

**HISTORIC BUILDING RECORD  
AT  
178 & 182 NEW CROSS ROAD  
LEWISHAM**

*National grid Reference (NGR): TQ 3573 7690*

*Planning applications: 06/61637 & 06/61638/CAC*

SEPTEMBER 2006

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**SUMMARY**

*A programme of Historic Building Recording was undertaken at 178 and 182 New Cross Road in advance of development. The earliest buildings date to the early 19<sup>th</sup> century, and were owned by a horse dealer. The business expanded to include all the properties by the end of the 19<sup>th</sup> century, and appears to have stored carriages as well as stalling horses. In 1908, 182, New Cross Road was sold and housed a cinema, the Electric Empire, which lasted until 1917. Since then the whole area was given over to vehicle repair. In most recent times, the front building at 178 New Cross Road became a nightclub.*

**1 INTRODUCTION**

**Site Location** (Figures 1 and 2)

- 1.2 The site is located in the London Borough of Lewisham. The National Grid Reference for the centre of the site is TQ 3573 7690. The site is currently occupied by 182 New Cross Road along the southern boundary, together with a range of buildings to the west and north. 178 New Cross Road bounds the site to the northeast.

**Development Proposals**

- 1.3 The proposed development of the site includes the refurbishment of the former cinema and the demolition of the other buildings currently occupying the site, to be replaced with the construction of a residential development to the west, office space within the former cinema (182 New Cross Road), a central open area and restaurant space at 178 New Cross Road.

**Planning Background**

- 1.4 Planning consent for the redevelopment of 178 & 182 New Cross Road has been granted by Lewisham Borough Council (Planning Application Nos. 06/61637 & 06/61638/CAC). Due to the location of this site within an Archaeological Priority Zone, designated by the London Borough of Lewisham in its Unitary Development Plan, a condition was attached to the planning consent, requiring the applicant to implement a programme of archaeological work in advance of any development.
- 1.5 The first stage of this programme of archaeological work was the production of an Archaeological Desk-Based Assessment (CgMs 2006). On the basis of this document the archaeology advisor to the London Borough of Lewisham, Mark Stevenson, required further archaeological mitigation works be undertaken in the

form of a Level 2 Historic Building Record. A Watching Brief on the ground disturbance works is anticipated during the development.

## **2 METHODOLOGY**

- 2.1 Each building is identified by a number and presented with a letter and numeral identifier for each room: G for ground floor and F for first floor
- 2.2 A site code was obtained from the Museum of London. All site records are to be stored at the London Archaeological Archive Research Centre under the code NXR 06.
- 2.3 The recording was carried out on 4<sup>th</sup> and 5<sup>th</sup> September, 2006.
- 2.4 The buildings were recorded to Level 2 standard as defined by the English Heritage Guidelines (*EH 2006*) Guidelines.
- 2.5 The results are presented building by building, but with a bias towards chronology the development of buildings presented in historical sequence to present a continuous narrative

## **3 HISTORICAL BACKGROUND, POST-MEDIEVAL DEVELOPMENT**

- 3.1 The Roman Watling Street between Dover and London had been maintained into the post-medieval period and travellers using it had to pay tolls at the turnpike gates. The improved roads allowed a significant increase of haulage traffic and passenger coaches.
- 3.2 The original name for the area, Hatcham, is of Saxon origin; and the toll gate at Hatcham was called New Cross Gate, after the New Cross Inn: the new name gradually replaced the old. A map from 1619 shows New Cross to have still been heavily wooded then. Much of the land became market gardens in the early 19<sup>th</sup> century, and only began to be heavily built up from the 1870s, when the Haberdashers' Company laid out their estate to the south of the site. 182 New Cross Road seems to be an exception to this, the cartographic evidence indicating property boundaries by 1800 (Thomas Milne land-use map). It is possible that elements of the buildings recorded in this project relate to this first phase of development, and that the buildings around the perimeter of the site with its open central courtyard reflect the 19<sup>th</sup> century layout of the site, being one property rather than Nos 178 to 182 New Cross Road.
- 3.3 A building in the location of 182 New Cross Road is shown on the 1844 Tithe Map (Figure 4), and two other buildings are present: one at the rear, identified in this report as the Coach-house; and one at the end of a terrace, which became No. 178. The terrace is dated by a plaque to 1836 (Plate 11).

- 3.4 A directory of London businesses, published 1892-1893, mentions the ‘dealer in horses and job master’, Mr Charles Ranford at 182 New Cross Road was established there ‘over sixty years ago’. It is this stable precinct that is assumed to be shown on the map.
- 3.5 The 1868 Ordnance Survey Map (Figure 5) shows more of the site developed save for an open area in the middle, and these buildings had been altered by the time of the publication of the 1894 OS Map. Three images of the site predating the establishment of the Electric Empire Cinema give images of the site as it appeared during the 19<sup>th</sup> and early 20<sup>th</sup> centuries (Plates 1-3).
- 3.6 Mr Ranford vacated the site, and the Electric Cinema, 182 New Cross Road opened on September 23<sup>rd</sup>, 1909. The advertisements described the cinema as the ‘most up to date in south London’, with admission prices being 3d and 6d for a reserved seat. Apparently, 2,000 people turned up for the opening show, but the capacity was little more than 300. The owners of the cinema frequently ran foul of the London County Council, particularly due to the absence of public conveniences. Licensing and regranting of the license to operate was allowed on the guarantee that such facilities would be constructed. This finally seems to have occurred in January 1915 (*George, 1987*). The Electric Empire closed in 1917 and was used thereafter as a car workshop. Minor alterations to the layout of the site continued throughout the 20th century, including the conversion of 178, New Cross Road to a nightclub.

## 4 RESULTS

### **BUILDING A: 182 New Cross Road, Main Building** (Figures 6-8)

#### *General*

- 4.1 The property at 182, New Cross Road was known to have had three uses: part of a horse-dealer's, a cinema, and a vehicle repair workshop. Elements of each of these three uses survived within the fabric of the building, but the most recent use dominated the structure. It was oriented east west, the front of the property facing east onto New Cross Road.

#### *Street Front* (Plate 4)

- 4.2 The front of the building faced onto New Cross Road, and was two storeys with two bays. The ground floor had a recent frontage of a plate glass window and a glazed door providing a shop front for the vehicle repair-yard displaying goods and services. This shop-window had an iron I-beam above, poorly inserted, that was considered evidence of marked remodelling of the entrance in the 20<sup>th</sup> century.
- 4.3 The first floor was built of brick and had a pair of sash windows with slightly curved tops, sat within arched recessed openings. It was strongly suspected that these were original to the building and had not been modified. They were largely plain, barring internal bead moulding round the edges of the case. There were no internal fittings such as handles which may have indicated a late 19<sup>th</sup> century date, so were thought to date to the early 19<sup>th</sup> century. The sills were stone. The entire frontage had been rendered and painted pale blue
- 4.4 The top of the street frontage was surmounted by a low parapet wall with a concave flat-topped pediment and square cut cornice. In the centre of the pediment was a square block with a sphere mounted on top. The sphere was encircled by a horizontal fret ornament. A photograph from the early 20<sup>th</sup> century shows this parapet wall bearing the phrase 'Dealer in Horses'.

#### *Entrance*

- 4.5 The entrance to the property from the street opened into a small room used most recently as the customer reception for the garage (GF2). It was entirely covered in modern wall finishes, and if there had been historic fabric behind, it was concealed. It is likely that this had also been the customer entrance for the Electric Empire cinema and the previous horse-dealers, since it fronts the road. The rear wall of this area was a hardboard and studwork partition with another hardboard partition behind, forming a store. This showed that if there had been a rear wall to the front space when this was a cinema or horse-dealers, it no longer survived.

#### *North wall* (Plate 5)

- 4.6 The north wall of the building over looked the courtyard formed by the buildings, and revealed much of the development of the building that was obscured by

modern internal finishes. It measured 33.27m from east to west. The wall was built of yellow stock bricks, although some at ground floor level appeared to be of a reddish yellow fabric. There were windows and doorways on the ground floor with arched brick lintels, whereas windows at first floor level had flat-arched brick lintels. Each window frame was plain on the outside and had a small bead mould on the interior. Two of the four ground floor windows were blocked, and there may have been others, but at two locations wide modern doors to enable vehicular access had been inserted, so evidence for previous fenestration was missing. The ground floor windows were fixed, with security glass that was of post-1920s origin, and the first floor windows were sideways set sashes.

- 4.7 Two of the three doors accessing the main space were modern tripartite doors, one set measuring 5.63m across, the other 3.34m, showing that 27% of the north side on the ground floor had been lost. The other door, towards the centre of the property, was considered original, and had an arch above with a horizontal wooden lintel. The doorway had two doors, both timber-panelled, with 12" T-hinges.
- 4.8 At first floor level, the north wall contained a series of stone brackets moulded on the underside with an ogee curve. These clearly held the roof of a building formerly standing parallel and adjacent to 182, New Cross Road, possibly a lean-to shed or single storey addition. A building in such a location is shown on the 1868 Ordnance Survey Map but not on the 1898 Map, and also not on the earlier Tithe Map of 1844.

*Main Space (GF1) (Figure 6)*

- 4.9 The majority of the interior was taken up by a single space occupying both floors, semi-split by a modern clinker block partition. This space owed its existence to its use as a cinema, and was the auditorium. Very few features relating to the buildings use as a cinema were extant. The walls were painted white at ground floor level and mid grey at first floor level. There was no evidence for joists supporting a first floor, but if it is assumed that there had once been a first floor, this would have been removed upon conversion to a cinema and the joist sockets filled. The most notable structural details were large piers at regular intervals that supported the walls. These gave an image of heavy construction, but were only 0.45m thick, supporting the exterior walls which were 0.33m thick.
- 4.10 The ceiling was the only internal finish that was thought to date from the building's use as a cinema. It was close-boarded in sections spanning principal tie-beams, and still maintained a high level of polish (Plate 6). It was of good quality, and helped add to the acoustics of the space. Although the films shown here were silent, there would have been musical accompaniment.
- 4.11 The large window in the west end spanned much of the height of the west wall, and therefore most likely an alteration made either for the cinema's use, or by the garage owners when it was converted to its latest use after 1917.



- 4.12 The floor of the building was entirely concrete, but local knowledge suggested that there had been a cobbled surface (Ken George pers. comm.). This would have been consistent with the records that describe the building as initially belonging to a horse dealer, who very likely would have stabling facilities, and, on such a Turnpike or main thoroughfare, facilities for care of carriages.

*First Floor Office (1F1) (Figure 7)*

- 4.13 At the front of the building was a roughly square room looking over the street. Its windows are described previously. There were no architectural details such as architrave, and the skirting board was plain and undecorated. In the south wall was a chimney stack, with the fireplace blocked and removed. There was no sign of the fireplace on the ground floor: either it had not been present, or had been removed.

- 4.14 The room had been partitioned by hardboard and studwork to create a shower space. This was thought to be a modern innovation. This shower space was accessed from the Projection Room

*First Floor Projection Box (1F2) (Figures 7 and 8) (Plate 7)*

- 4.15 A small rectangular room lay west of the office, and was supported by a large timber joist 0.30m square. The walls were of an indeterminate material, possibly precast concrete slabs, or very thick planks. These walls were supported by small vertical I beams, which had the blocks bolted to it with large square iron plates. The floor appeared to have been covered with a screed of concrete, and the ceiling was made of similar blocks to the wall, and also bolted in place. The walls were painted, so the exact nature of the construction was unclear. However, the main interest in this room came from a surviving mechanism for opening hatches and shutters relating to film projection in the early 20<sup>th</sup> century.

