site boundary. However, the single (now demolished) feature associated with the Modern period is the route of the former Deptford Wharf Branch of the London Brighton South Coast Railway [**AB 18**].
- 4.5.10 The wider study area surrounding the site contains 14 features dating to these periods [**AB 7-20**].
- 4.5.11 Many of the known monuments in this area have been destroyed by later development, including the Grand Surrey Canal [**AB 10**] (Grove Street, c. 310m to the south) which was later infilled (see 4.5.15), and features relating the high concentration of railway lines in the area.
- 4.5.12 Records for other industrial features include a post medieval windmill [**AB 7**] on Blackhorse Road c. 420m to the east of the site boundary, which burnt down in 1854.
- 4.5.13 There are also many examples of features representing the various phases of development, occupation, and demolition, which may have destroyed any earlier archaeological features. These include building rubble [**AB 11**] c. 330m to the north-west of the site boundary, possible garden soil, and rubbish pits [**AB 9, 13**] c. 360m to the east.
- 4.5.14 The former 19th century market gardens of Deptford Park [**AB 16**], c. 120m from the site boundary, have since been developed upon and are now used as a park with all-weather sports pitches, playgrounds, and plant beds.
- 4.5.15 The Grand Surrey Canal (Est. 1801) [**AB 10**] ran roughly east-west at c. 310m from the site boundary at its closest point, from Surrey Commercial Docks to Camberwell. It became a line of wharves after its use for transport ended in 1836, and was infilled following its closure in 1971. The route of the former canal is now occupied by the Surrey Canal Road, and the Surrey Canal Road Landfill Site [**AB 19**].
- 4.5.16 The Surrey Canal Bridge [**AB 15**] (which was built in 1868 and reconstructed after the Second World War) carried the East London Railway line over the Grand Surrey Canal c. 500m to the south-west of the proposed development site.
- 4.5.17 The Deptford Wharf Branch of the London Brighton South Coast Railway [**AB 18**] (also known as the Thames Junction Railway) passed through the proposed development site on a roughly north-east to south-west orientation until the mid 20th century. A steep embankment supported a railway bridges to the north-east of the proposed development site, across Trundleys Road, and to the south-west, where the branch would have continued over the existing East London Railway line. All that remains of this railway now is part of the embankment that runs alongside Rainsborough Avenue, c. 280m to the north-east of the site boundary.
- 4.5.18 Trundley's Terrace foot bridge [**AB 17**] (constructed 1933) crosses the East London Railway line between Oldfield Grove and Trundley's Terrace, c. 250m to the north-west of the site boundary.
- 4.5.19 The New Den football stadium [**AB 20**] c. 430m to the south-west of the proposed development site was constructed 1992-3 for Millwall football club.

- 4.5.20 The majority of the records for this period relate to post medieval and 19th century industry, which, in the most part, has now been lost to later development or modified.

Undated

- 4.5.21 There are no known remains of unknown date within the proposed development site boundary. However, there is a record on the Cultural Heritage Gazetteer for a ragstone wall c. 300m to the south of the site boundary, of unknown date [AB 21].

4.6 Historic Map Sources

- 4.6.1 The earliest maps available of the area date to the 17th century, but there is no significant building or evidence of activity visible on these maps for the area of study.
- 4.6.2 An 1822 'New Map of London and its Environs' by Thompson (Plate 1) shows that Trundleys Road existed at this time as Trundleys Lane. The land to the west of Trundleys Road was occupied by dispersed farmhouses, indicating that the land was still farmland to the north and south of the Grand Surrey Canal, including the location of the proposed development site. Immediately across Trundleys Road, to the east of the proposed development site, there are two large ponds, which may have had a function relating to the canal. Further to the east the area is more developed, with an industrial character relating to the Kings Dock Yard (later named the Royal Victoria Dockyard [AB 8], c. 800m east of the proposed development site).

