

**CONSULTATION DRAFT**

**LAND AT THE JUNCTION OF STREATHAM PLACE  
AND NEW PARK ROAD, STREATHAM HILL  
LONDON BOROUGH OF LAMBETH**

**ARCHAEOLOGICAL EVALUATION REPORT**

On behalf of  
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by

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**London Site Code  
SPK05**

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*Wessex Archaeology Limited is a Registered Charity No. 287786*

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**Acknowledgements**

Wessex Archaeology would like to thank Macniven & Cameron (The Client) for commissioning the project and Barry Taylor of GLAAS for monitoring the Site.

Reuben Thorpe of Wessex Archaeology (London) managed the project. Gary Evans and Hilary Valler undertook the fieldwork. Hilary Valler wrote this report and Mark Roughley undertook the illustrations.

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**Non-technical Summary**

Wessex Archaeology was engaged by Macniven & Cameron (The Client) to undertake an archaeological evaluation on land at the junction of Streatham Place and New Park Road, Streatham Hill, (the Site) centred on NGR 530201/173650, in advance of the construction of commercial and car parking facilities.

The archaeological evaluation was undertaken in accordance with a written scheme of investigation (Wessex Archaeology 2005) which was verbally approved by Barry Taylor of English Heritages Greater London Archaeological Advisory Service (GLAAS).

Three test trenches were excavated to the underlying level of the natural geology, no evidence of archaeological remains were encountered during the evaluation.

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**ARCHAEOLOGICAL EVALUATION REPORT**

**1 INTRODUCTION**

**1.1 Planning Background**

- 1.1.1 Wessex Archaeology was commissioned by Nacniven & Cameron (The Client) to carry out an archaeological evaluation on land at the Junction of Streatham Place and New Park Road, Streatham Hill in the London Borough of Lambeth (the Site). The Site, centred on NGR 530201/173650, covers a total area of 0.2 hectares and lies between 46.50 and 47.50m above Ordnance Datum (aOD).
- 1.1.2 The site lies in close proximity to an Area of Archaeological Priority, as defined in the London Borough of Lambeth Unitary Development Plan.
- 1.1.3 The purpose of the evaluation was to determine the likelihood of presence/absence of archaeological deposits within the site, so that an informed decision could be made as to the need for mitigation in advance of development.

**1.2 Site Location**

- 1.2.1 The Site is rectangular in shape and is situated at the northeastern corner of Streatham Place and New Park Road. To the north, the Site is bordered by several commercial properties fronting on to New Park Road and a cul-de-sac (Wallis' Cottages). To the south, the site fronts directly on to Streatham Place and is bordered to the west by New Park Road and to the east by a Doctors surgery.
- 1.2.2 The Site was most recently occupied by Pinewood Motors, comprising a car show room and associated offices with areas for sales and staff car parking to the west and east. The former show room and offices are still extant and take up almost a third of the Site. The eastern two thirds of the Site, which was previously occupied by the sales area and car parking, is presently clear of buildings.

**1.3 Site Geology and Topography**

- 1.3.1 The underlying geology of the area comprises; Head Silts, Sand and Clay with Gravels over London Clay (British Geological Survey, Sheet 270).
- 1.3.2 The modern ground level adjacent to the Site (at the centre of the road junction) is 44.10m above Ordnance Datum (aOD) though the site itself lies between 46.50m and 47.50m aOD.

## **1.4 Archaeological Background**

- 1.4.1 Several Lower/Middle Palaeolithic flint flakes have previously been found in Brockwell Park and Trinity Rise, which represent the earliest archaeological remains recorded in the area.
- 1.4.2 The road which effectively comprises the modern day Brixton Hill /Streatham Hill /Streatham High Street, road is thought to exist on the line of the Roman road linking London with Sussex.
- 1.4.3 The earliest evidence of settlement is in the form of eight early Saxon (8<sup>th</sup> century AD) sunken-floored buildings at Upper Tulse Hill. The name Streatham is of Saxon origin, meaning ‘the dwelling by the street’ and is mentioned in documents pre-dating the Norman Conquest as being under the jurisdiction of the Abbot of Chertsey, Surrey.
- 1.4.4 Following the Norman Conquest and subsequent pacification, the estate of Streatham was given to King William’s cousin, Richard of Tonbridge, who later bestowed the estate to the Benedictine Abbey of St. Mary of Bec in Norwood.
- 1.4.5 Although granted a charter to hold a fair and market in the 13<sup>th</sup> century, Streatham remained a small village centred on the church of St. Leonard’s, through most of the medieval period (1066-1537).
- 1.4.6 The construction of the turnpike from Kennington through Brixton and Streatham in 1717 and the advent of rapid coach services to London in the 1800’s led to development of the area as a wealthy suburb of London. Wealthy residents of the area included the Thrales brewing family, Lord William Russell, Dr Johnson and Sir Henry Tate.
- 1.4.7 Development was accelerated by the expansion of the railway network in the mid 19<sup>th</sup> century and was further accelerated in the 20<sup>th</sup> century during the development boom following the Great War (1914 – 1918).