- 4.16 The surviving mechanism was limited to hatches and levers which appeared to have operated in tandem. These took the form of a pair of projection and viewing ports side by side. The projection port was 0.18m square with a sliding shutter 0.26m square. The viewing port was smaller, a rectangle measuring just 0.18m by 0.07m, again with a sliding shutter. The outside face of each port was lined with a small wooden frame.

- 4.17 The shutters were iron, and had a spur projecting upwards with a hole for a bolt or wire at the end. These would have been connected to a pivoted rod above. These were present, but had been painted over and were immobile. At the north end of this arrangement was a small pulley. It is likely that this pulley operated a function whereby when one pair of ports was shut, the other pair opened. This would have enabled smooth change-over of reels during a viewing. This pair of projection ports are therefore evidence that the Electric Empire had two projectors for uninterrupted viewing. There was no manufacturers name evident, but similar

mechanisms were present in early cinemas across England, so it is possible that there was a specific component manufacturer, or a design which was widely used.

*Roof*

- 4.18 The roof of the cinema was hipped, and constructed of pantiles. Both ends were hipped, the east and the west; the roof did not join with the parapet frontage. The roof is a purlin roof, using ridge beams, purlins and wall plates to transfer the load from the rafters. The rafters are clad with longitudinal boards, and the tiles fixed atop, presumably on battens. Access to the roof was extremely limited.
- 4.19 There were two ventilation towers on the roof, with associated inlets into the ceiling of the main hall. These may have been added when the building was converted into a cinema. They were inaccessible at the time of recording, but were noted to have slatted sides and flat tops.

**ENTRANCE ARCH (Figure 3)**

- 4.20 To the north of 182 New Cross Road is a large arch, an entrance to the site wide enough for carriages. This is to be retained as part of the new development. This arch is shown in 19<sup>th</sup> century images of the site, and a photograph from the early 20<sup>th</sup> century shows the name 'Charles Ranford', either painted or inscribed on the exterior. No evidence of this name survived on the structure at the time of recording, but it may be hidden beneath later layers of paint. The arch has a reveal on the inside, and flat on the exterior.
- 4.21 The curve of the archway springs from a block of limestone with incised vertical lines, and its upper levels resemble the decoration at the top of the façade of 182 New Cross Road: a concave flat-topped pediment and square cut cornice. In the centre of the pediment is a square block that, according to historic photographs once held a statue of a horse passant.
- 4.22 The archway holds a pair of wrought iron gates with a foliate motif and each upright is surmounted by a spike.

**BUILDING B: Rear Building, Coach-house (Figures 9 and 10)**

*General*

- 4.23 To the rear of the site, effectively behind 180 New Cross Road, was a small building that is considered one of the oldest on site, and that had undergone minimal changes. It was a two storey brick building of four bays and a slate roof. It faced east onto a central courtyard formed by the surrounded buildings of the site. The layout of the internal spaces suggests that this may have been a coach-house, and is referred to as such hereafter.

*Exterior (Plate 8)*

- 4.24 The ground floor seemed to have been remodelled: three roller doors gave access to the interior. One roller door led to a large room (GF3), the other two to garages (GF1 and GF2). Each roller door had an iron I beam above supporting the first floor, indicating some reorganisation of access. The two leading to the garage spaces could not be opened, so recording was limited. The northern end of the building formed part of the rear of 178 New Cross Road, proving that this was the earlier building. Part of the northern wall had also been rebuilt, to bond in the brickwork of No 178.
- 4.25 The southern end of the coach-house had a new doorway inserted, presumably following addition of workshops in the late 20<sup>th</sup> century. This had a concrete lintel.
- 4.26 Windows were only present on the top floor of the building, and all faced east: no windows overlooked adjacent properties. Three were tripartite metal framed casement windows. A smaller window lit the staircase which rose within the southern end of the building
- 4.27 The slate roof was supported by a clasped purlin structure with a ridge beam. The roof space formed part of the first floor of the building: all timbers were visible except for the common rafters which were hidden by plasterboard. Additional light was given by inserted skylights. The chimney stack rose centrally with a single chimney pot, but there was only evidence for it on the first floor.

*Ground Floor*

- 4.28 The ground floor contained three rooms. Two at the northern end (GF1 and GF2) were identical, with brick walls, and were clearly most recently used as garages, having locked roller doors. There were no internal fixtures or fittings to suggest a prior use, but it seems likely that their use as garages is a modification of an earlier use: storage of coaches or carriages.
- 4.29 The other room (GF3) occupied the southern end of the building and contained the staircase to the first floor, a low doorway which in modern times led to a simple clinker block garage, and had a third roller door on the eastern wall. No other light came into this room in its original form, save down the stairwell. If this were a coach house, it is possible that the roller door indicates the location of a third carriage store, with the small doorway being pedestrian access to a workshop or similar on the ground floor, as well as enabling access to the first floor. The floor of the southern room was covered with tarmac, but was irregular, suggesting an underlying cobbled surface behind the roller door.
- 4.30 The north, south and east walls of this room each contained three horizontal courses of timber beams. Their function was not immediately clear, but potentially held internal furnishing such as panelling, or struts for plasterwork. There was no surviving plaster, however, or evidence thereof.

*First floor*

- 4.31 The first floor held two rooms, an office space to the north, and a larger room to the south, which had been partitioned in modern times by hardboard and studwork partitions. The office (1F1) was lit by two of the casement windows: only the central window of each set opened. The walls were covered with modern plasticized hardboard finishes; white, with black studwork, giving a false effect of timber framing. This obscured all potential original finishes, extending even round the chimney stack and fireplace in the room's south wall (Plate 9). No fireplace furniture was apparent. The room contained tables and chairs of early 20<sup>th</sup> century date, suggesting that this may have originally been used as an office. In the northeast corner of the room was a large butler sink, probably in its original setting, and therefore one of very few original fittings on the site.
- 4.32 The southern end of the building had originally been a single space. The stairwell may have been boxed in to prevent accidents: it was boxed in at the time of recording. The modern partitions formed a small landing, an antechamber to the office, and in the south a kitchen, which had a modern sink unit. No clues as to the use of this part of the building were forthcoming: it was not much larger than the office at the north, and there were no fixtures or fittings

**BUILDING C: 178 New Cross Road, End of Terrace** (Figures 11 and 12)

*General*

- 4.33 The building occupying the front of the property at 178 New Cross Road had quite clear phases of development. It seems to have begun as the end property of a row of five terraced houses, Nos 170-178 built in 1836, entitled 'Staffordshire Place' (Plate 11). It was extended east towards the road with a single storey shop front, and behind – to the west – with a single storey building that seems to have had a connection to the horse dealer at 182 New Cross Road.

*Exterior (Plate 10)*

- 4.34 The exterior of the building had been much altered, not least by an extension to the front, rear and partial rebuild. It was notable for having no windows. There had been two in the rear of the first floor: these were seen to have been blocked with brick and had stone lintels and sills. There was also one blocked window in the south wall, which overlooked the courtyard space of the site. The ground floor rear had been considerably rebuilt, and at the front, the expansion of the structure with a shopfront had altered the original ground floor; entrance to the building was through either of two sets of double doors at the former shopfront. The modern finish was forbidding matt black paint, part of the conversion of use to a nightclub. There was a new fire exit on the south side. On the south wall towards the street front was a rendered area 0.37m wide and running the full height of the building. This suggests a lost structure.

- 4.35 On the first floor, if there had been windows overlooking the street, their location was not visible, through either considerable rebuild or very neat blocking. The front had a decorative panel at roof level with a higher parapet than the adjacent property, which may therefore be a sign of a rebuild. The decorative panel spanned the width of the building. In its most recent form, it was simply painted white. The lower part was a rectangular area with a border of regularly spaced balls, and would have been suitable for holding an advertisement or similar. There was a frieze above of rose blooms, and the whole was topped by a projecting cornice. The panel was above window level of the adjoining terrace, and there as one opening: a door which opened onto the flat roof of the single storey shopfront below.
- 4.36 Much of the south side of the building was obscured by a large wooden gate, which was off its hinges and resting on bricks. The current gateway was sealed by an iron gate. This wooden gate was not thought to be original to the building, but an addition.
- 4.37 Access to the first floor was up a staircase at the front, or up another at the rear. This rear staircase was within a modern part of the building, a new build which extended the rear of 178 New Cross Road upwards.
- 4.38 The roof was pitched, with a parapet wall on either side. There was a single chimney stack, on the south side. No recording was possible to the roof space, due to modern suspended ceilings blocking access

*Ground floor.*

- 4.39 Very little of the original layout of the building was apparent, any no fittings had survived. The best preserved area was the front of the shop extension (GF1), which had a decorative composite column on each side, each having a plain base, a flat column with three incised grooves, and a volute at the top. These are typical of early 20<sup>th</sup> century shop front developments as seen across London.
- 4.40 The north side of the former shopfront contained an area for selling tickets behind a small glass screen, and the underside of the staircase. A step up led into a foyer area behind the central double doors before leading into the ground floor of the club. The south side of the former shopfront housed toilet facilities of modern date. The entrance to the ground floor club was through pair of doors, and the staircase to the first floor led to more club rooms.
- 4.41 The ground floor of the club was split into two spaces by a decorative wood and glass partition (Plate 12). The eastern end, closest to the entrance door contained a long bar along the northern wall, and had mirrors lining the walls (GF2). A blocked fireplace was present, the chimney stack concealed behind the mirror finish. The floor was laminate wooden flooring over a solid base, thought likely to be concrete. The rear room, to the west of the building (GF3) had a small cupboard in the northwest corner, beneath the rear stairs to the second floor.

Directly in front was a wooden desk used by the club disc jockey. The main body of the room was given over to dancing with an underlit Perspex floor. Numerous light fittings and club decorations were the only fittings within the room.

*First Floor*

- 4.42 The first floor would have been accessed from the front staircase from the foyer, the rear staircase being the fire escape. Two main rooms were present upstairs, with subsidiary areas such as a toilet area at the front (1F1) and a kitchen at the rear (1F2). There was also access to the flat roof of the shopfront extension through a door in the front wall. There were two historic fixtures apparent in the upstairs. One was a blocked fireplace which fed into the same chimney stack apparent on the ground floor: no fireplace furniture was present. The other feature was a doorway between the front and back parts of the first floor, which is likely to have been original to the property.
- 4.43 The two principal rooms on the first floor may have owed their layout to an original form of the property: two upstairs rooms, but the staircase cannot have been original else access would have been directly off the street. Possibly, the rear stairs are an indication of an outside staircase, enclosed at a later date.

**BUILDING D: 178, New Cross Road, Rear Extension (Figures 13 and 14)**

*General (Plate 13)*

- 4.44 The rear of 178, New Cross Road was occupied by a large single storey building with an open southern side. It was built of yellow stock bricks, and had a king-post roof. Various modifications had been undertaken, including a remodelling of the southern side, the insertion of a breeze-block office in the centre, and a lean-to store on the north side. The roof was slate.

*Main Space*

- 4.45 The main space of the ground floor appeared to have always been a single space, and had been modified. The eastern end was lightly narrower than the western end, reflecting the shape of the plot: spanning the rear of 178 New Cross Road, to the end wall of the coach-house. The floor was concrete, completely covering any potential earlier surfaces, and therefore concealing possible internal divisions which may have indicated a former use. The large space within suggests a workshop or a storage area, perhaps extra stabling or carriage storage, if this were part of the Ranford horse-dealership.
- 4.46 The primary building material was yellow stock bricks, and these enclosed the whole room (GF1) except for the southern side, which had had considerable rebuild. There was a single doorway on the north side that led to a lean-to extension (GF2). The south side had been much altered, and most of its original fabric removed, to be replaced by two wide openings. The brickwork forming the sides of the openings was again yellow stock, but edged with bull-nosed blue



Staffordshire bricks. The openings were spanned by large I-beams. Two courses of bricks were atop the beams, likely to be a remnant of the original wall.