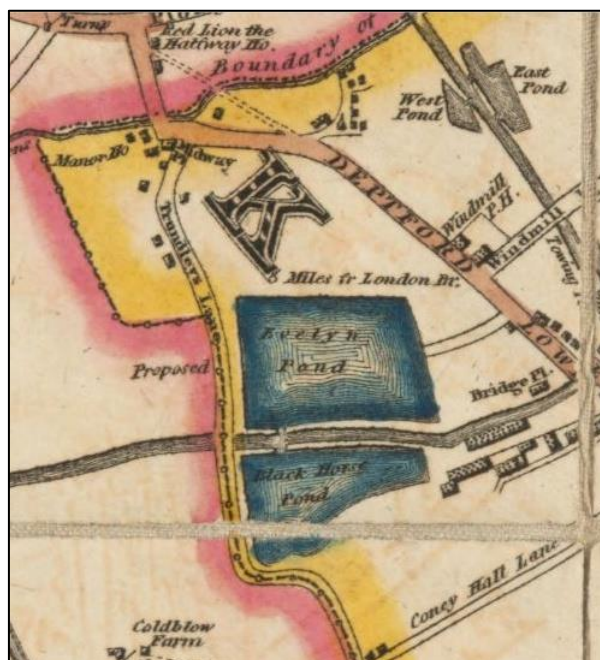


Plate 1: A New Map of London and its Environs, by Thompson, 1822

- 4.6.3 Historic maps from the 19th and 20th century including the London 1874 OS Map, and the 1897 London South East Vol. J: Key Plan, show that the Deptford Wharf Branch of the London Brighton South Coast Railway [AB 18] (also known as the Thames Junction Railway) passed over the proposed development site.

- 4.6.4 This is replicated on later mapping, where the proposed development site is shown to contain, what would have been, a steep embankment (resembling what remains alongside Rainsborough Avenue, c. 280m to the north-east of the proposed development site). Plate 2 (the 1893 OS Map) is a good example of this, recording the line of the railway as it crossed the site, running in a south-west direction before being crossed by the existing East London Railway line.



Plate 2: OS London XI.NE Six Inch Map Published 1893

- 4.6.5 The revised 1913-14 (published 1920) London Sheet O OS Sixth Inch Map (plate 3) shows that substantial development has taken place to the east of the proposed development site within a just a few decades. However, little change has been made to the areas to the north, west, and south.



Plate 3: OS London Sheet O Six Inch Map Published 1920

- 4.6.6 OS mapping between 1951 and 1995 shows that the railway has gone out of use by the mid 20th century, and was later demolished sometime between the mid 20th century and 1995.
- 4.6.7 The route once taken by the railway (shown in Plates 2 and 3) has now, in the most part, been destroyed to make way for later building developments. All that remains of this railway is the extant embankment alongside Rainsborough Avenue, which appears on the 2012 OS map, c. 280m to the north-east.
- 4.6.8 The 2012 OS map shows that there are two rectangular structures occupying the site, which appears to be a bus garage, shown on the 2012 Google Streetview images. This is no longer present, although the remnants of these structure can be seen in Photos 1 and 7 (see site visit, section 4.5).

4.7 Site Visit

- 4.7.1 A site visit was undertaken by Andy Buckley (AB Heritage) on Thursday the 3rd July 2014. The purpose of this visit was to gain a greater understanding of the existing land use and past impacts within the current site limits, along with the appreciation for the potential survival of below ground archaeological deposits.
- 4.7.2 The site visit confirmed that the site is situated within an urban developed area. The site is currently used for the storage of concrete blocks, and is currently under concrete, with building debris scattered across the site. It is overlooked by residential dwellings to the north, east, and south. A high fence blocks any view of the extensive network of railways to the west.

4.7.3 See Figure 3 for a more details of the locations of photos taken.



Photo 1: View to the north-east from the proposed development site

4.7.4 Immediately north of the site are is a block of flats, while to the east and south are 19th and 20th century terraced houses. The northern boundary is marked by a fence, and there is building rubble littered across the area. Photo 1 shows the former location of the bus garage, the remnants of the walls of which can be seen in the foreground. These exist to one course only and have been recently removed, as the site is recorded on the 2012 OS map.



Photo 2: View to the east from the proposed development site

4.7.5 Photo 2 shows more scrap and building debris. There is also a caravan and digger at the site. Across Trundleys Road, 19th and 20th century terraced houses are visible. This photo faces east along the direction of the former railway line [AB 18]. It is clear from this photo that there

are no remnants of the former railway line or embankment, both of which were demolished in the mid 20th century (see historic map section 4.5).



