



Crossrail Pudding Mill Lane Portal Former Works Premises

Historic Building Recording

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C262

Pudding Mill Lane Portal

Former Works Premises

Cook's Road

London E15 2PW

Historic Building Recording PMI/C262/003

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Executive Summary

Wessex Archaeology was commissioned by Crossrail Limited London, to undertake Historic Building Recording of two buildings, part of former works premises, at Cook's Road, London prior to their demolition. The buildings stand in an area which is to be developed as the Pudding Mill Lane portal of the Crossrail development scheme and were identified for demolition. An assessment of all the buildings on the Pudding Mill Lane development site had been carried out as part of the development phase of the project and had identified the former works premises as requiring an historic building record.

The buildings are not statutorily listed and are not located within a conservation area; however, they have an historic interest in the development of the Pudding Mill Lane area, being part of a now demolished soap works.

The earlier assessment had identified the buildings as 'Marlborough House/Gate House. However, the research and site survey carried out in the preparation of the historic building record has failed to find any relationship between these names and the buildings surveyed.

Investigation has shown that the buildings in question were built in the early 20th century as part of the continuing expansion of the East London Soap Works, which was established by Edward Cook in the 1830's. Building 1 comprises a small two-storey dwelling and an attached factory unit, itself comprising a central work space flanked by two, two-storey office wings. Building 2, to the east of Building 1, comprises a large four-bay factory unit with north-lit roof. The buildings have remained relatively unaltered externally but have been sub-divided and changed internally to suit modern needs.



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The documentary research was carried out by Katharine Barber. The site survey was undertaken by Bob Davis assisted by Duncan Wright. This report was compiled by Bob Davis and the illustrations prepared by Kitty Brandon. The project was managed for Wessex Archaeology by Damian De Rosa.



1 Introduction

1.1 Project Background

- 1.1.1 Wessex Archaeology were commissioned by Crossrail Limited, London, to undertake Historic Building Recording of two former works premises at Cook's Road, London, centred on NGR 537712 183289 (**Figure 1**) prior to their demolition.
- 1.1.2 The buildings stand in an area which is part of the Pudding Mill Lane Portal of the Crossrail development scheme and as such were identified in the document *Environment Minimum Requirements (EMR)* for Crossrail (3rd draft November 2007). This follows the principals of Planning Policy Guidance Note 16 (PPG 16) on archaeology and planning (1990).
- 1.1.3 An assessment of the Pudding Mill Lane worksite identified the components of the non-listed built heritage which would be demolished as part of the Enabling Works. The assessment identified, for each component the appropriate level of mitigation works in advance of demolition, and identified that an English Heritage Level II survey was required for a small complex of industrial buildings on Cook's Road (buildings 1 and 2) to mitigate the adverse effects of demolition (Crossrail 2008d). This assessment report and the Site-Specific Written Scheme of Investigation (WSI) had identified the buildings as Marlborough House/Gate House. However, our research has suggested that this attribution is probably incorrect (See section 2.5 below), and for this reason this report does not refer to the building as Marlborough House.
- 1.1.4 The entry for the buildings in the WSI gazetteer describes them as comprising a 'Late 19th century gatehouse with early 20th century extensions to the rear and east. Industrial building including office and workshop.... Constructed from whitewashed brick with some retention of original fixtures and fittings'.
- 1.1.5 The gazetteer assessed the significance of the buildings as 'Not listed and not located within a conservation area; however, the gatehouse has historic interest in the development of the Pudding Mill Lane area, being part of a now demolished soap works. Marlborough House was part of a later development and was constructed before the First World War to be used as an armaments building'.
- 1.1.6 The Crossrail development scheme comprises a cut and cover tunnel, a covered portal ramp structure, an Emergency Intervention Point (EIP), a 4-span underpass, bridges over Marshgate Lane, the Northern Outfall Sewer (NOS) and City Mill River. There will also be protection works for the River Lea, which involves the construction of a coffer dam to allow tunnel excavation under the river. The area occupied by the surveyed buildings will become temporary site offices for the development.

1.2 Site, location and description

- 1.2.1 The proposed Pudding Mill Lane Portal site is located on the north-east bank of the River Lea, primarily in the London Borough of Newham, and about 1km south-west of Stratford Station. It lies in close proximity to the southern part of the London 2012 Olympic site and less than 1km from the main Olympic stadium.

- 1.2.2 The former works premises stand on the south side and at the west end of Cook's Road, extending east from the corner with Barbers Road. The site is surrounded by various industrial buildings to the south, west and east. The River Lea is located approximately 70m to the south.
- 1.2.3 At the time of the survey the buildings were unoccupied and only recently vacated. Building 1 comprised two different elements (A and B). The west element (A) was a two storey dwelling situated at the north-west corner of a larger factory unit (B) (**Figure 1**). The factory unit was characterised by a central, single storey working area flanked by two, two-storey office wings. On the north side of the factory unit were adjoining toilets and mess facilities on the east side of a small yard.
- 1.2.4 Building (2) was a large steel framed industrial unit with brick curtain walls. It was square in plan with a north lit or saw tooth roof of mainly single storey but with an elevated two storey bay at the south end.

1.3 Historical context

- 1.3.1 The area around the site has been the subject of industrial development since the mid 19th century. An understanding of the historical industrial origins of the area has been provided by: *A marsh and a Gasworks, 100 years of life in West Ham* (Newham Industrial Workshop 1986). This publication gives an insight as to the environment created by uncontrolled industrial development in the area.

The construction of the Eastern Counties Railway from London to Norwich Between 1840 and 1855 resulted in rapid industrialisation of the area. Until this time the area had been largely rural. Some industry had a presence from early times including textiles, paper making and distilling all able to make good use of the wharfage, motive power and ample supplies of clean water provided by the River Lea. There was also a small chemical industry based on a ready supply of animal refuse from local slaughterhouses. Of these, only the chemical industry survived the nineteenth century, in spite of the rather unpleasant effects that it had on the local population.

Something of the nature of these firms can be seen from reports submitted in 1856 by two local doctors who were asked by the newly established Local Board of Health to investigate certain offensive trades near Bow Bridge. They reported that Crow's sulphate of ammonide plant, Newman's factory for producing patent manure from fish offal and other animal matter, and Seaborne's practice of boiling fat from bones and leaving heaps of animal matter to decompose by spontaneous fermentation were unlikely to be beneficial to the health of the local population. Twenty years later, the situation was no better. Harvey was found to boil putrid meat in open pans to extract fat, and Hempleman was dissolving offal and tripe dresses in sulphuric acid, both producing stenches that the Medical Officer said 'cannot be described or even imagined' and which were perceptible 300-400 yards away.