- 4.47 In the southeast corner of the building was a pair of toilet cubicles (GF3), both lit by small windows with catches that are thought likely to be of 19<sup>th</sup> century or early 20<sup>th</sup> century date: curved bars of iron. It seems unlikely that the windows were original to the building, in that the lintels were concrete, and the reveals not properly formed, but rendered. However, it is possible that these toilet facilities may have been original features.
- 4.48 There was possible evidence of an earlier structure at the northwestern corner of the building: a small area of the wall, 1.05m long and 0.62m high was notably wider than the rest of the exterior wall, and had been incorporated into the current building.
- 4.49 The lean-to extension was built of red brick, and featured four windows. Three were rectangular and wooden framed, the fourth was circular, with reinforced glass. Extra light was provided by skylights. The roof was supported on I-beams, indicating a comparatively modern date: the 1916 Ordnance survey Map shows an extension present.
- 4.50 The latest part of the building was a central block built of breeze blocks with large iron doors and reinforced windows (GF4). This straddled the northern wall, and occupied half of the northern lean-to extension. The northern wall was replaced by an I-beam, supporting the roof structure. The northern wall of the main space had also been replaced by a series of roller doors, providing car storage space, presumably for vehicles being worked on when the property was part of a car-repair yard.

#### *Roof*

- 4.51 The roof was supported by a series of king post trusses spanning between the sides of the building, laying upon piers standing 0.10m proud of the walls, where surviving modification. Each truss had struts between the base of the king post and the principal rafters, just below the level of purlins. Common rafters lay atop the purlins, resting on wall plates at the base and a ridge beam at the top (Figure 14, Plate 14).
- 4.52 The timbers of each of the trusses exhibited adze or axe marks, showing that they were smoothed with hand tools rather than cut by machine, a method inconsistent with the date of this building, which the cartographic evidence shows post dates 1844 (CgMS 2006). It was also noted that the trusses were well set into the walls at the east of the building, but only just spanning the width at the west. The westernmost truss also had an additional support, since only 2cm length was bonded into the wall. This strongly suggests that the trusses were re-used from an earlier building, although their direct provenance is unknown.

**BUILDING E: 182, New Cross Road, workshop (Figure 3)**

- 4.53 This building was of low interest, being formed by roofing over the space left in the southwest corner of the yard. The walls were the external walls of the yard, and the doors were sliding doors. The roof was supported by two sets of I beams fixed horizontally between a pair of uprights. An internal partition was made of clinker blocks, and had an internal window. Most light came from skylights. Part of the area was for oil storage, and was too cluttered for entry.

**BUILDING F: Toilet Block (Figure 3)**

- 4.54 To the rear of the cinema building was a single storey brick structure containing a lavatory and washbasin. There were no architectural details, but it seems likely to post-date the use of the building as a cinema, since one wall partially blocks the rear window. There does not seem to have been a toilet facility associated with the cinema (*George 1987*).

**BUILDING G: Garages (Figure 3)**

- 4.55 A pair of garages built of breeze blocks on the northern edge of the coach-house building both had up-and-over doors, and were of low historical and architectural value. They were remnants of a row of garages that used to stretch from the east face of the coach-house to the west side of 180 New Cross Road. Their south wall was brick, and its footing was still visible on the ground. This would have split the open yard area of the site into two areas, with no direct access between 178 and 182, New Cross Road. This is not thought to be the original layout of the site from the early 19<sup>th</sup> century, but a late 19<sup>th</sup> century construction.

**5 CONCLUSIONS**

- 5.1 The properties recorded at 178 to 182 New Cross Road show evidence of continual usage and modification to modernise, necessary to alter the buildings to make them suitable for their purposes. Examination of the documentary and cartographic evidence, as collected by CgMS Limited, has allowed a possible sequence of development and land-use to be developed in conjunction with detailed examination of the buildings.

**19<sup>th</sup> Century**

- 5.2 The earliest buildings on the site are shown on the Tithe Map of 1844 (Figure 3): these are Buildings A, B and C. Although the tithe Map shows the area to be split by property boundaries, it is possible that Buildings A and B were under the same ownership, since the buildings appear to have had related function. This would suggest that the yard area in the centre of the property would have had a use in connection with the buildings too. Given that a directory of London businesses mentions the 'dealer in horses was established 'over sixty years ago', it is possible that these early 19<sup>th</sup> century buildings had identical use.



- 5.3 Building A is a fine candidate for a stable block with an office fronting onto the street and a hayloft on the first floor. The frontage of the ground floor had been rebuilt in the 20<sup>th</sup> century, but a watercolour of the site from 1840 (*Plate 1*) shows arched windows or doorways on the ground floor reflecting those surviving on the first floor; this would have made an impressive frontage, as would the adjacent arch surmounted by the horse *passant*.
- 5.4 The room on the first floor is thought to have been little altered since it was built: a fireplace in the northern wall provided heat and the windows good light as well as a good prospect along the Old Kent Road, now New Cross Road. It is the size of the main room behind which suggests that this may have been a stable block. Much of the northwestern side had been rebuilt, and it is probable that the large doors replace smaller entrances. It may be possible that evidence for stalling survived beneath the modern floor surface. The interpretation of the first floor above GF2 as a hayloft derives from the need for a hayloft on the site, and the lack of another suitable candidate. Also, there is an apparent area of rebuild on the western end of the northern face that potentially held an opening suitable for loading hay. There must have been a floor at first floor level else there is no requirement for windows.
- 5.5 Regarding ownership of the property, the only name given in the available sources discovered so far is Charles Ranford: this name is given on the front of the arch adjacent to Building A and shown on a photograph of 1910, where Building A advertises a Horse Dealer (*Plate 2*). Study of the 1881 census shows Charles Ranford to have been born in 1862. An elder Ranford, Samuel Henry, was born in 1820, and lived in New Cross. He married Maria, born 1824. This couple may be Charles Ranford's parents, but it is not known whether the elder Ranford also ran the horse dealership.
- 5.6 The 1868 Ordnance Survey map shows a second building parallel to 182 New Cross Road, and this shows the reason for the series of stone brackets still extant on the north side of the wall. Whether this was a permanent or temporary structure is unknown. There was no other evidence for this structure.
- 5.7 At the west of the property, Building B is also shown on the earliest detailed map. The layout appeared little changed, and is interpreted as a Coach-house. The ground floor with its three large openings had certainly been altered by the insertion of I beams and roller doors, but the spaces behind were built with identical bricks to the rest of the building, so it seems likely that these three openings represented original openings which would be ideal for storing carriages or coaches or other small wagons. The first floor, with its small room with a fireplace is a good candidate for an office, and the southern area with its modern partitions may have been a store for carriage furniture and materials.

- 5.8 Building C, the southernmost of a group of five terraced houses, was erected in 1836, as shown on a plaque upon 176, New Cross Road. It seems to have been a town house with two rooms on each floor, but had been much altered and rebuilt during the later 19<sup>th</sup> and 20<sup>th</sup> centuries. Just a single chimney stack was the only guaranteed original fixture.
- 5.9 178 New Cross Road was first altered by the erection of a long single storey building, Building D. This incorporated roof trusses from an earlier structure likely to be local to the area, but not on the site. This ran the entire length of the north side of the yard, and was bonded into the coach-house. The north and south sides had been considerably altered during the 20<sup>th</sup> century, but it is thought likely that it was part of the range of buildings belonging to the Horse Dealership. The location on the turnpike and the presence of a large hostelry (The White Hart) adjacent to the property imply the potential for an expansion of business, and therefore an expansion of facilities. Possibly this rear extension to No.178 was further housing for carriages. A colour postcard of the area (Plate 3) appears to show an arch between 178 and 180 New Cross Road. There may be evidence of this as a rendered area on part of the south wall.

#### **20<sup>th</sup> Century: The Electric Empire Cinema**

- 5.10 A major change in the property's use was the conversion of Building A to a cinema after 1908. The conversion seems to have involved the removal of most of the first floor, the creation of a large window in the west wall, and the boarding of the ceiling. A projection box was added behind the front office room, and presumably the ground floor entrance remodelled to contain a ticket booth. The projection box is purpose built, and the surviving mechanisms inside suggest that there may have been a regular manufacturer of projection boxes in the first decade of the 20<sup>th</sup> century. To the rear of the cinema was a small toilet cubicle with a wash basin (Building F). This may be the cubicle recorded as being built in 1915 to satisfy the LCC, the cinema's licensors.
- 5.11 There has been no documentary evidence come to light to suggest the names of the owners of the rest of 178 new Cross Road. The 1916 Ordnance Survey Map shows that it had been extended forwards along with the rest of Staffordshire Terrace, with a series of single storey shopfronts. This may be the period when the decorative panel was added above.
- 5.12 The later Ordnance Survey maps show that a row of garages (Building G) was built along the boundary between 178 and 182 New Cross Road, with 180, a bank, standing in between. These garages had mostly gone at the time of recording, and the whole of the site appears to have become under one ownership. Since the demise of the cinema, car maintenance and repair appears to have been the sole work at the site, reflected in the conversion of some buildings, and the insertion of roller doors, concrete floors, and advertisements for tyres, various oils and rust-proofing systems (CgMS 2006).

- 5.13 The workshop, building E, was imply formed by roofing the space in the southwest corner of 182 New Cross Road, to provide more working space for the garage. It was of low architectural and historical value.