Photo 3: View to the north-east from the proposed development site

- 4.7.6 Photo 3 shows more of the building debris, and some of the concrete blocks being stored at the site. A number of small scale trenches have been excavated at the site, and these are assumed to be the location of bus inspection pits, relating to the site use as a bus garage until recently (c. 2012). These pits, though now in filled with modern refuse, are likely to have been c. 4 - 5 feet in depth. Three such pits were noted on site and are shown in photos 3 and 4. No archaeology was noted.



Photo 4: View to the south-west from the proposed development site

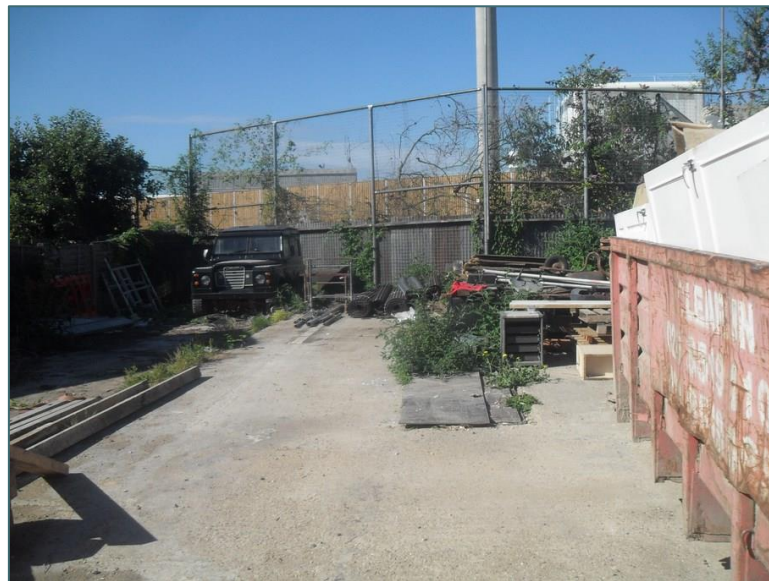


Photo 5: View to the south-west from the proposed development site

- 4.7.7 The south-west of the proposed development site is occupied by more building debris/materials, a skip, and high metal fencing which obstruct the view of the railway lines on this side of the site. This photo shows that the concrete slab extends to the very edge of the adjacent railway, and covered the entire site footprint.



Photo 6: View to the south-south-east of the proposed development site

- 4.7.8 The southern edge of the proposed development site is bounded by the residential dwellings at 54, 54A, and 54B Trundleys Road. This area is heavily littered with building debris, and the skip can be seen to the right of the photo.

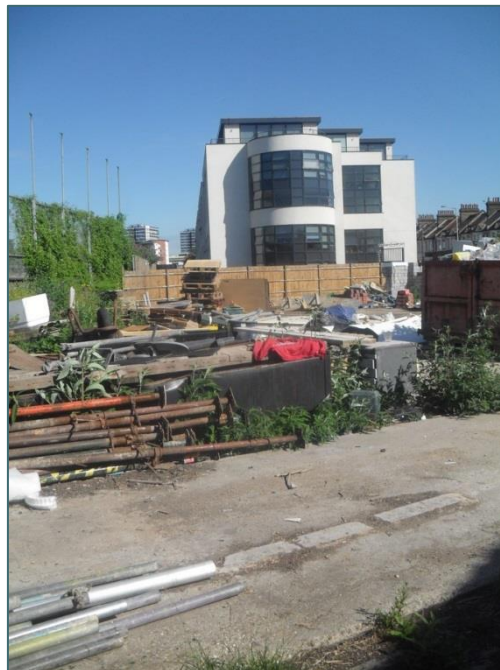


Photo 7: View to the north-west from the proposed development site

- 4.7.9 The residential flats and northern fence boundary are visible in photo 7. The high metal fencing between the proposed development site and the railways to the west can be seen on the left, and are significantly overgrown. The area is heavily covered with building debris, and another skip. In the foreground, there is evidence of another building which occupied this site until recently, which may have related to the bus garage.



Photo 8: View to the north from the proposed development site

- 4.7.10 Immediately across Trundleys Road from the residential flats to the north of the proposed development site are more 19th century terraced houses. More of the building debris and concrete blocks being stored at the site can be seen in photo 8.
- 4.7.11 The current use of the proposed development site is for storage of building materials and waste. No traces of the embankment previously crossing the site at this location, or any other archaeological features, were noted during the site visit.