- 1.3.2 By the mid 19th century the area around the site, and particularly along the north and south sides of the River Lea, had been developed with various industries. These included a lime works, lamp factory and soap works. The area continued to be used for industry throughout the rest of the 19th and 20th centuries.

2 Methodology

2.1 Aims

- 2.1.1 The aim of the building recording was to provide a lasting record of the buildings prior to their demolition. The scope of the record was to be in accordance with a Level 2 record as defined by *Understanding Historic Buildings: A guide to good recording practice* (English Heritage, 2006).

2.2 Documentary research

- 2.2.1 A search of cartographic and documentary sources was carried out at the Newham Archives and Local Studies Library on 3rd August 2009. Maps consulted date from the 19th century to the present day. A full list of cartographic sources and documents examined is given in the appendix.

2.3 On-site recording

- 2.3.1 General views of the exterior of the buildings and areas of significance were taken using a Canon 40D digital camera. Key spaces and features were photographed in digital format only.
- 2.3.2 The locations of the photographic views were recorded onto a handheld HP iPAQ. They were recorded as point shape files, related to the site survey plan on pocket GIS with the following attributes: floor number, direction of view and brief description. This has generated a photo gazetteer database providing both standard digital exposure images along with processed HDR images.

3 Results

3.1 Cartographic and documentary evidence

- 3.1.1 The earliest map consulted, which shows the site and surrounding area, was part of Cruchley's New Plan of London dating to 1839 (**Figure 2**). This map shows the site and immediate area around as mostly undeveloped. The wider area along the Stratford Road to the east has already been developed into a series of wharfs. A notable feature shown on this map is a ditch or canal with a right angled kink running north-east south-west across the marsh connecting the River Lea and City Mill River. There is a building of unknown purpose shown in the very north corner of the area on the south side of City Mill River and on the north side of the ditch. The proposed route of the Great Eastern Railway is shown running north-eastwards across the marsh. The only other feature shown that has relevance is Five Bells Bridge which leads across the River Lea from the south and gave access onto the marshes.

- 3.1.2 Stanford's map of 1862 (**Figure 2**) indicates that the north-west side of the marsh has begun to be developed for industry. The north-east south-west ditch has been infilled and the Great Eastern Railway embankment has been built forming a north-west boundary to the marsh. It is possible that the construction of the railway has meant that the building shown on the south side of the City Mill River was demolished to make room for the railway as it is no longer shown. A narrow strip of land under the south-east side of the railway embankment is now occupied by a Tar Work's and a Gas Work's. Significantly, the next plot of land along the River Lea south-eastwards is occupied by a Soap Work's. This works is accessed via an east-west road (the present Cook's Road) running off Stratford Road to the east. A small collection of buildings is also shown to the south of the soap works located along the north bank of the River Lea. The map does not indicate what these buildings were used for. There is no other significant development in the immediate area save for Lime kilns occupying the east most plot of land close to Stratford Road. Five Bells Bridge is still shown but now gives direct access across the River Lea and into the complex of buildings to the south of the soap works. It is possible that Five Bells Bridge provided access for workers who lived in the recent housing development to the south of the River Lea. Other social development in the area includes the Grove Hall Lunatic Asylum built on the south-west side of the River Lea.
- 3.1.3 The 1867 Ordnance Survey map shows the area of the site on the north side of the River Lea in detail (**Figure 2**). At this time the area to the north-west of the Site is dominated by the East London Soap Works, which has expanded to take over part of the gas works under the railway embankment. What was to become Cook's Road is shown, but not named; leading past the lime works and to the soap works. On the north side of the main soap works is a large house set in formal gardens. To the south-east of the house is a small rectangular building located on the north side of the main gate into the soap works. It is possible that these two structures, which no longer survive, may have been Marlborough House and the Gate House mentioned above, and represent the soap works owner's house, coach house and stabling.
- 3.1.4 Other industries shown on the map are the lime works to the east, which have expanded westwards, and a lamp factory occupying the site of the previous collection of buildings to the south-east of the soap works along the bank of the River Lea. The site of the former works premises subject to this survey is occupied at this time by a large, free standing rectangular building of unknown purpose. It stands at the west end of a banked ditch or leat which runs east and passes the lime works. This building may be a sluice house or related water management housing.
- 3.1.5 Five Bells Bridge is still shown crossing the River Lea and would appear to have been utilised to provide access into the soap works and lamp factory for workers living in the terraces of housing along Old Ford Road on the south-west side of the River Lea. A towing path for canal barges has been created running along the north bank of the River Lea.
- 3.1.6 The 1894 Ordnance Survey map shows that by this time the area had become rapidly developed (**Figure 2**). The East London Soap Works has expanded to the north-east alongside the Great Eastern Railway embankment probably taking over the tar works and gas works. An Oil company has been constructed along most of the south frontage onto the River Lea and the lime kilns to the east have been reduced in extent. The embankment and ditch on the south side of Cook's Road have been levelled and

infilled respectively and Cook's Road is named for the first time. A small terrace of houses has been built at the west end and on the north side of Cook's Road. It is likely that the occupants worked in the soap factory or one of the other industries in the area. The other significant development is the creation of the New Imperial Saw mills on the north side of Cook's Road. The large house is still shown as is the smaller structure at the end of Cooks Road but both have become somewhat encircled by the expansion of the soap works buildings. The formal gardens that once surrounded the large house appear to have been reduced in size.

- 3.1.7 The Stratford Street Directory of 1894-5 lists Rowatts Wharf Limited as occupying the site of the oil wharfage with James. M. Davey as Managing Director. The soap works are listed as Cook, Edward and Company, soap manufacturers (East London Soap Works). It is this name that gives us 'Cook's Road'. Other businesses are listed to the east of the site including Lee Williams, son and company, Grey stone lime works.
- 3.1.8 The free standing rectangular structure noted on the 1867 map is still shown but now has two much larger buildings added to its south end. It would appear from this map and the boundaries shown that the site which was to become the location of the surveyed buildings belonged to the oil company and not the soap works.
- 3.1.9 The Street Directory of 1896 indicates that there has been no significant change to the businesses occupying the plots of land. But, by the time of the 1897-8 Kelly's Trade Directory the oil company is not listed. This is also the case in the 1905 trade entry when companies listed include Cook's soap factory, Lee Eastwood grey stone lime works, Walter Jones and son engineers, H. Morrell, ink manufacturers and Massey-Harris agricultural implement manufacturer.
- 3.1.10 The next available map of the area was the 1916 Ordnance Survey (**Figure 2**). This map shows that the soap factory has expanded to the east into what was the oil company land. The other plots of land to the east are clearly marked and suggest that the earlier, large, oil wharf has been sub divided into smaller plots.
- 3.1.11 The buildings which are the subject of this survey first appear on this 1916 map. The earlier buildings of the oil company have been demolished and a series of large facilities built. The map also depicts interconnecting rails between some of the buildings. It can be determined from this evidence that our buildings were built as part of the further expansion of the soap works.
- 3.1.12 The buildings are shown on this map as having a solid, straight north front onto Cook's Road. Building 1 is shown as rectangular in plan with a small projection to the north-west corner. Two, small structures are shown adjoining the west end of the north-west projection and are of unknown purpose. Building 2 is shown as a large square plan structure with some small attached elements to its east and south sides. Railway tracks are shown entering the building in the south-west corner. A large 'L' shaped building stands to its south with a series of smaller buildings built between the two. A large open sided shed is built to the south-east parallel to the river and a complex of conjoined buildings is located to the east.
- 3.1.13 The 1948 Ordnance Survey map shows the building's plan form in more detail than the 1916 version (**Figure 2**). The north-west projection to building 1 is clearly shown and is thought to represent the two storey dwelling recorded as part of the survey, to its rear is