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PLATES



Plate 1, New Cross Toll house with 182, New Cross Road behind 1840



Plate 2, New Cross Gate in the early 20<sup>th</sup> century



Plate 3: New Cross Gate in the early 20<sup>th</sup> century



Plate 4: Front view, 182, New Cross Road and archway





Plate 5: North facing elevation, 182, New Cross Road



Plate 6: Interior of 182, New Cross Road



Plate 7: Projector Room



Plate 8: Building B: exterior



Plate 9: Fireplace First Floor, Building B



Plate 10: 178, New Cross Road





Plate 11: Date plaque on 176, New Cross Road



Plate 12: Club area, 178, New Cross Road

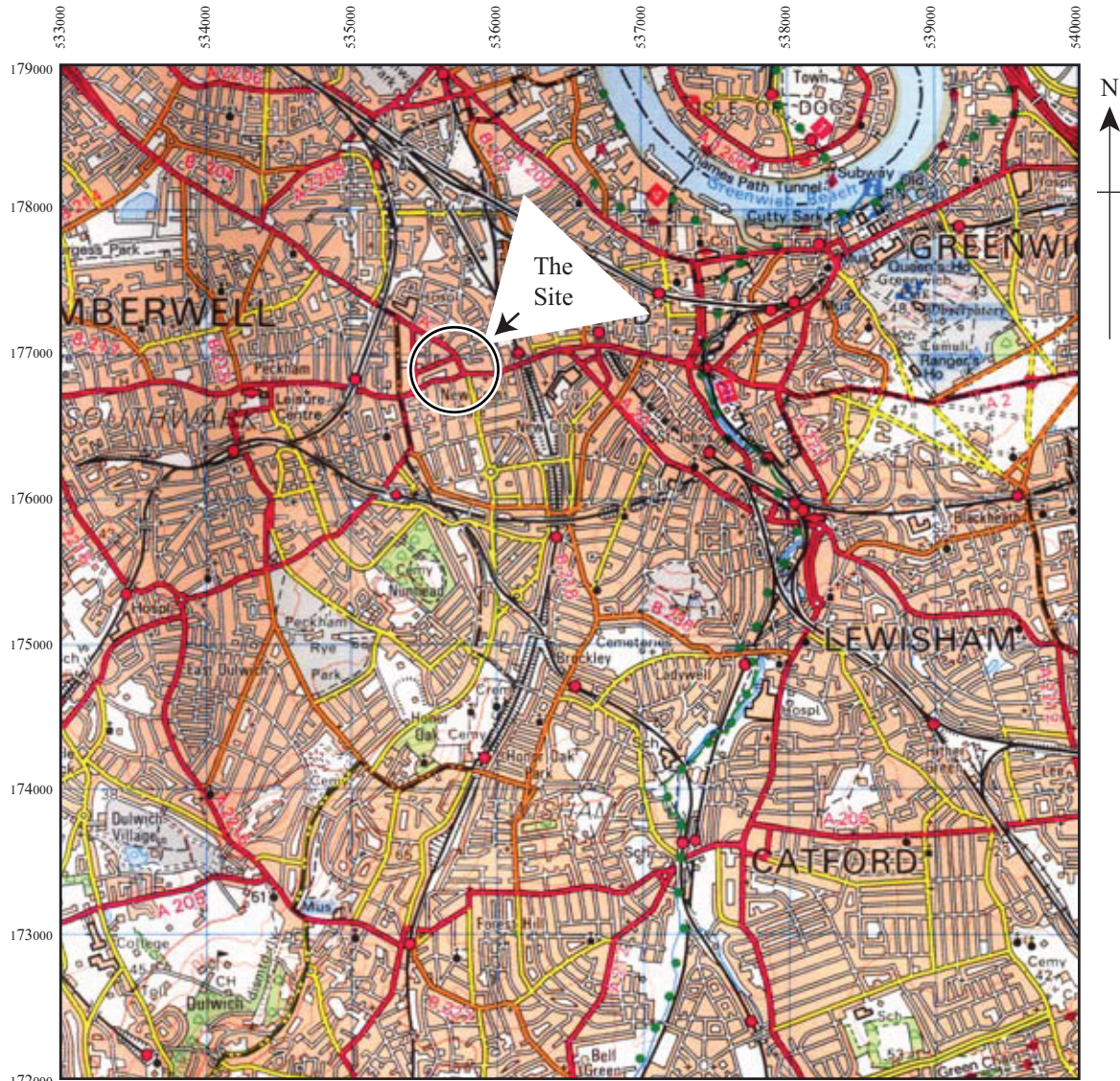


Plate 13: Building D exterior



Plate 14: Roof trusses, Building D



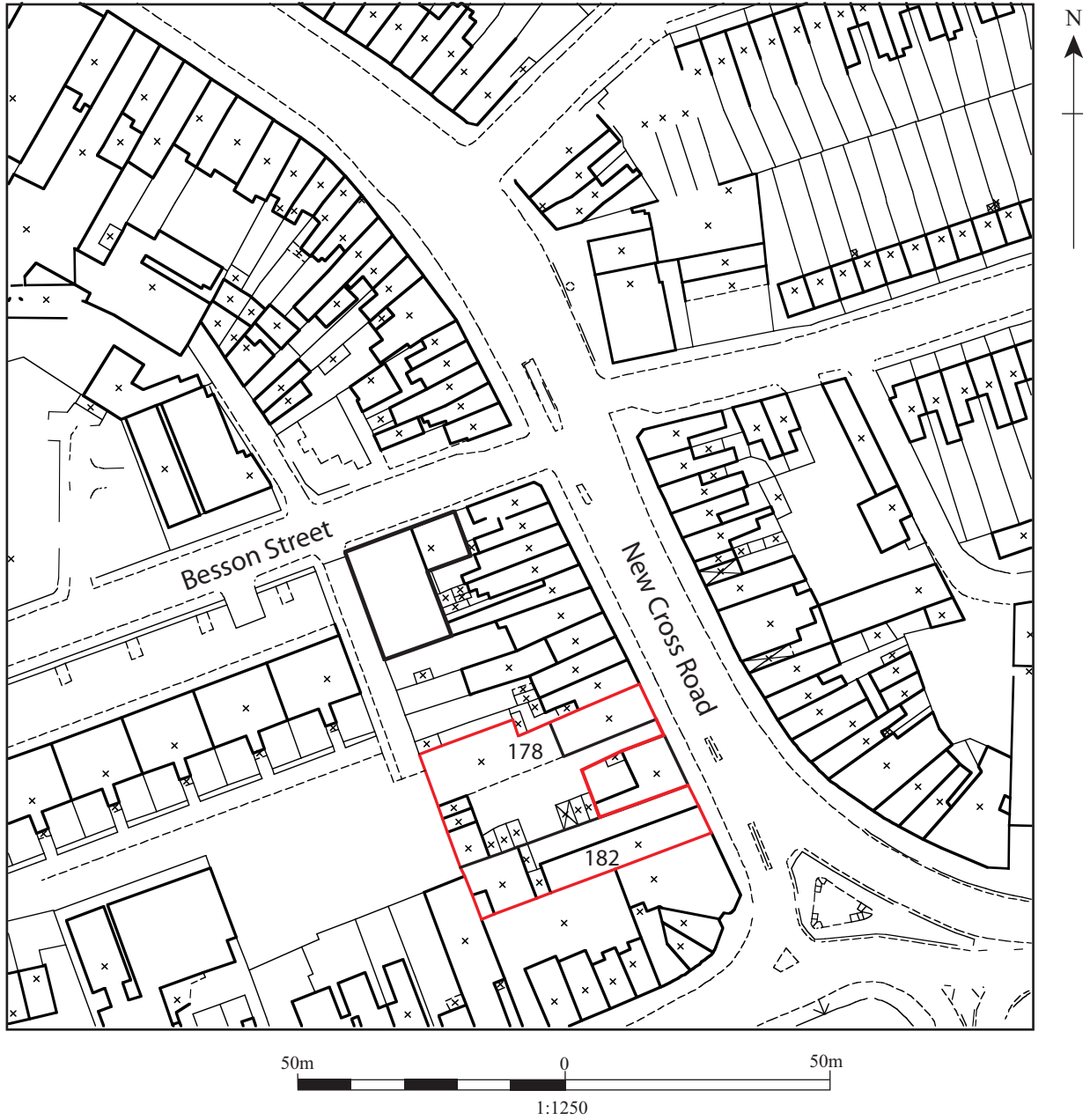


Based on the Ordnance Survey's 1:50 000 Landranger map of 2000 with the permission of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Licence No. AL 1000 16114