5. ARCHAEOLOGICAL POTENTIAL & MITIGATION

5.1 Known Heritage Resource

- 5.1.1 There is a single known archaeological feature recorded on the Gazetteer of Cultural Heritage Features within the bounds of the proposed development site. This is the (now destroyed) 19th – 20th century Deptford Wharf Branch of the London Brighton South Coast Railway [**AB 18**], which passed through the proposed development site on a roughly north-east to south-west orientation, until the mid 20th century (see Plate 2 and 3).
- 5.1.2 The railway was located on a steep embankment, which has since been destroyed in the location of the site, and there are believed to be no remains associated with this feature surviving.

5.2 Past Impacts within the Site Boundary

- 5.2.1 As mentioned above, the proposed development site sits upon a former railway branch [**AB 18**]. While the construction methods remain unknown, it appears from examination of surviving sections of the feature (around Rainsborough Avenues) that the embankment was an infill of material, mounded up between two supporting walls. The level of impact into the original ground surface is unclear, but there is assumed to have been some levelling and cutting in places.
- 5.2.2 Other past impacts identified include the levelling of the site (i.e. associated with the removal of the railway embankment in the mid 20th century), and the construction and subsequent demolition of the bus garage. While these works may have had some impact on any below-surface archaeology present, the precise levels of such impact are unknown (bar the three potential bus inspection pits identified), though are concluded to have most likely removed any near surface remains surviving.

5.3 Potential Archaeological Resource

- 5.3.1 Based on the evidence contained within this report for the historic development of the area, including the known sites recorded within the site boundary, there is concluded to be a low potential for the survival of previously unrecorded below ground archaeological remains dating to all periods from the Roman onwards.
- 5.3.2 In relation to the prehistoric the site does lie within the limits of the Thames Alluvial Floodplain Archaeological Priority Area, which implies that there may be potential for data from the later prehistoric to survive. There is no confirmed remains dating to this period within the site and the designation as a whole refers to an extensive area where such potential may survive; not the fact that it will survive.

5.4 Predicted Impact of Proposed Development

- 5.4.1 The proposed development consists of plans for a redevelopment of the existing property adjacent to 54 Trundleys Road for 27 new build flats. This will include:

- Groundworks associated with any ground levelling (build up and reduction; removal/excavation of existing surfaces and foundations; piled foundations for new structures up to 20m deep based on consultation with architects (exact depth to be confirmed));
- Groundworks associated with services (drainage, electric supply etc.);
- Groundworks associated with infrastructure, such as roads, access points, and pathways

5.4.2 The primary impact into the ground surface will be associated with the proposed piling works, which extend to a depth of 20m. However, these will not impact on known archaeology, while the potential for complex and significant archaeology dating to the Roman to modern periods to survive (and therefore be impacted) is concluded to be low. In relation to the Thames Alluvial Floodplain the impacts would represent a relatively small intervention into an essentially much larger designation area, and are concluded to have negligible to , at most, low impacts overall (in-line with Table 2).

5.4.3 Overall, based on the known and no to low potential for below ground archaeology to survive (due to the concluded resource and past impacts on the site), and factoring in the potentially low levels of impact on any potential prehistoric evidence that may survive, due to the form of works (in-line with Table 2), this would result in a not significant significance of effect (in-line with Table 3).

5.5 Outline Recommendations

5.5.1 This assessment has concluded that there was one known historic feature within the limits of proposed development [**AB 18**], which is shown to no longer survive.

5.5.2 There is not predicted to be an impact on near surface below ground archaeology dating from between the Roman and modern periods, and a not significant significance of effects on any deposits that may survive within the Thames Alluvial Floodplain Archaeological Priority Area.

5.5.3 Overall it is concluded that no further archaeological works be undertaken as part of this proposed development. This conclusion, however, would need to be agreed in advance of works with the Local Planning Authority Planning Archaeologist.

6. CONCLUSION

- 6.1.1 AB Heritage Limited (hereinafter AB Heritage) were commissioned by Proun Architects to produce an Archaeological Desk-Based Assessment covering the proposed development adjacent to 54 Trundleys Road, Lewisham.
- 6.1.2 The proposed development consists of 27 new build flats in an area that is surrounded by buildings which have resulted from substantial industrial and residential development in the area since the 19th century.
- 6.1.3 This assessment has concluded that there was one known historic feature within the limits of proposed development, comprising the site of a modern railway embankment [**AB 18**], which is shown to no longer survive.
- 6.1.4 There is not predicted to be an impact on near surface below ground archaeology, dating from between the Roman and modern periods, and a not significant significance of effects on any deposits that may survive within the Thames Alluvial Floodplain Archaeological Priority Area.
- 6.1.5 Overall it is concluded that no further archaeological works be undertaken as part of this proposed development. This conclusion, however, would need to be agreed in advance of works with the Local Planning Authority Planning Archaeologist.