## **1.5 Aims and Objectives**

- 1.5.1 The objective of the evaluation was to:
  - Elucidate the nature, character and extent of any archaeological remains on the Site and assess their significance.
  - Assess the depth of burial of any archaeological deposits as well as the degree of archaeological survival on Site.
- 1.5.2 The results of the evaluation are to be used to enable an informed decision as to the appropriateness of mitigation in advance of redevelopment of Site.

## **2 EVALUATION METHODOLOGY**

### **2.1 Methodological Standards**

2.1.1 All works were undertaken in accordance with the proscriptions of the verbal brief outlined in Wessex Archaeology's Written Scheme of Investigation (Wessex Archaeology 2005) as well as the guidance and standards outlined in the Institute of Field Archaeologists' Standards and Guidance for Archaeological Field Evaluation (revised 2001).

### **2.2 Health and Safety**

2.2.1 All work was carried out in accordance with the Health and Safety at Work Act 1974 and the Management of Health and Safety regulations 1992. All other relevant Health and Safety legislation, regulations and codes of practice, in force at the time were observed and adhered to.

2.2.2 Wessex Archaeology was not made aware by the Client of the presence of any underground services in the excavation area. As a precaution, however, the location of each trench was 'swept' with a Cable Avoidance Tool prior to mechanical excavation.

2.2.3 Wessex Archaeology prepared a Site specific Health and Safety Method Statement and a Risk Assessment prior to the commencement of fieldwork.

### **2.3 Fieldwork**

2.3.1 The evaluation comprised three machine excavated trenches, the size of the trenches were 4m x 2m, totalling an area of 24m<sup>2</sup>. The trenches were sited within the footprint of the proposed development and the location agreed with GLAAS prior to the excavation (**Figure 1**).

2.3.2 Trench 1 and Trench 3 were orientated on a northwest-southeast axis and lay at northwestern and southeastern edges of the Site. Trench 2, orientated on a northeast-southwest axis lay between Trench 1 and Trench 3.

2.3.3 The trenches were excavated using a 180-degree wheeled machine, equipped with a toothless ditching bucket, under constant archaeological supervision. All three evaluation trenches were excavated to the depth of the underlying natural geology.

2.3.4 The trenches were cleaned by hand and recorded on Wessex Archaeology pre-printed recording sheets. A photographic record was also compiled and the trenches were located with tapes from recognised boundaries and landmarks.

2.3.5 Following completion of the evaluation, the trenches were backfilled following agreement with the English Heritage Archaeological Advisor responsible for the Lambeth.



## **3 RESULTS**

### **3.1 Introduction**

3.1.1 The following narratives provide a summary, by trench of the results of the evaluation. Context detail and levels above Ordnance Datum are contained within **Appendix 1**.

### **3.2 Trench 1**

3.2.1 No archaeological features were present within this trench. Exclusively modern deposits relating to the construction of the current car park as well as evidence of levelling up, probably associated with properties which formerly stood on the site prior to the construction of the A208 (South Circular) recorded in the section. Notably a brick culvert (**107**), probably for the removal of foul water from extant properties to the northeast of the site, was recorded at the eastern end of Trench 1.

### **3.3 Trench 2**

3.3.1 No archaeological features were present within this trench. Exclusively modern deposits relating to the construction of the current car park as well as evidence of levelling up, probably associated with properties which formerly stood on the site prior to the construction of the A208 (South Circular) recorded in the section.

### **3.4 Trench 3**

3.4.1 No archaeological features were present within this trench. Exclusively modern deposits relating to the construction of the current car park as well as evidence of levelling up, probably associated with properties which formerly stood on the site prior to the construction of the A208 (South Circular) recorded in the section.

## **4 THE FINDS**

4.1.1 No finds were recovered from the evaluation.

## **5 CONCLUSION AND DISCUSSION**

5.1.1 Although archaeological evidence within the area has been recorded no finds or features were recorded during the evaluation.

## **6 THE ARCHIVE**

6.1.1 The archive, including context records, indices, matrices, site drawings and photographic records is currently held in the offices of Wessex Archaeology in London. It will be deposited with a suitable museum following completion of the project.