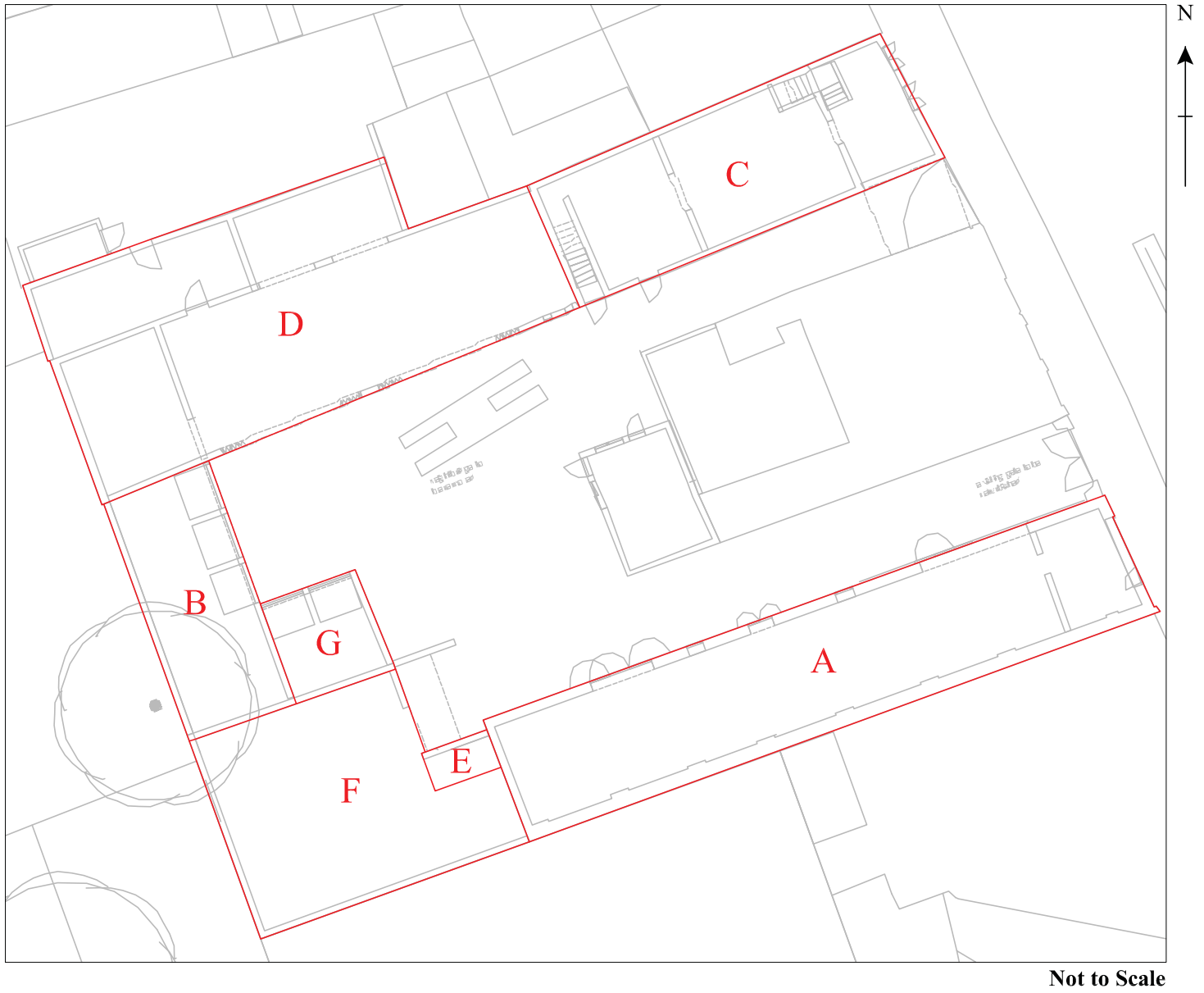
500m 0 2 km

1:50 000

**Figure 1:** Site Location

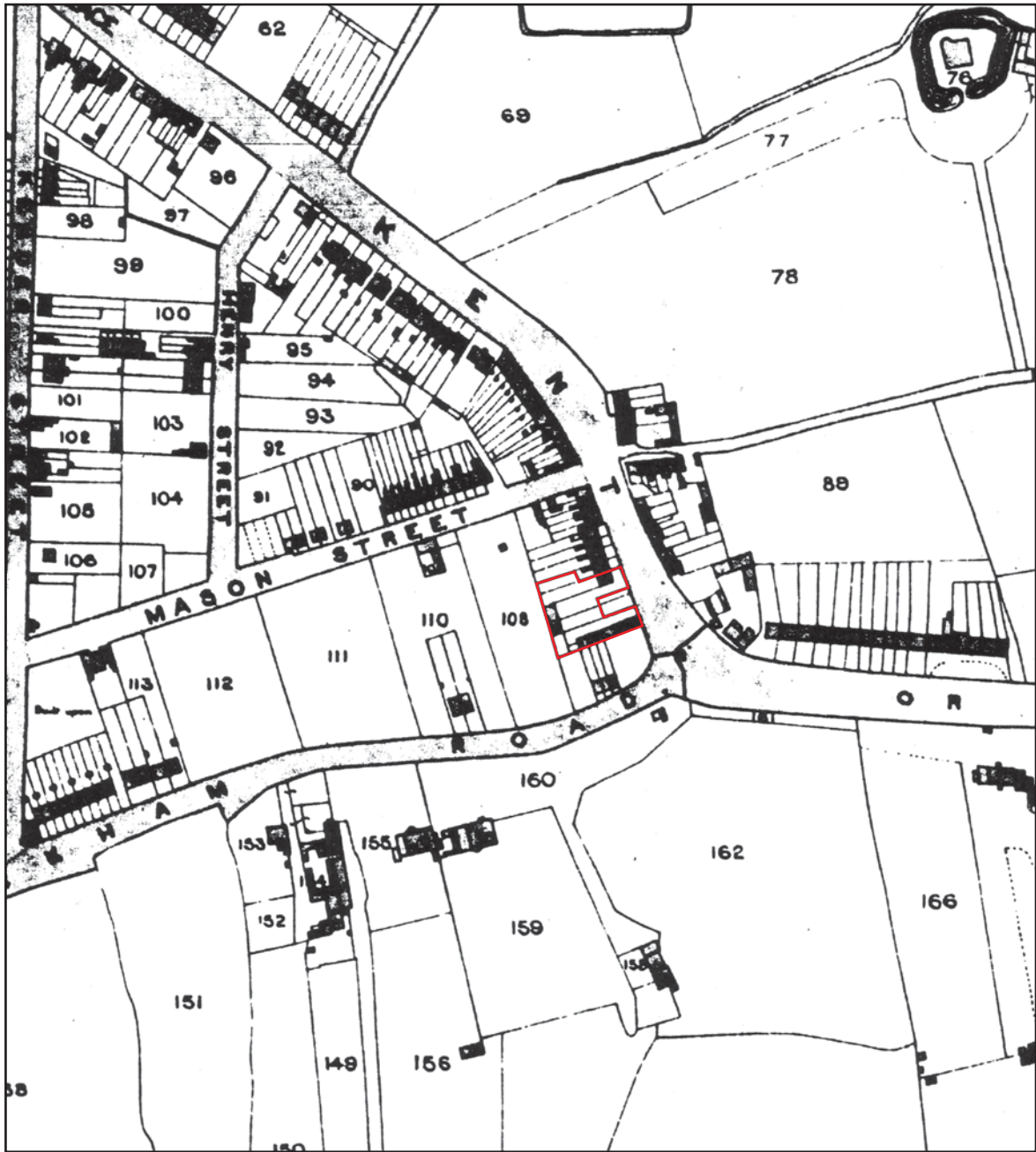


**Figure 2:** Detailed Site Location



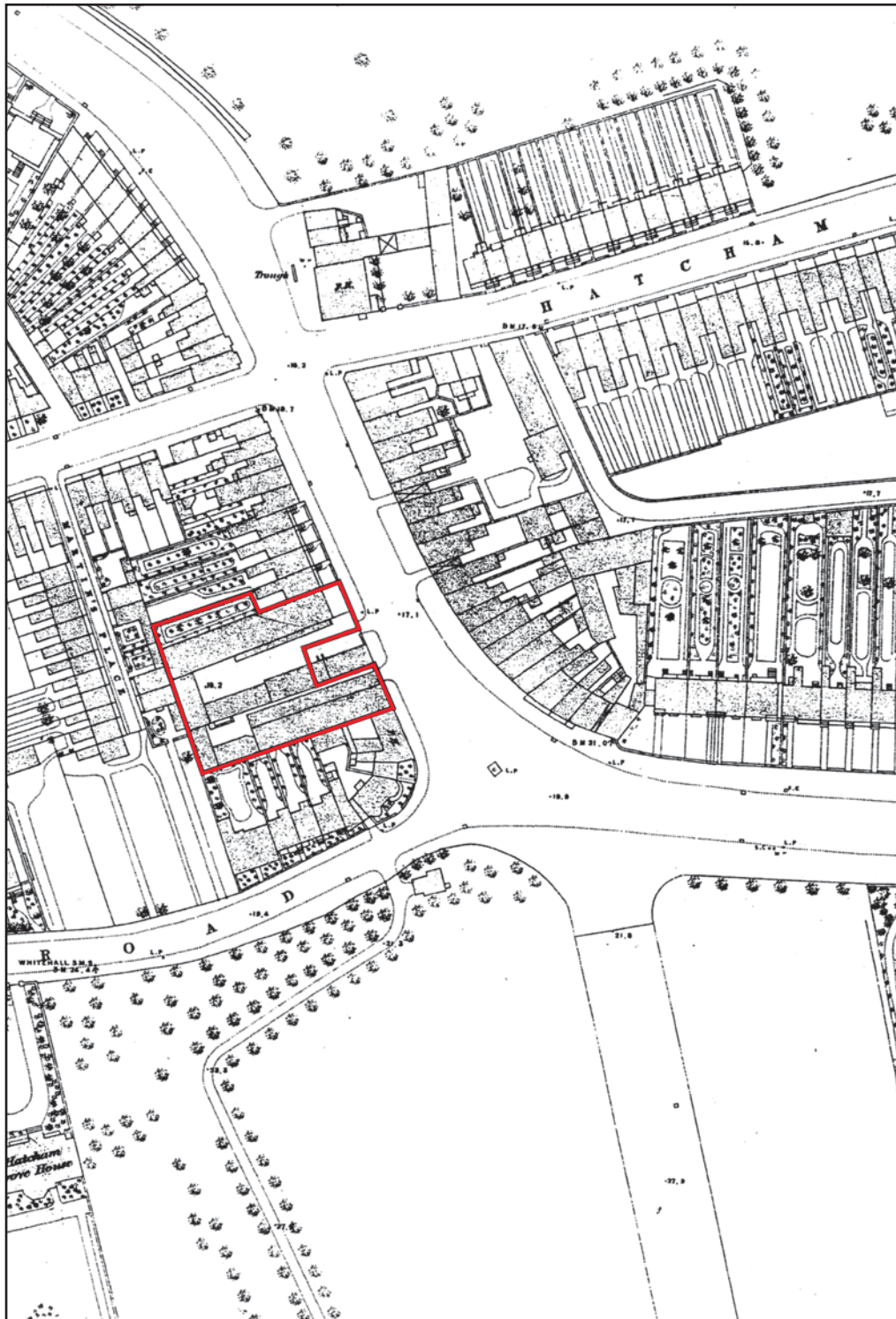
**Figure 3:** Building Identification Plan