6. REFERENCES

6.1 Documentary Sources & Cartographic Sources

Department of Communities and Local Government (DCLG). 2012. National Planning Policy Framework (NPPF)

Institute for Archaeologists 1994; rev.2001 & 2008 Standard and Guidance for Desk-Based Assessment

Greater London Historic Environment Record

Ordnance Survey 1st edition map (1874)

Ordnance Survey London XI.NE 6 inch map (1893)

Ordnance Survey London Sheet O 6 inch map (1920)

Ordnance Survey map (1995)

Ordnance Survey map (2012)

6.2 Electronic References

BGS (British Geological Society) 2014. Geology of Britain viewer
<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

Heritage Gateway 2014. Lewisham [online] Available from:
<http://www.heritagegateway.org.uk/gateway/> [Accessed 09/07/2014]

Office of Public Sector Information (1979) The Ancient Monuments and Archaeological Areas Act 1979 [online] Available from:
<http://www.statutelaw.gov.uk/content.aspx?activeTextDocId=444101> [Accessed March 4 2013]

EH (English Heritage) 2013. The National Heritage List for England <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

Lewisham Council Unitary Development Plan (2004) Schedule 3 – Areas of Archaeological Priority protected by Policy URB 21 Archaeology and shown on the Proposals Map [online] Available from: <http://www2.lewisham.gov.uk/lbl/planning/udp/schedule3.html> [Accessed July 1 2014]

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<http://www.oldmapsonline.org/map/britishlibrary/mapsu145ubu24ujuf003r> [Accessed July 8 2014]

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[Accessed 15 July 2014]

6.3 Other Sources

Personal communication between Nina Hammond (AB Heritage), and Mark Stevenson and Melanie Milward (GLAAS) on in June and July 2014.

Personal communication between Zoe Edwards (AB Heritage), and Mark Stevenson and Melanie Millward (GLASS) on the 8th July 2014.

Appendices

Appendix 1 Gazetteer of Cultural Heritage Features

This gazetteer incorporates all archaeological and historical sites identified on the Greater London Historic Environment Record and other sources within a radius of 500m from the application site boundary.