## 7 BIBLIOGRAPHY

British Geological Survey (1998) British Geological Survey, South London, Sheet 270

English Heritage (1998a) *London Region Standards and Practices in Archaeological Fieldwork – Archaeological Guidance Paper 3*

English Heritage (1998b) *London Region's Archaeological Watching Briefs Archaeological Guidance Paper 3*

Institute of Field Archaeologists (2001) *Standards and Guidance for Archaeological Evaluations*

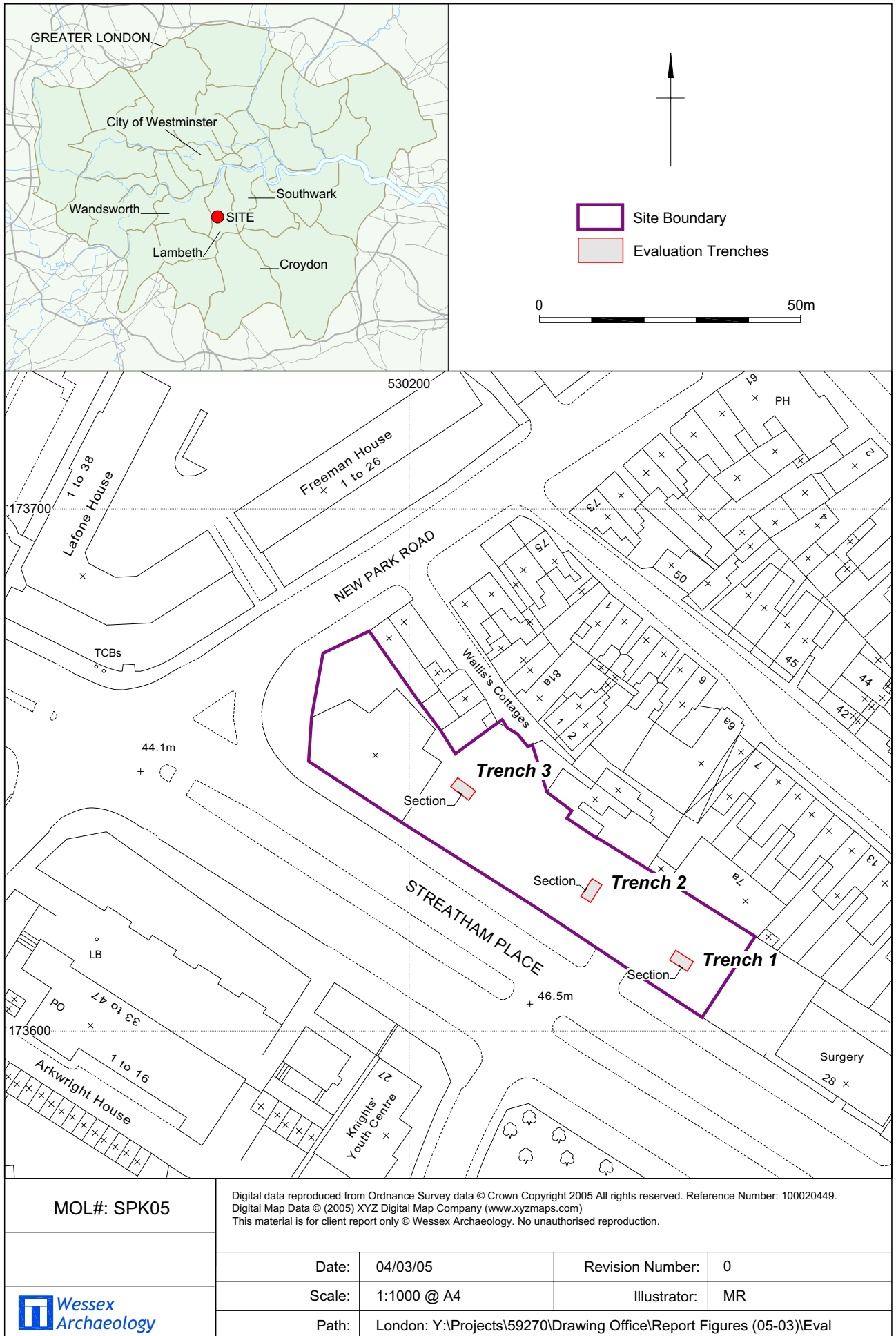
Wessex Archaeology (2005) *Land at the junction of Streatham Place and New Park Road, Streatham Hill, London Borough of Lambeth* (Wessex Archaeology document reference T8998.01)