Not to Scale

Figure 4: Tithe Map of 1844



Not to Scale

**Figure 5:** Ordnance Survey Map of 1868

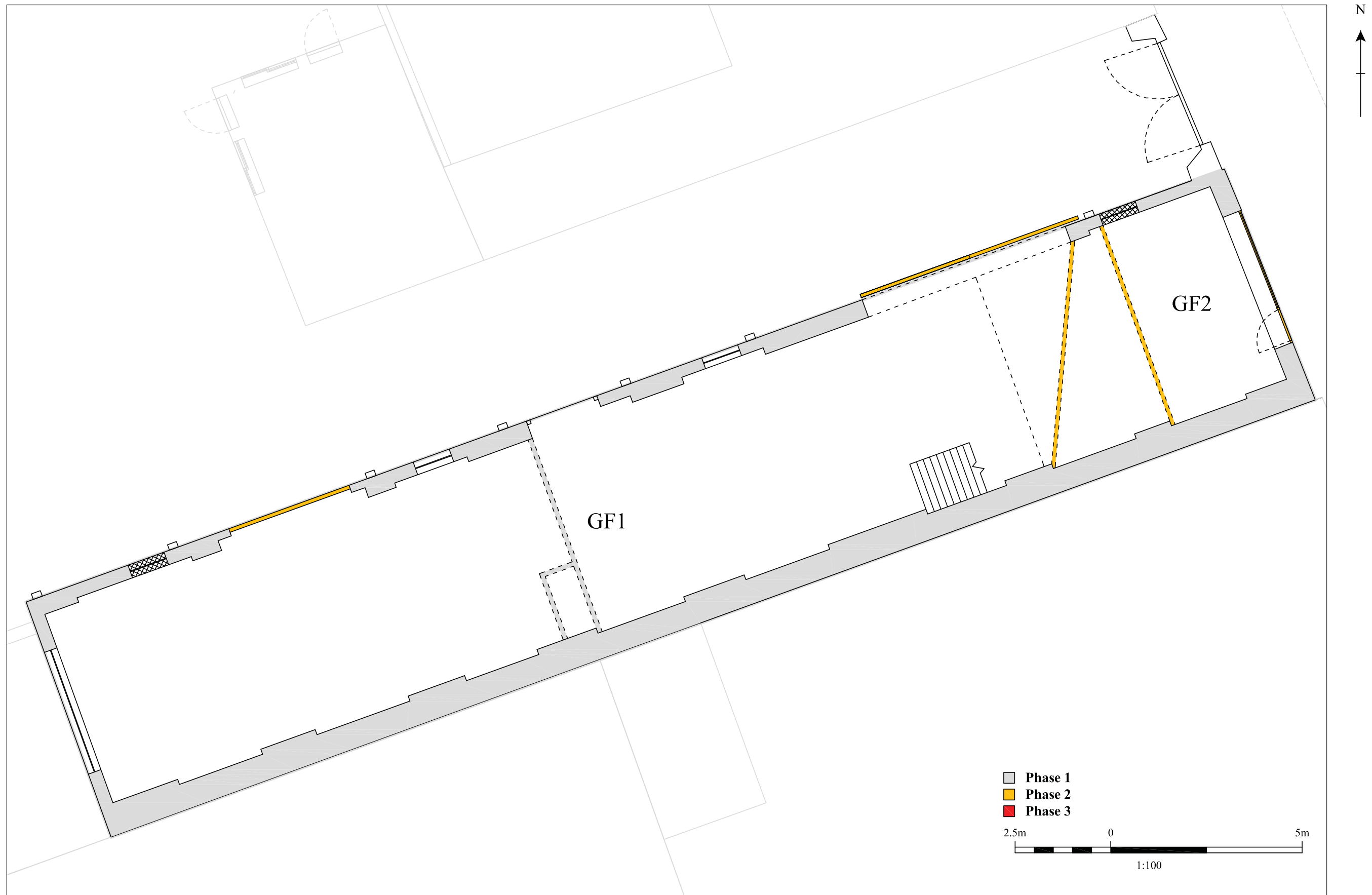


Figure 6: Building A 182 New Cross Road: Ground Floor



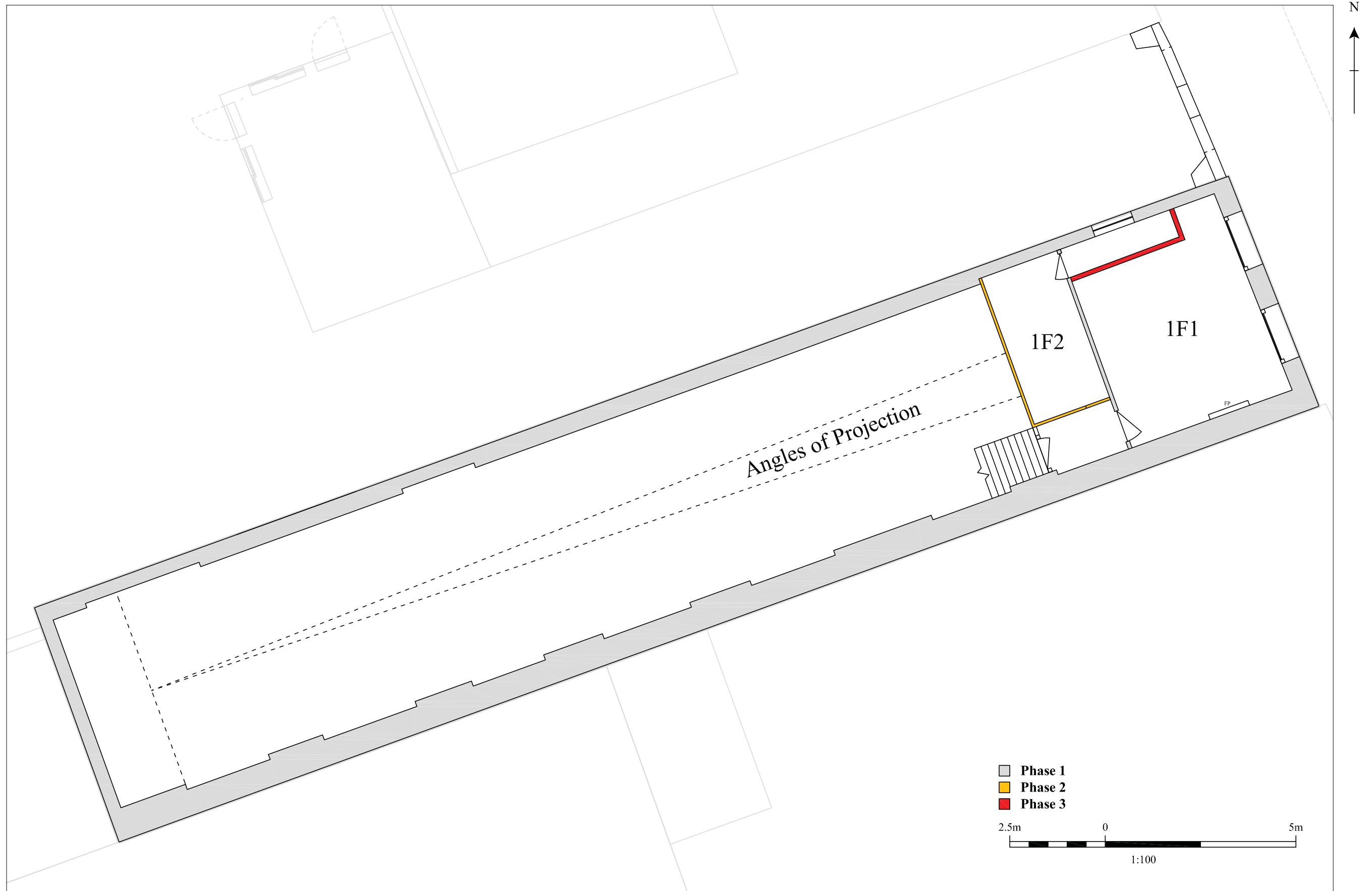
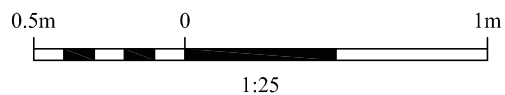
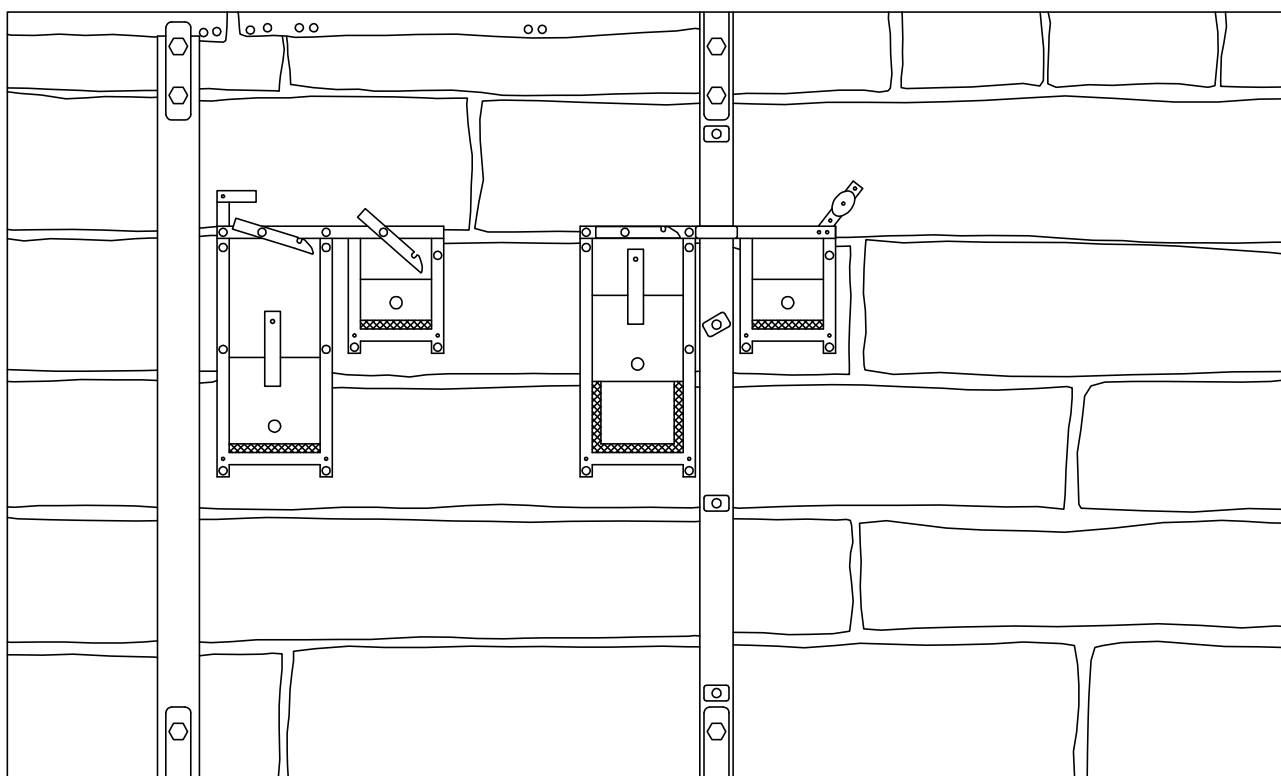
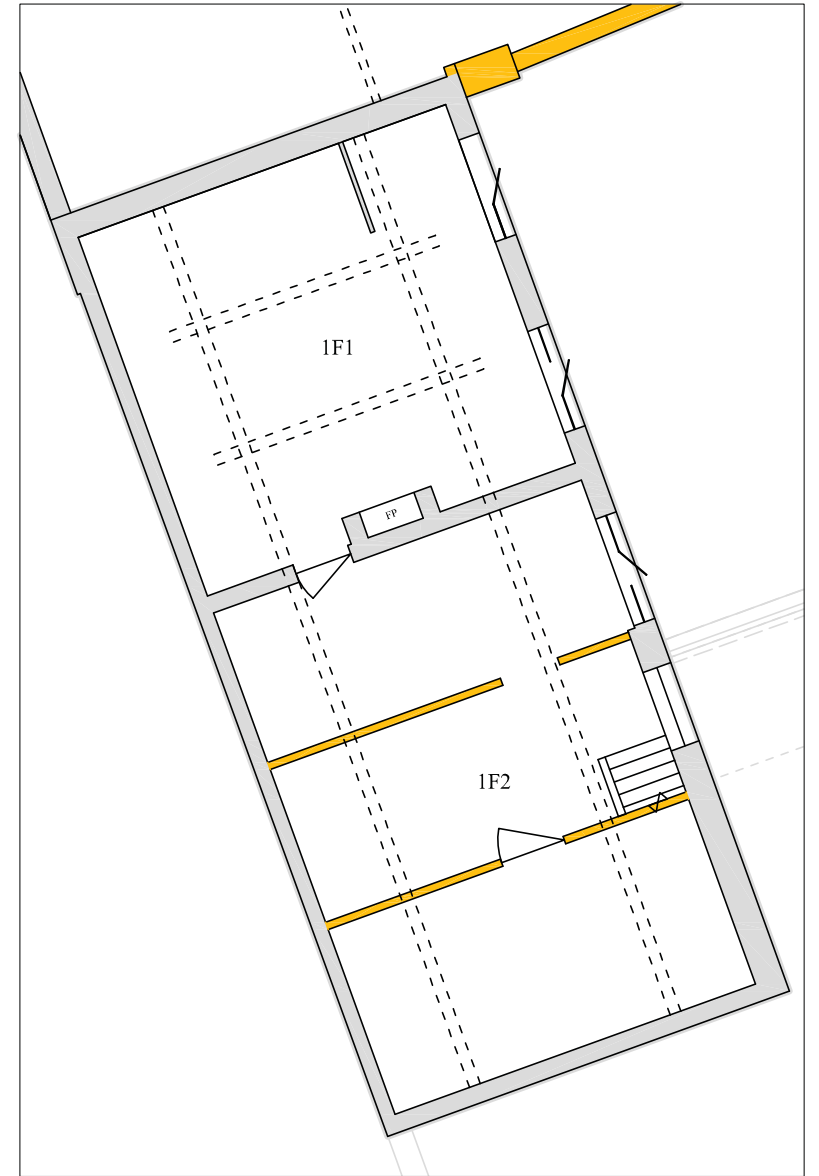
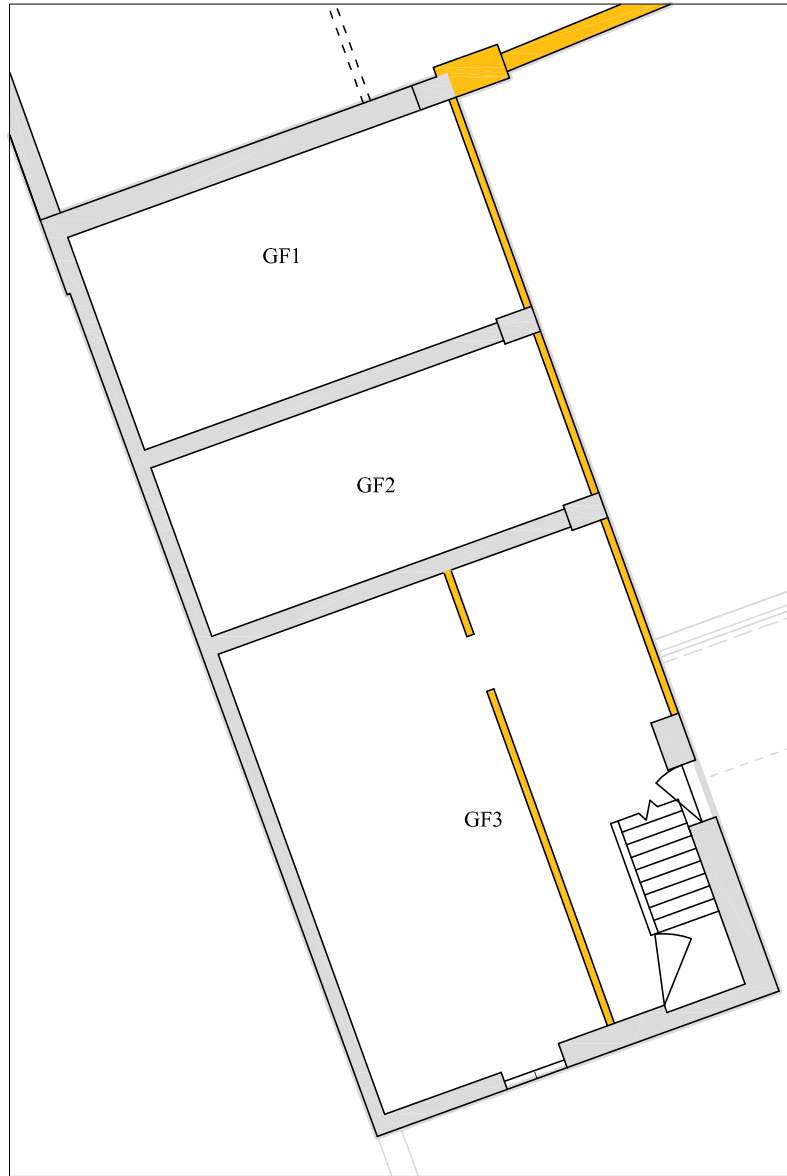