Abbreviations

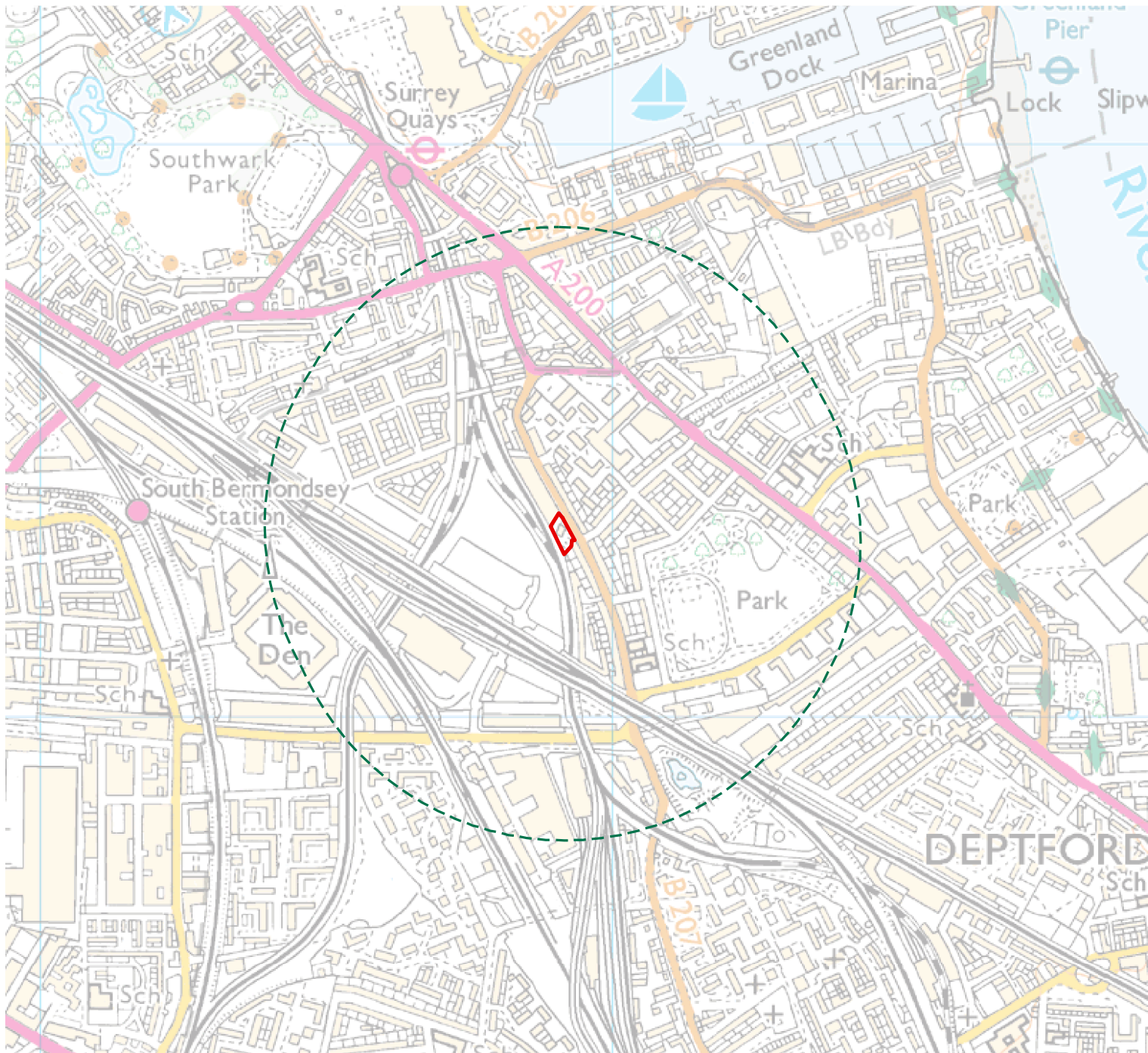
NGR National Grid Reference

AB NO.	PERIOD	TYPE	NAME & DESCRIPTION	STATUS	NGR	REF
1	Prehistoric	Monument	A lithic implement and pit between 305 and 309 Lower Road indicate the location of a prehistoric occupation site.	N/A	TQ 3599 7865	MLO17293
2	Prehistoric	Monument	Peat and waterlain deposits were observed during a watching brief undertaken by the Museum of London Archaeology Service, in 2000, at Silwood Street (SE16). The deposits were overlain with post-medieval deposits associated with the construction of the embankment and brick railway viaduct (originally built in 1836-7).	N/A	TQ 3550 7833	MLO74893 & MLO104805
3	Roman	Findspot	A Roman coin hoard at Chilton Grove containing 269 coins of Honorius, Arcadius in a pot.	N/A	TQ 3600 7880	MLO4257
4	Early Medieval	Alluvium	Excavation at 85 Evelyn Street (SE8) confirmed the presence of fluvially deposited clays and sands overlying the natural gravel, although this produced no finds. The deposits are thought to be early medieval – dark age, but it may have been deposited as late as the first millennium AD, and could represent a period of transgression by the Thames in the Saxon period.	N/A	TQ 3626 7846	MLO76022
5	Medieval	Findspot	A Medieval brass mortar bowl found at Deptford	N/A	TQ 3600 7800	MLO8453
6	Medieval - Modern	Findspot	Medieval and 19 th century finds primarily of fragmentary jugs, jars, and vessels of white and brown stoneware.	N/A	TQ 3600 7800	MLO1899