## APPENDIX 1. TRENCH SUMMARY TABLES

<b>Trench 1</b>		<b>Dimensions: 4m x 2m Max. depth: 1.18m</b>	
<b>Context</b>	<b>Description</b>	<b>Interpretation &amp; Process of deposition</b>	<b>Depth (m aOD)</b>
101	Brick surface	Brick hard standing / Car park construction	47.08m
102	Mid Orange sand layer	Bedding / Car park construction	47.01m
103	Pale grey hogging material	Levelling up / Car park construction	46.92m
104	Mid grey hogging material	Levelling up / Car park construction	46.87m
105	Dark grey sandy clay with rubble	Levelling up / Car park construction	46.83m
106	Mixed orange and grey sandy clay with brick rubble	Levelling up / Drain construction	46.71m
107	Brick culvert	Drain construction/use	46.43m
108	Cut for brick culvert (N/S)	Drain construction	46.43m
109	Mid orange sandy clay natural	Geological Natural	46.48m

<b>Trench 2</b>		<b>Dimensions: 4m x 2m Max. depth: 1.08m</b>	
<b>Context</b>	<b>Description</b>	<b>Interpretation &amp; Process of deposition</b>	<b>Depth (m aOD)</b>
201	Brick surface	Brick hard standing / Car park construction	46.72m
202	Mid orange sand layer	Bedding / Car park construction	46.62m
203	Concrete layer	Levelling up / Car park construction	46.51m
204	Mixed brick/coal and rubble layer	Dump / Open Area use	46.27m
205	Dark grey brown sandy clay with occasional stones and rubble	Levelling up	46.19m
206	Mid orange sandy clay with grey laminations (mottling)	Geological Natural	46.09m

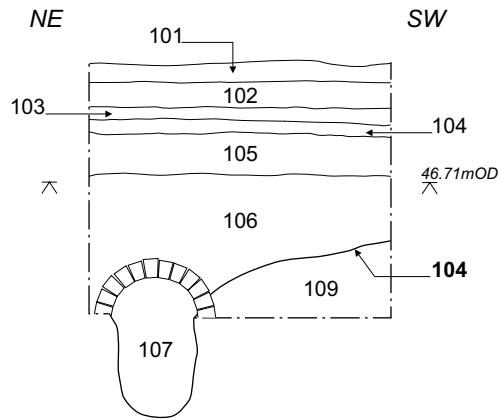
<b>Trench 3</b>		<b>Dimensions: 4m x 2m Max. depth: 1.10m</b>	
<b>Context</b>	<b>Description</b>	<b>Interpretation &amp; Process of deposition</b>	<b>Depth (m aOD)</b>
301	Brick surface	Brick hard standing / Car park construction	45.86m
302	Mid orange sand layer	Bedding / Car park construction	45.80m
303	Dark brown mixed brick rubble sandy clay layer	Levelling up / Car park construction	45.58m
304	Dark brown sandy clay with frequent sub-rounded flints	Dump / Levelling up	45.38m
305	Mid orange sandy clay with frequent sub-rounded flints	Geological Natural	45.32m



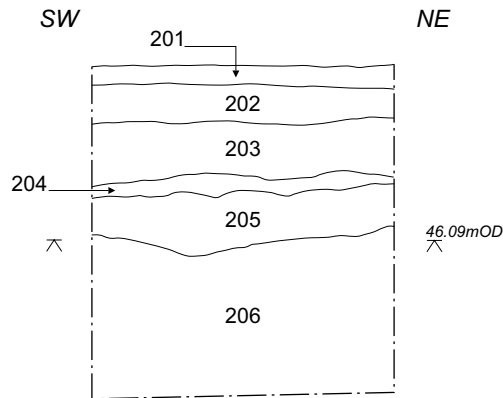
Site Location Plan Showing Indicative Location of Evaluation Trenches

Figure 1

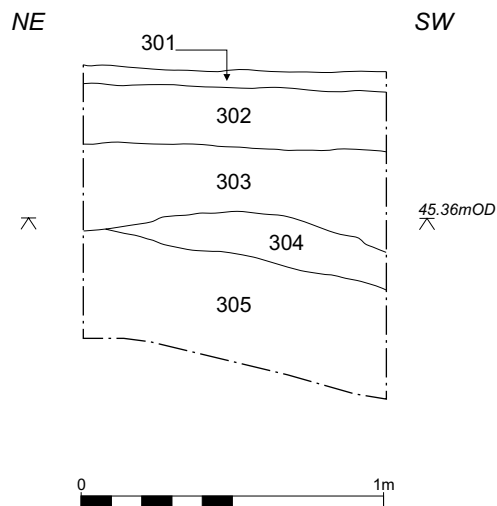
**Trench 1 Section**



**Trench 2 Section**



**Trench 3 Section**



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