a small yard. One of the small buildings adjoining the west end of the north-west projection has been demolished creating a gap. This gap may well have been created to form a gate entrance but is not marked clearly as such on this or subsequent maps.

- 3.1.14 The main body of Building 2 is shown largely unchanged from that seen on the 1916 map. The railway tracks leading from the south-west corner are not shown so it is assumed that they have been removed. The large 'L' shaped building to the south is still standing but most of the smaller buildings that stood between the two larger buildings have gone creating a yard space between the two. Only the small buildings to the east survive but in a different plan form. The open sided shed to the south and the complex of conjoined buildings to the east shown on the 1916 plan have gone, creating a large open yard. The boundaries are not clear on this map and it is possible that building 2 is now part of a separate company with the open Maple Wharf yard on its east side.
- 3.1.15 Some of the older buildings located along the north side of the River Lea, and first seen on the 1862 map, forming part of the soap factory, and some buildings subsequently part of the oil company premises, have also been demolished by this time. This was to make way for a travelling crane marked on the plan.
- 3.1.16 The plot of land where building 2 stands is marked as Maple Wharf and further to the east the next plot is described as Canada Wharf. Perhaps these names are reference to timber imports which can be off loaded onto these wharfs, transported across Cook's Road and into the New Imperial Saw Mills which still exist at this time. This may suggest that at this time building 2 was involved in the timber industry.
- 3.1.17 The small terrace of houses, on the opposite side of Cook's Road, has been demolished by this time.
- 3.1.18 The 1960 Ordnance Survey plan (not reproduced) indicates that there has been no significant change to the surveyed buildings. However, the rest of the site has continued to be redeveloped with a number of buildings demolished and the main soap factory now called 'works'. It is not certain when the East London Soap Works went out of business, but Kelly's trade directory for 1960 lists a Hudson and Knight Ltd Soap Manufacturers in Cook's Street so it is likely that the business was sold to another company with soap still being made here. After this period the entries for the area in Kelly' Trade Directory show that many businesses came and went including precision engineers, Box factory, resin manufacturers and concrete contractors.
- 3.1.19 This map also suggests that the two buildings subject to survey were indeed part of separate businesses. The large open yard to the east of building 2 now has a large building whose floor space covers almost the entire yard. Between this building and building 2 there is a gated entrance leading off Cook's Road and into the narrow yard spaces between the two buildings. There is still an open yard between building 2 and the 'L' shaped building to the south.
- 3.1.20 Other significant changes to the area include the removal of the New Imperial Saw Mills, this has gone or been reduced in size and the west side of the mill site has been divided into several complexes called 'works'. The towing path still remains as does Five Bells Bridge with a new 'Five Bells Wharf' on its east side.

- 3.1.21 By the time of the 1968 Ordnance Survey (not reproduced) the main 'works' building (part of the soap factory) has been partly demolished and is now called Engineering Works. A large building (probably warehouse) has been erected to the south-west of building 1 which itself has remained unaltered in plan. Cook's Road is still shown as a 'dead end' at this time with access gained to the Engineering works via the old gate entrance. Building 2 remains unchanged and it now forms part of a business, together with larger buildings, including a further large extension to the east of the large building to the east of building 2, called Nursery Furniture Factory maintaining its possible link with the timber industry. A rectangular extension has been built onto its south-west corner which is open sided to the east and south. To the north of Cook's Road a Veneer Works is marked as is a 'Depot'.
- 3.1.22 The 1985 map (not reproduced) shows significant changes to the area and particularly the west end of Cook's Road. The area where once the soap factory originally stood has been redeveloped into the Heron Industrial Estate with small purpose built units. Cook's Road now continues north into Barbers Road and new boundaries have been created between the Heron Industrial Estate and the site of the surveyed buildings. Even at this time the surveyed buildings remain unaltered in plan form and this newly created subdivision of land is simply called 'works'. A small electric sub-station has been built a short distance to the north-west of the buildings and this feature was extant at the time of the survey. There has been no change to the plan form of buildings 1 and 2. To the east the area once occupied by the lime works is now called Vulcan Wharf, perhaps an acknowledgment to its fiery past.
- 3.1.23 The latest map consulted was the 1995 Ordnance Survey (not reproduced). This shows the buildings with no changes in plan but with several property boundary changes. A small garage had been erected to the west side of building 1 and a boundary fence erected between it and the large warehouse to the south-west. There have been some minor additions to the west side of the building south of building 2 with extensions built onto the west side but overall they retain their plan form.

4 Building descriptions

4.1 Building 1 (Dwelling A)

- 4.1.1 The small attached house on the north-west corner of the main building is of typical early 20th century design. It incorporates materials and design of the period and was used until recently as offices. Recent decoration and some minor re-design had removed many of the original fixtures and fittings. However, the basic structure remained unaltered from the early 20th century plan form. The exterior had been painted in white masonry paint.
- 4.1.2 Interestingly, the house has been constructed tight up against the north boundary with Cook's Road. This has created an unusual skewed alignment of the north wall of the house. The rest of the premises, including the attached factory to the south-east, have been built on a more parallel alignment with other former buildings (once part of the soap works) which have since been demolished. This skewed alignment has created an odd roof design (**Front cover**). The building is wedge-shaped in plan; the north-east corner being pushed further to the north. The result is that the slope of the roof in the north-east corner is longer than the south side. This has created a longer verge and

steeper gutter along the north side. The angle of the gutter is too steep for heavy rain to run in a controlled manner to the north-east down pipe, so, in heavy rain, the water probably cascaded over the end hopper. The roof itself is covered with slate which is probably original.