AB NO.	PERIOD	TYPE	NAME & DESCRIPTION	STATUS	NGR	REF
7	Post Medieval	Monument	Windmill at Blackhorse Road, burnt down in 1854.	N/A	TQ 3634 7840	MLO1912
8*	Post Medieval	Monument	Royal Victoria Dockyard at Grove Street	N/A	TQ 3600 7800	MLO7359
9	Post Medieval	Monument	A ploughsoil or garden soil dating to the 19th century was recorded at 85 Evelyn Street (SE8) to the east of the site excavated by MoLAS in 2001. This had been truncated by a yellow stock brick wall that probably formed part of the modern field boundary.	N/A	TQ 3626 7846	MLO77158
10	Post Medieval - Modern	Monument	The Grand Surrey Canal (Surrey Commercial Docks to Camberwell) was authorised in 1801. The use of the canal for transport ended in 1836 and it became a line of wharves. The canal was closed in 1971 and subsequently drained, and partially used for landfill. Much of the contemporary archaeology was destroyed in 19th century industrial developments.	N/A	TQ 34769 77878	MLO98360
11	Modern	Monument	19 th century building rubble at Silwood Estate (Phase 2), SE1. Later deposits have been heavily truncated by the development of the site in the 19th century for residential buildings, which were later redeveloped.	N/A	TQ 35672 78554	MLO77539
12	Modern	Monument	A 19 th century quarry pit at 1 Kezia Street, Lewisham, SE8, identified during an evaluation by the Museum of London Archaeology Service in March 2004. Within the quarry pit were post medieval pottery sherds and a single piece of residual Roman pottery.	N/A	TQ 3601 7826	MLO78036
13	Modern	Monument	A number of Victorian rubbish pits at at Deepway, 85 Evelyn Street, SE8. Some of of the small pits truncated the Victorian dump layer beneath.	N/A	TQ 3626 7846	MLO77159
14	Modern	Building	Rotherhithe New Road Bridge, which carries the road over the East London Railway line, was constructed by 1868.	N/A	TQ 3571 7877	MLO101129

AB NO.	PERIOD	TYPE	NAME & DESCRIPTION	STATUS	NGR	REF
15	Modern	Building	The Surrey Canal Bridge was constructed to carry the East London Railway line over the Surrey Canal. It was constructed by 1868.	N/A	TQ 3554 7796	MLO101131
16	Modern	Park	Deptford Park, Lewisham (SE8) are gardens which were once market gardens of the 19 th century, famous for its onions, celery and asparagus. The entrance on Evelyn Street has iron gates and railings and a short avenue of London plane trees.	N/A	TQ 36213 78218	MLO104302
17	Modern	Building	Trundley's Terrace foot bridge crosses the East London Railway line between Oldfield Grove and Trundley's Terrace. It was constructed by 1914 to connect what was then known as Oldfield Road with Lee Terrace, renamed Trundley's Terrace in 1933.	N/A	TQ 3575 7856	MLO101130
18	Modern	Transport route	The the Deptford Wharf Branch (also known as the Thames Junction Railway) passed through the proposed development site before it appears to have gone out of use in the mid 20th century, with a bridge crossing the main railway line to the south-west, and across Trundleys Road. All that remains is part of the embankment which runs alongside of Rainsborough Avenue.	N/A		Historic mapping
19	Modern	Monument	Surrey Canal Road Landfill Site. The site of the Surrey Canal in this area was infilled by 1975.	N/A	TQ 3576 7798	MLO72777
20	Modern	Monument	The New Den football stadium, built between the summer of 1992 and 1993 for Millwall FC.	N/A	TQ 3542 7813	1300750
21	Unknown	Monument	Watching brief by B. Yule for Southwark and Lambeth Archaeological Excavation Committee in 1981, examined remains of a ragstone wall within an electricity cable trench.	N/A	TQ 3602 7800	MLO63324

*The location data provided by the HER may be incorrect, and therefore details of the record have not been presented in the main text, but are included here for additional information.