Figure 7: Building A 182 New Cross Road: First Floor

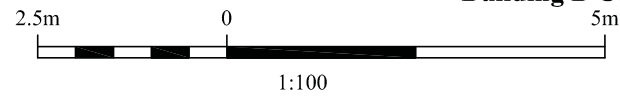


**Figure 8:** Building A 182 New Cross Road: East Facing Elevation, Projection Room

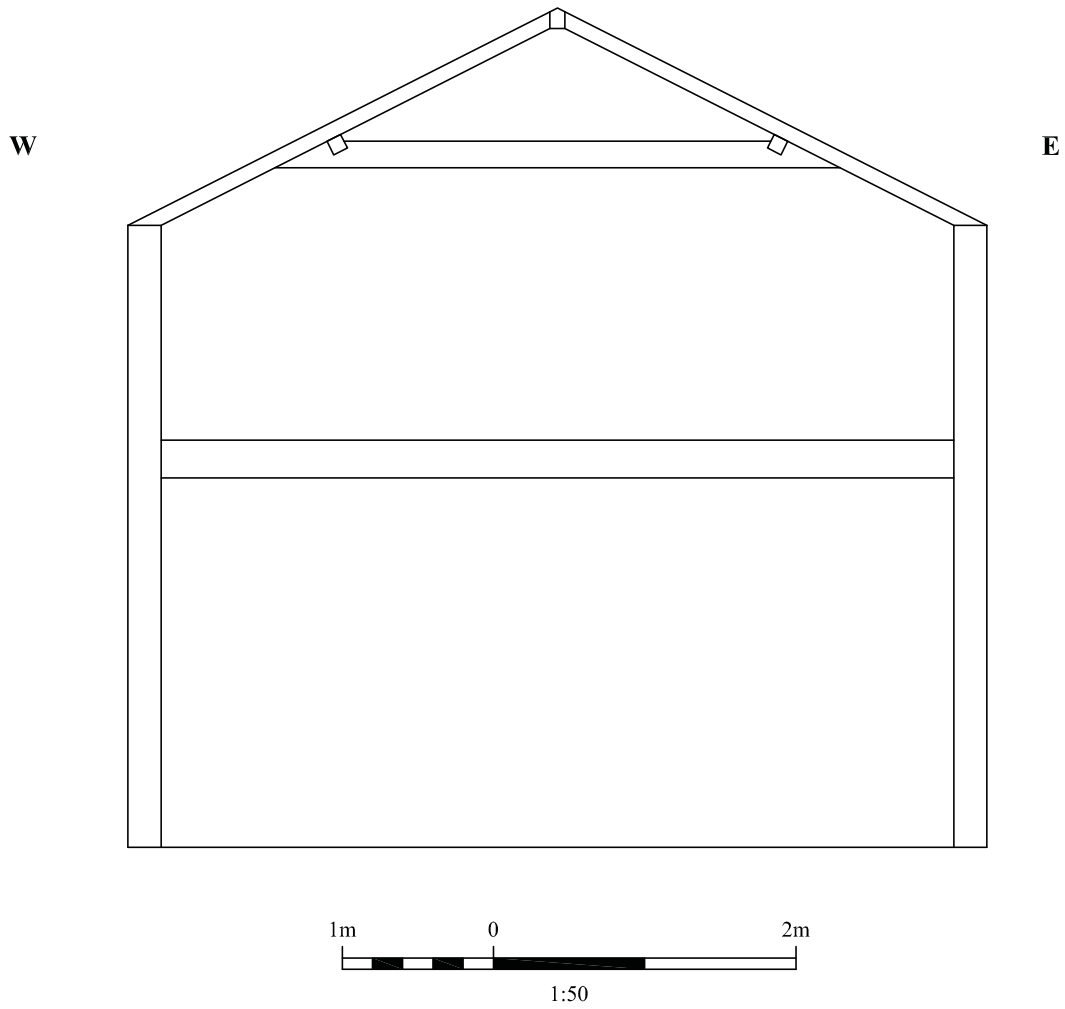


**Figure 9:** Building B Coach House: Ground Floor

- Phase 1
- Phase 2
- Phase 3



**Building B Coach House: First Floor**

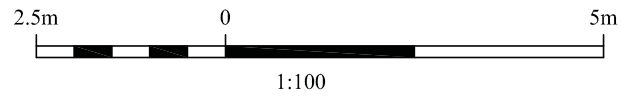


**Figure 10:** Building B Coach House: Profile



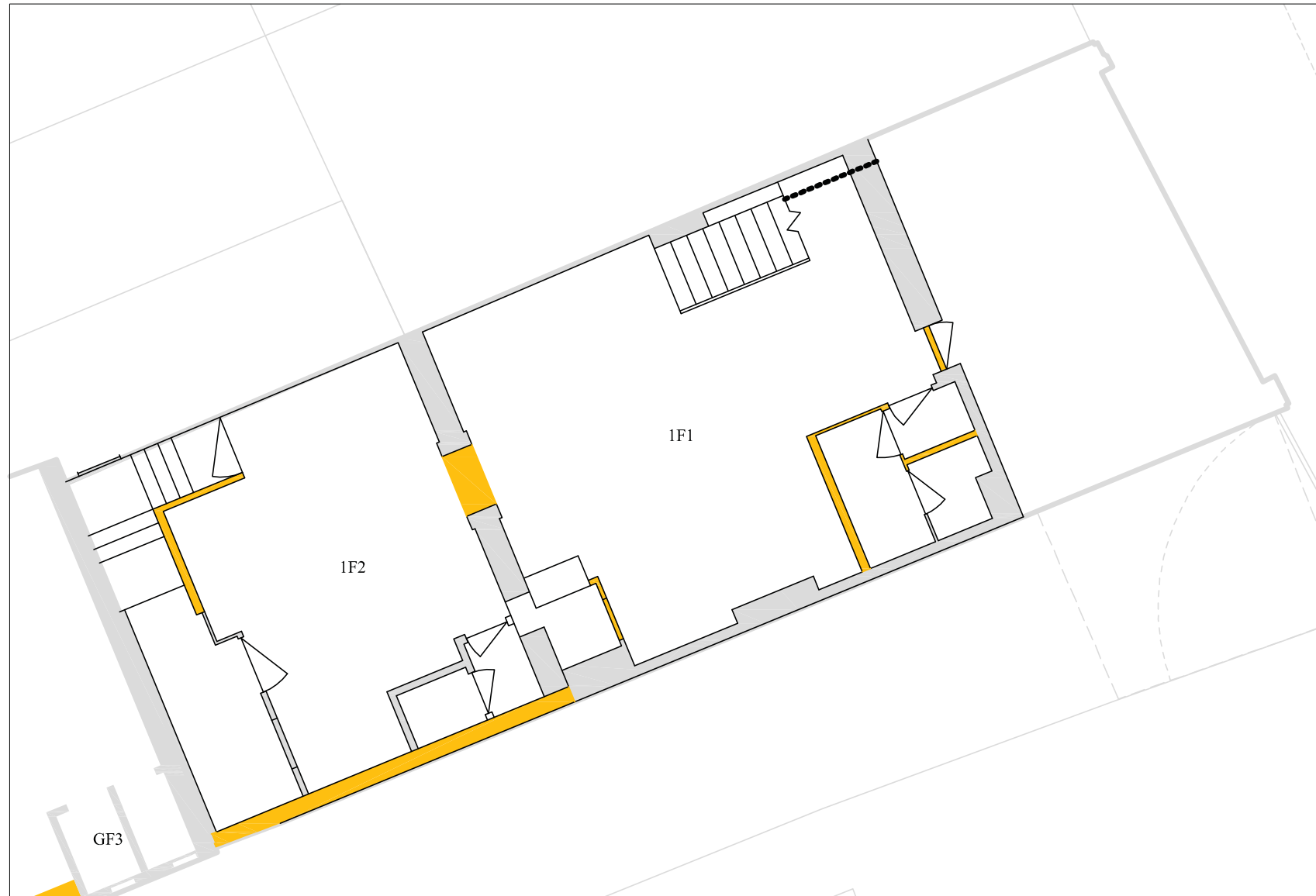
**Figure 11:** Building C 178 New Cross Road: Ground Floor

- Phase 1
- Phase 2
- Phase 3



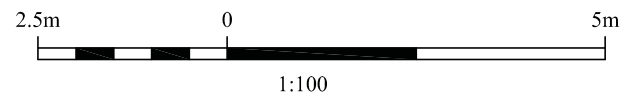
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**Figure 12:** Building C 178 New Cross Road: First Floor