- 4.1.3 The house was constructed using red bricks laid in English Garden Wall bond with the main access via a door in its south wall. The house was arranged over two floors with a single small chimney stack built into the north wall. Original windows were of double sliding sash design set in recessed openings with cambered brick arches and double lights to each sash. A double casement window had been inserted into the south-west wall of the kitchen.
- 4.1.4 The north-west end elevation appeared to be the principal side of the building with a bay window and a small single sliding sash window on the ground floor and two window openings on the first floor (**Plate 1**). The bay window illuminated the principal ground floor room and provided views to the west and south to the main soap factory buildings. It may also have given a view of the possible gateway mentioned in 2.5.12 above. But this is by no means confirmed as no evidence of a gateway to the west side of the house was seen. The small sash window provided light to the base of the stairs which, ran up the south wall to the first floor.
- 4.1.5 Internally, the ground floor consisted of a large principal north-west room heated by a small fireplace in the north wall (**Plate 2**). There were two further rooms to the rear or south-east end, a narrow store against the north wall and a larger kitchen area to the south (**Plate 3**). No original fixtures and fittings were noted as the areas had recently been decorated.
- 4.1.6 The first floor has a small landing at the top of the stairs. The original principal bedroom has been divided recently. What is now the front or north-west bedroom has the remains of a fireplace in the north wall (**Plate 4**). Only the hearth remains as the fireplace has been blocked. The position of the stud dividing wall is too close to the fireplace and was built on top of the softwood floor boards. The divided off room to the east, now a small bedroom, has a single 'off centre' window in the north wall (**Plate 5**). This too is an unusual feature.
- 4.1.7 The remaining east bedroom is lit by two sash windows and there was a small narrow bathroom to the south-east corner lit by a single sash window (**Plates 6-7**). This arrangement may be original.

4.2 Building 1 (Factory and offices B)

- 4.2.1 The factory/workshop unit would appear to have been constructed as a small works of some kind. The general layout of the building consisted of a central tall single-storey workshop area with two-storey side ranges to the east and west, providing office space (**Plate 8**).
- 4.2.2 The central workshop area was until recently used for light engineering purposes and the two wings for a mixture of offices and a small glazing design business. To the north (rear) could be found the toilets and messing facilities for factory staff.

- 4.2.3 Construction of the factory unit was in red brick laid in English garden wall bond. Apart from the general open central space there was a small store to in the north-east corner. The slate covered roof was supported on light weight steel trusses of compound Fink design (**Plate 9**). The pitched roof was covered with softwood sarking boards with illumination panels running the length of both slopes. There were well spaced ventilation tiles along the ridge.
- 4.2.4 The north-west office wing had been altered on the ground floor to accommodate factory offices and stores (**Plate 10**). This had been created by knocking through the north-west brick wall of the central factory space.
- 4.2.5 The first floor of the north-west range was accessed via a dog-legged staircase in the north-west corner. This was also accessed from a door in its west wall, leading from the west yard and dwelling A (**Plate 1**). The first floor landing gave access to corridors running along the west and north sides of the building. The west corridor provided access into the offices of the north-west wing and the north corridor linked the north-west wing with the south-east wing (**Plate 11**). The roof was partially exposed above the landing area and was of similar design to that seen in the central factory area.
- 4.2.6 The south-east range did not have direct access into the central factory area but was connected to the north-west wing via the first floor corridor mentioned above. No evidence of an original link at ground floor level was found but this may have been blocked and obscured by modern decoration. Both ground and first floors were open spaces and were illuminated by large wooden framed windows (**Plates 12-13**). Access to the first floor of this wing was via a similar dog-legged staircase in the south-east corner and similar to the one in the north-west corner of the opposite wing. Of note is the fact that the south-east wing is longer to the north than its counterpart to the north-west. All of the available land space has been used where as the north-west wing is foreshortened to accommodate the small house.
- 4.2.7 On the north side of the factory unit and to the south-east of Dwelling A are toilets and messing facilities and a small yard. The toilets would appear to have been placed here to serve mainly the factory area. These small projecting buildings would appear to be original, as they appear on the first accurately drawn plans of 1948. Although the small yard between the house and factory is not shown on the 1916 plan it is assumed that the plan is more schematic and the various buildings are depicted as blocks. They are constructed in a similar style to that of the rest of the factory buildings with pitched roofs covered with slate (**Plate 14**).
- 4.2.8 Internally, the toilet and kitchen area are, again, typical of the period, with quarry tile flooring and wooden framed windows similar to those found in the two office wings (**Plate 15-16**).

4.3 Building 2 (factory)

- 4.3.1 This factory unit is roughly square in plan and covers a floor area of approximately 1600 square meters. Built on a north-east south-west axis it had an internal steel frame of riveted rolled steel stanchions and valley beams and curtain walls of red brick laid in English bond. The frame formed four bays, each approximately 8m wide. The south-western-most bay was taller than the other three bays. The roof was supported by light weight 'L' sectioned steel members forming a north-lit or saw tooth roof. The south

facing slopes of the roof are covered with softwood sarking boards (**Plate 17**) and the exterior walls were all in red brick laid in English bond (**Plate 18**).

- 4.3.2 The exterior wall surfaces of the north-west facing elevation had been clad externally in modern fascia so it was not possible to see if any external features had been masked by the cladding. There was a series of large openings along this elevation at ground floor level including a single doorway at the north end and three larger door openings fitted with roller steel doors (**Plate 19**). Some natural illumination was provided by several window openings along the north wall. These openings no longer had their window frames in them and were covered with boarding at the time of the survey.
- 4.3.3 In modern times, the internal floor space has been divided into a series of single storey offices using lightweight Thermalite blocks. The original ground plan would appear to have been largely open as there was no clear evidence of original wall divisions. It is expected that a building of this type, a large open working space, would not have too many internal divisions as this would hamper production methods. The floor surface was entirely concrete and showed no signs of removed walling or machinery fixings.
- 4.3.4 Some evidence of the process and circulation of the building was seen in the raised bay at the south-west end of the building (**Plate 20**). This bay was distinct in that along the south-west wall, formed from a series of blind arcades of brick, there were the cut off remains of steel 'I' beams, set approximately half way up the wall. The remains of the 'I' beams were set at equal spacing and were thought to represent the remains of an overhead travelling crane frame support. On the opposite wall, at the same level as the cut off 'I' beams, the horizontal beam used as the travelling crane rail was still *in-situ*. This feature was part of a double, parallel, pair of steel 'I' beams. The north beam supported the raised section of brick walling for the elevated height of the south-west bay and the southern most beam used as the rail.
- 4.3.5 Map evidence has suggested that a railway entered this part of the building from the north-west side (see above 3.1.12). It is therefore logical to conclude that this bay was used as a loading bay with material or products being loaded or unloaded onto small rail trucks via the overhead travelling crane. Indeed, a modern travelling crane still existed, within this bay, at the time of the survey and was located at the north-west end. This feature only occupied the last two bays and did not run the whole length of the building.
- 4.3.6 Few other features, dating to the buildings early period, survive. The large open sided shed, located on the south-west corner and first seen on the 1968 Ordnance Survey plan, survived at the time of survey. This was formed from ferro-concrete stanchions with wooden lean-to roof joists and wooden sheet purlins covered with corrugated asbestos sheets. A late 20th century small extension was added to the very south-west corner of the building which has meant that a single doorway has been knocked through to provide access.