Legend

-  Study Area
-  Site Boundary



UK

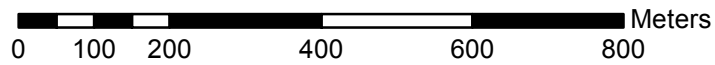


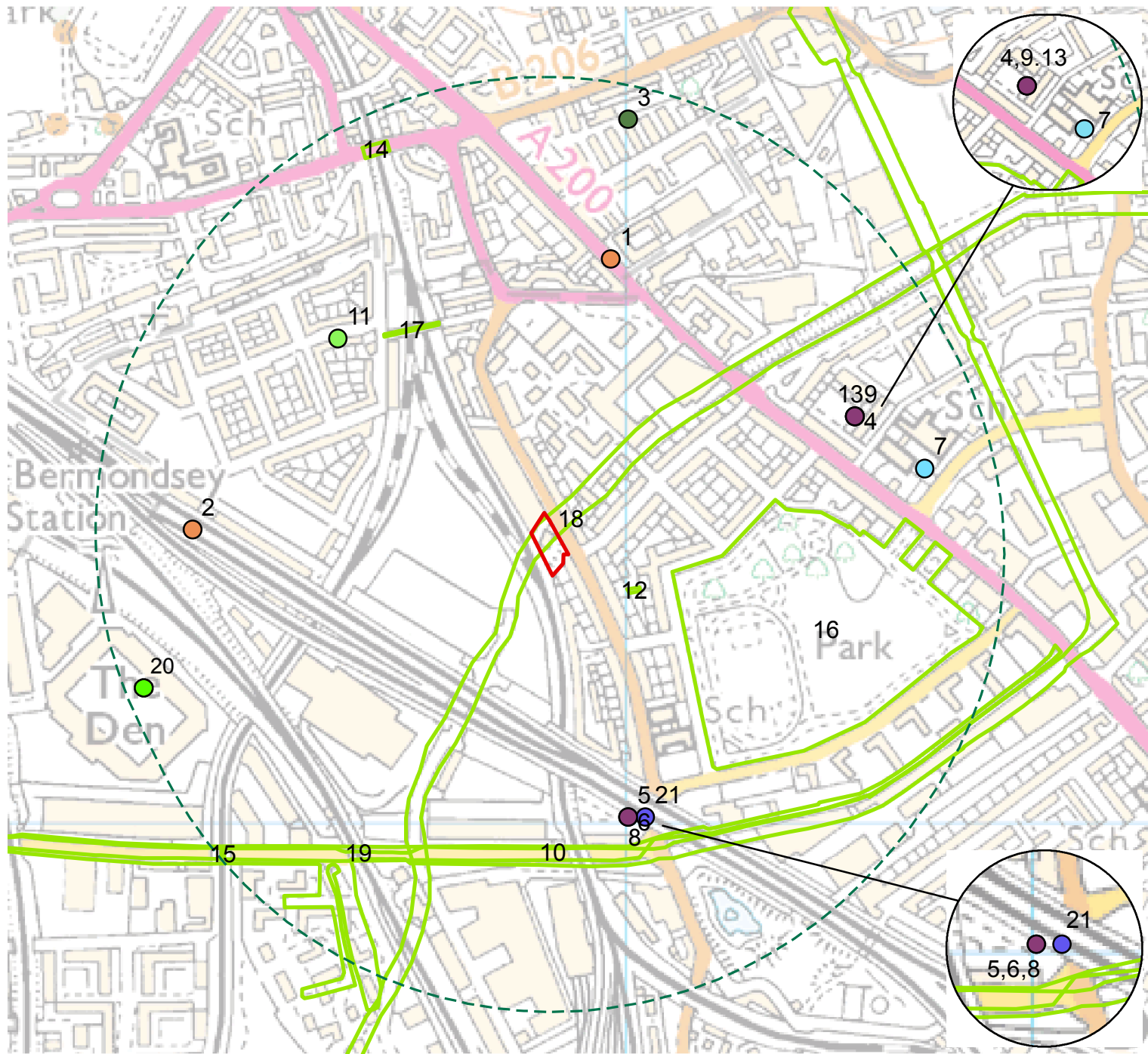
Figure 1: Site Location

Project: Land Adjacent to 54 Trundleys Road

Date: 08/07/14 Job Number: 10362

Drawn by: ZE Approved by: HS





Legend

Monuments

Period

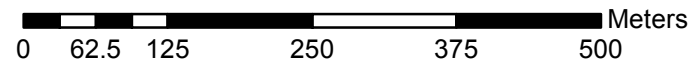
- Prehistoric
- Roman
- Medieval
- Post Medieval
- Modern
- Unknown
- Study Area
- Site Boundary
- Modern

Figure 2: Cultural Heritage Features Map

Project: Land Adjacent to 54 Trundleys Road

Date: 08/07/14 | Job Number: 10362

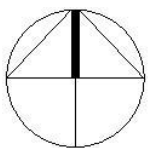
Drawn by: ZE | Approved by: HS



Site Visit:

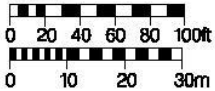
54 Trundleys Road

Date: 3rd July 2014



NORTH

SCALE





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