- Phase 1
- Phase 2
- Phase 3



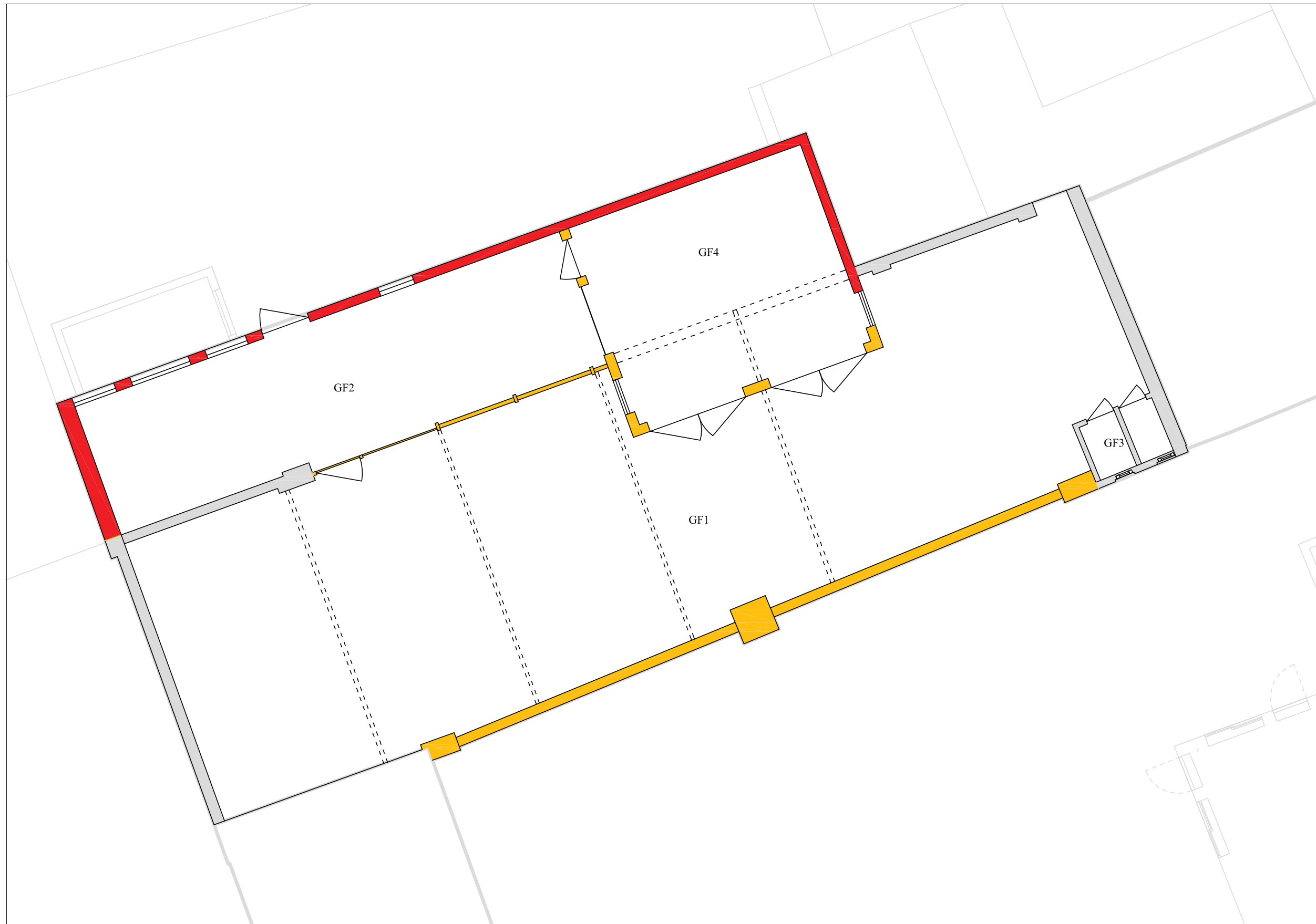
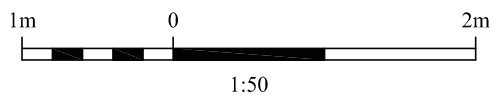
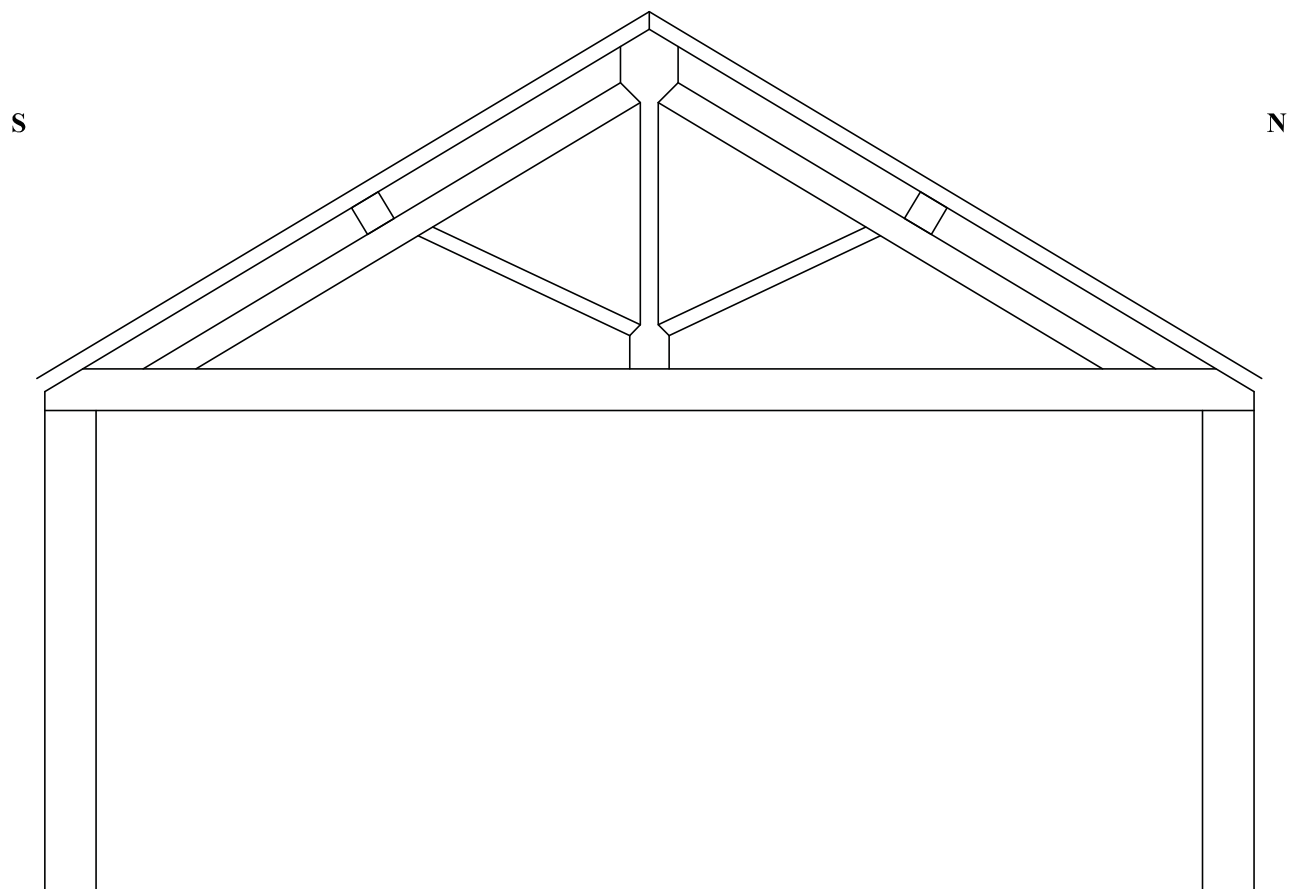


Figure 13: Building D 178 New Cross Road: Ground Floor

- Phase 1
- Phase 2
- Phase 3



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**Figure 14:** Building D 178 New Cross Road: Rear Building Profile



APPENDIX A: PHOTOGRAPHIC REGISTER

GF = Ground Floor

1F = First Floor

Digital Photographs

<b>Photo ID</b>	<b>Building</b>	<b>Details</b>	<b>Direction</b>
P1010001	A and C	Street front	NW
P1010002	A and C	Street front	NW
P1010003	A and C	Street front	SW
P1010004	A and C	Street front	SW
P1010005	Building C	Street front	W
P1010006	Building C	Street front	W
P1010007	Building A	Street front	W
P1010008	Building A	Street front	W
P1010011	Arch	Street front	W
P1010012	Arch	Street front	W
P1010013	Arch	Rear of arch	E
P1010014	Arch	Rear of arch	E
P1010015	Alley	Alley	E
P1010016	Alley	Alley	E
P1010017	Alley	Courtyard	W
P1010018	Alley	Courtyard	W
P1010019	B and C	Courtyard	NW
P1010020	B and C	Courtyard	NW
P1010021	Building B	Courtyard	W
P1010022	Building B	Courtyard	W
P1010023	Building A	Courtyard	SE
P1010024	Building A	Courtyard	SE
P1010025	Building A	Courtyard	SE
P1010026	Building A	Courtyard	SE
P1010027	Building A	Courtyard	W
P1010028	Building A	Courtyard	W
P1010029	Building A	GF2	S
P1010030	Building A	GF2	SE
P1010031	Building A	GF2	S
P1010032	Building A	GF2	SE
P1010033	Building A	GF2	E
P1010034	Building A	GF2	E
P1010035	Building A	GF2	S
P1010036	Building A	GF2	N
P1010037	Building A	GF2	N
P1010039	Building A	GF2	S
P1010040	Building A	1F1	NE
P1010043	Building A	1F1	NE
P1010044	Building A	1F1	S

<b>Photo ID</b>	<b>Building</b>	<b>Details</b>	<b>Direction</b>
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P1010046	Building A	1F2	E
P1010047	Building A	1F2	E
P1010048	Building A	1F2	SW
P1010049	Building A	1F2	SW
P1010050	Building A	GF1	W
P1010051	Building A	GF1	W
P1010052	Building A	1F2	N
P1010053	Building A	1F2	N
P1010054	Building A	1F1	E
P1010055	Building A	1F1	E
P1010057	Building A	GF1	S
P1010059	Building A	GF1	SW
P1010060	Building A	GF1	S
P1010061	Building A	GF1	W
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P1010066	Building A	GF1	NE
P1010067	Building A	GF1	E
P1010068	Building A	GF1	E
P1010069	Building A	GF1	E
P1010070	Building A	GF1	E
P1010071	Building A	GF1	W
P1010074	Building A	GF1	W
P1010075	Building A	GF1	S
P1010077	Building A	GF1	S
P1010078	Building E	General	S
P1010079	Building E	General	S
P1010080	Building F	Oil store	SE
P1010081	Building F	Oil store	SE
P1010082	Building F	General	W
P1010083	Building F	General	W
P1010084	Building F	General	NE
P1010085	Building F	General	NE
P1010086	Building G	General	N
P1010087	Building G	General	N
P1010088	Building F	General	W
P1010089	Building F	General	W
P1010090	Building F	General	SW
P1010091	Building F	General	SW
P1010092	Building F	General	E
P1010093	Building F	General	E

<b>Photo ID</b>	<b>Building</b>	<b>Details</b>	<b>Direction</b>
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P1010095	Building B	GF3	SE
P1010096	Building B	GF3	NW
P1010097	Building B	GF3	NW
P1010098	Building B	GF3	S
P1010099	Building B	GF3	S
P1010100	Building B	1F2	W
P1010101	Building B	1F2	W
P1010102	Building B	1F2	NE
P1010103	Building B	1F2	NE
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P1020001	Building B	1F2	W
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P1020002	Building B	1F1	E
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P1020011	Building B	1F1	N
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P1020013	Building D	GF1	W
P1020014	Building D	GF1	E
P1020015	Building D	GF1	E
P1020016	Building D	GF1	E
P1020017	Building D	GF1	E
P1020018	Building D	GF1	E
P1020019	Building D	GF1	NW
P1020020	Building D	GF1	NW
P1020021	Building D	GF2	W
P1020022	Building D	GF2	W
P1020023	Building D	GF2	E
P1020024	Building D	GF2	E
P1020025	Building C	Rear Stairs	N
P1020026	Building C	Rear Stairs	N
P1020027	Building C	1F1	NE
P1020028	Building C	1F1	NE
P1020029	Building C	1F2	SE

<b>Photo ID</b>	<b>Building</b>	<b>Details</b>	<b>Direction</b>
P1020030	Building C	1F2	SE
P1020031	Building C	1F2	W
P1020032	Building C	1F2	W
P1020033	176 NCR	Plaque	NW
P1020034	176 NCR	Plaque	NW
P1020035	Building C	Panel	W
P1020036	Building C	Panel	W
P1020037	Building C	Blocked window	W
P1020038	Building C	Blocked window	W
P1020039	Building C	GF1	E
P1020041	Building C	GF1	E
P1020043	Building C	GF2	W
P1020044	Building C	GF2	W
P1020045	Building C	GF3	W
P1020046	Building C	GF3	W
P1020047	C and D	Next to alley	NE
P1020048	C and D	Next to alley	NE
P1020049	Building D	GF3	N
P1020050	Building D	GF3	N
P1020051	Building B	Exterior	W
P1020052	Building B	Exterior	W
P1020053	Building A	Blocked Window	S
P1020054	Building A	Blocked Window	S
P1020055	Building A	Bracket	SE
P1020056	Building A	Bracket	SE
P1020057	Building A	1F Window	S
P1020058	Building A	1F Window	S
P1020059	Building A	GF Window	S
P1020060	Building A	GF Window	S
P1020062	Building A	GF Window	S
P1020063	Building A	Modern hoist	E
P1020064	Building A	Modern hoist	E
P1020065	Building A	Exterior	SE
P1020066	Arch	Interior detail	E
P1020067	Building B	Rendered Area	NE
P1020068	Building B	Rendered Area	NE
P1020069	Building C	Shop architecture	W
P1020070	Building C	Shop architecture	W
P1020072	Building D	Rear of building	W
P1020073	Building B	Sign	W
P1020074	Building B	Sign	W