5 Discussion

- 5.1.1 The survey of the former works premises in Cook's Road has shown that the buildings were constructed in the early 20th century as part of the continued expansion of the East London Soap Factory. It remains unclear what activities were originally carried out in these buildings, but their style and the materials used in their construction were typical of the day, and they were probably built for small processing and/or the testing of products. The small house obviously allowed for domestic accommodation on site and may well have housed a watchman or gatehouse keeper and his family but no evidence for this could be found.
- 5.1.2 The East London Soap works was built in the 1830's after the Great Eastern Railway had been built. The area of marsh land adjacent to the River Lea was perfectly placed to be exploited by all sorts of industries, and, as research has discovered, not all of these industries were very pleasant. The East London Soap Factory however produced products of an apparently more pleasant nature, but, perhaps production methods left little to be desired. The works were owned by Edward Cook who gave his name to the road leading into the works which survives to this day.
- 5.1.3 The large house and outbuildings noted on the north side of the main factory in the mid 19th century may well have given rise to the names Marlborough House and Gate House but research has not been able to clarify this further. The properties which were the subject of the survey would appear, from our research, to comprise the only surviving structures from the last phase of expansion during the soap factory's existence.
- 5.1.4 The dynamic nature of such an industrial landscape has meant that new buildings, and businesses, were quick to replace those that had ceased to exist so any surviving buildings from the mid 19th century is a testament to their flexibility with regard to changing uses. Our buildings were perhaps well suited for small, specialised business use and so have survived with little alteration.

6 Conclusion

- 6.1.1 It cannot be said with any degree of certainty that the two buildings recorded once carried the names Marlborough House and or Gatehouse at all. It also remains unclear as to the use of the larger industrial facility and no relation to the armaments industry was found during research or site survey. It is assumed therefore, that both the surveyed buildings represent the only surviving remains of the once extensive soap works. These two buildings have survived due to their flexibility while other buildings and businesses have been swept away by changing industrial needs.
- 6.1.2 As surviving relics of London's, and in particular east London's, industrial heritage, the buildings form a valuable example of the rapid growth of unchecked industrial development during, in particular, the 19th century. As time has progressed, and modern attitudes change, the area around the site has been ear-marked for improvement in both communication links and future social needs. This has meant that buildings such as these are no longer required.



7 References

Wessex Archaeology 2009 *Crossrail, Pudding Mill Lane Portal. Written Scheme of Investigation for Archaeological Field Evaluation, Watching Brief and Historic Building Recording. Report Reference T12936-v01.*

APPENDIX

Maps

Cruchley's New Plan of London to 1839

Stanford plan of 1862

Ordnance Survey 1867 London Sheet XXIV 1:2500

Ordnance Survey 1894 Middlesex Sheet XVIII 5 1:2500

Ordnance Survey 1916 Essex Sheet LXXXVI 5, London Sheet LXXXVI 5 1:2500

Ordnance Survey 1948 Sheet TQ 3783 1:2500

Ordnance Survey 1960 Revision, 1968 Revision, 1985 Revision, 1995 Revision 1:2500

Documents

Kelly's Trade Directories for:

1894-5

1895-6

1897-8

1902

1905

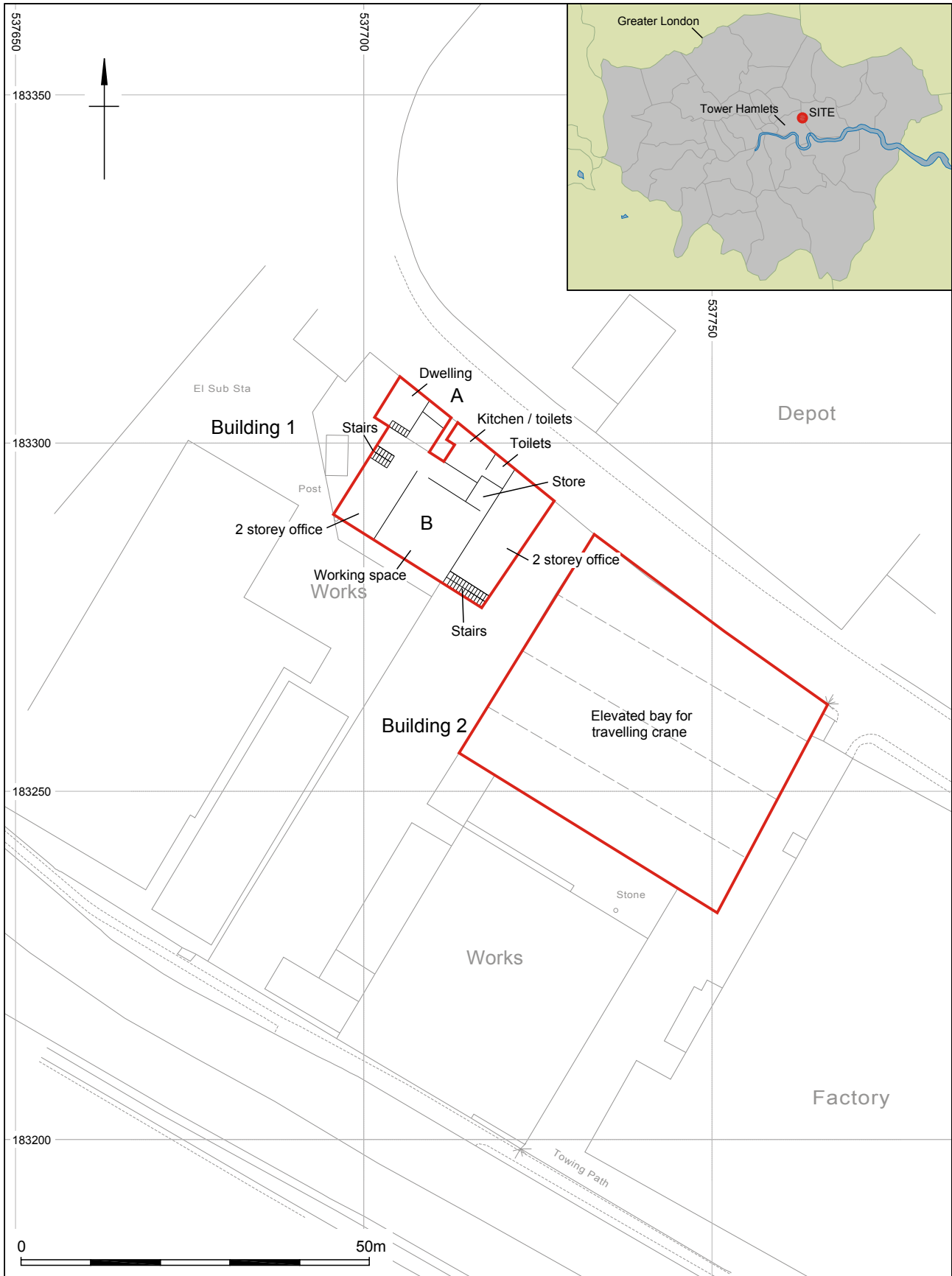
1925


1938

1952

1960

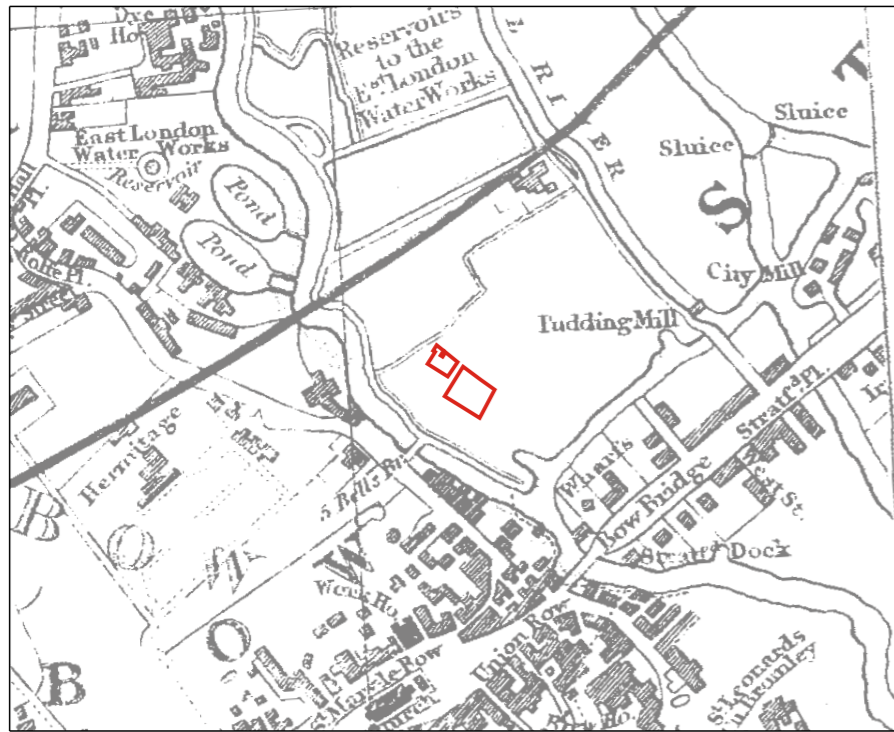
1971



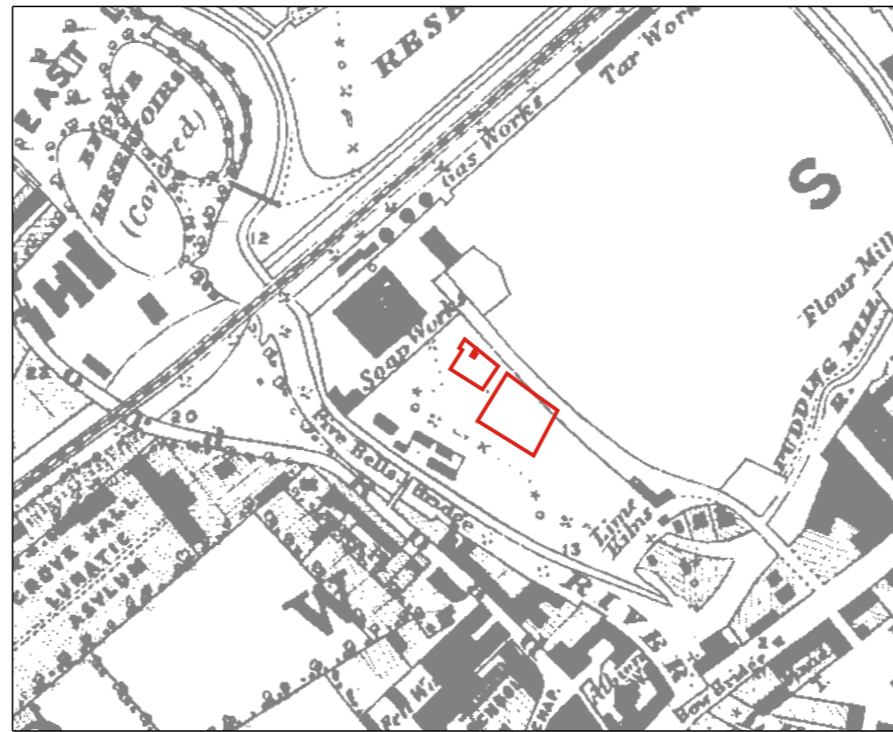
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Site location showing building location and principal elements

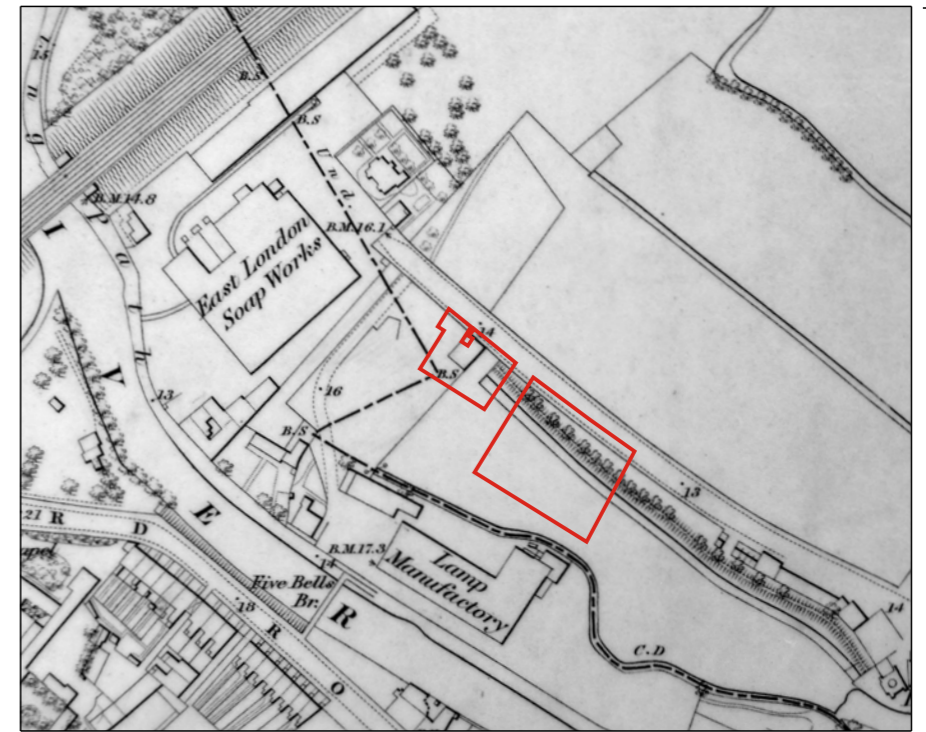
Figure 1



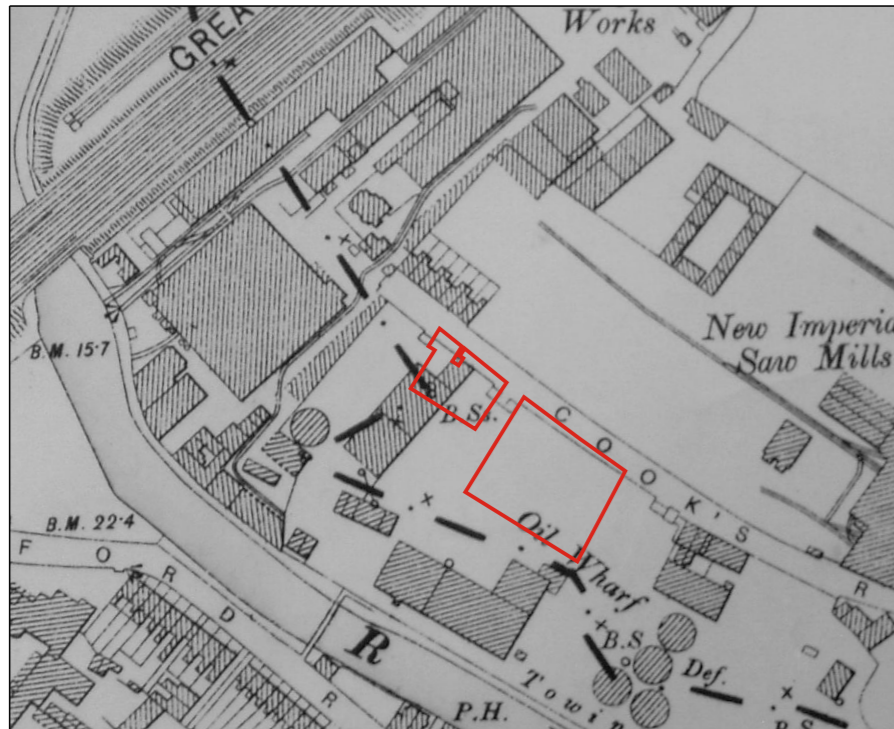
A. Cruchley's new plan of London to 1839



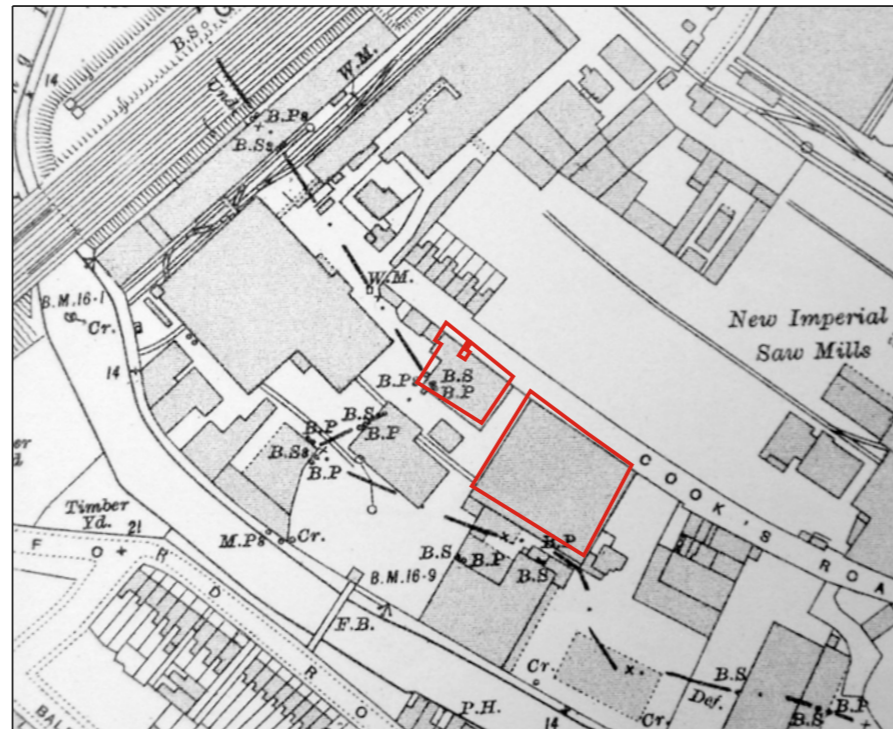
B. Stanford's map of 1862



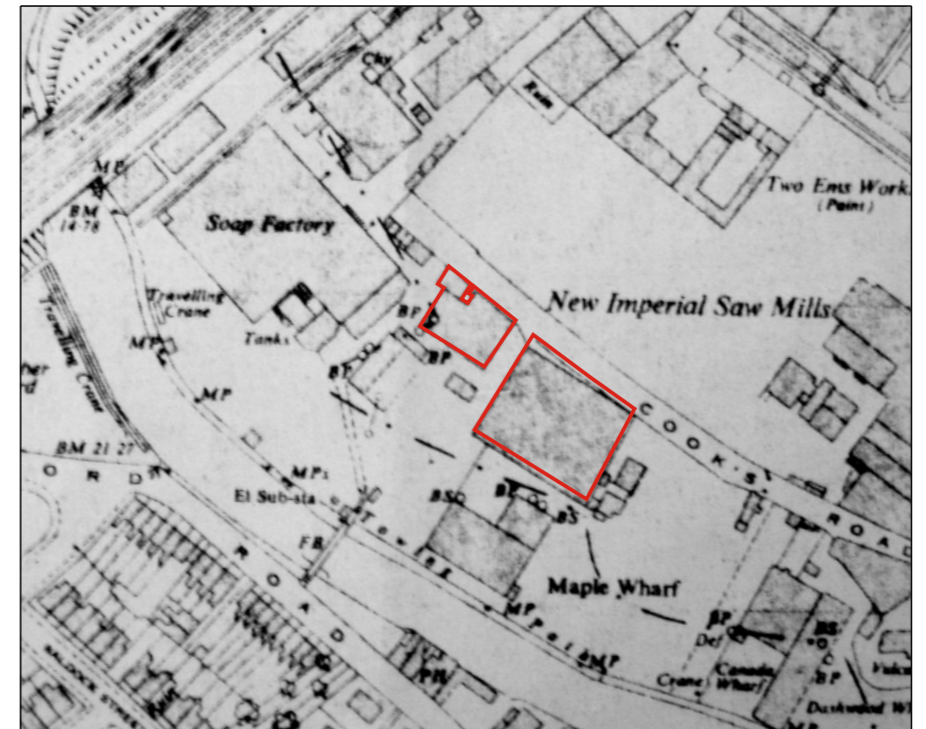
C. Ordnance Survey 1:2500 map, 1867



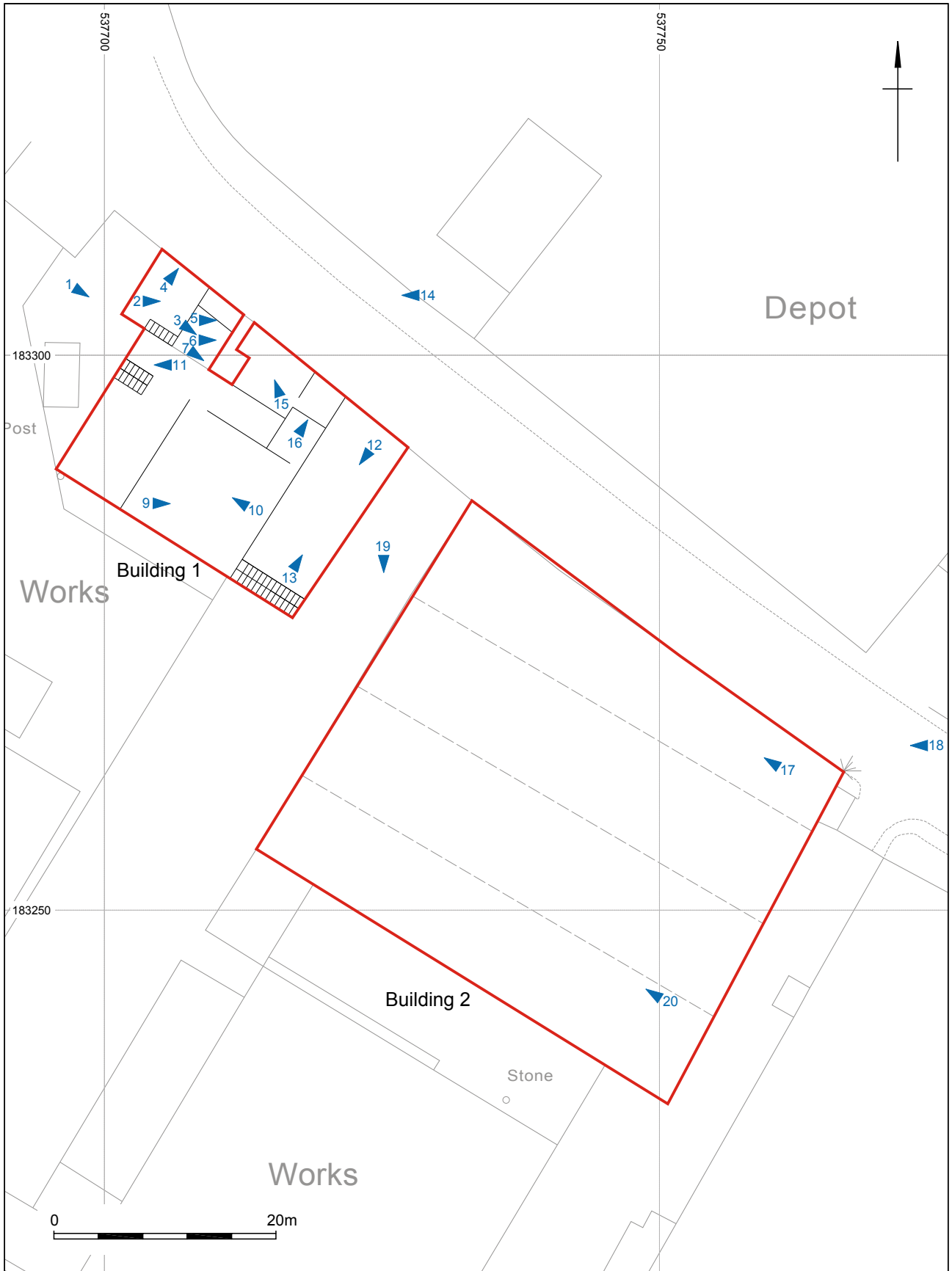
D. Ordnance Survey 1:2500 map, 1894

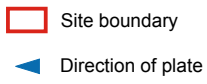


E. Ordnance Survey 1:2500 map, 1916



F. Ordnance Survey 1:2500 map, 1948



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Direction and number of plates shown in report

Figure 3



Plate 1: North-west elevation of house showing fenestration and also door access into north-west office wing of factory unit



Plate 2: Principal north-west room of house, ground floor

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Plate 3: Ground floor kitchen with inserted double casement window



Plate 4: First floor north-west bedroom. Hearth with blocked fireplace in north wall. Modern dividing stud wall to right of image

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Plate 5: First floor modern bedroom with 'off centre' window



Plate 6: First floor south-east bedroom

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Plate 7: First floor bathroom



Plate 8: South-west elevation of central factory space and two storey office wings

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Plate 9: Central factory working space with compound fink trusses supporting the roof



Plate 10: View looking north-west showing ground floor offices and stores created by knocking through north-west wall of factory space

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Plate 11: First floor landing area in north-west wing. West corridor into offices leads to left of image



Plate 12: Ground floor south-east wing looking south

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Plate 13: First floor south-east wing looking north



Plate 14: Oblique exterior view of north elevation of factory unit. The toilets and messing facilities can be seen in the centre of the building

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Plate 15: Internal view of kitchen and toilets on north side of building



Plate 16: Internal view of toilets showing quarry tile flooring and wooden framed windows

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Plate 17: Building 2, typical view showing internal steel frame and north-lit roof design plus modern office divisions



Plate 18: Exterior view of building 2 showing red brick walls and north-lit roof profile

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Plate 19: Various openings in north-west elevation



Plate 20: Raised south-west bay showing evidence of travelling crane rails in opposite walls

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