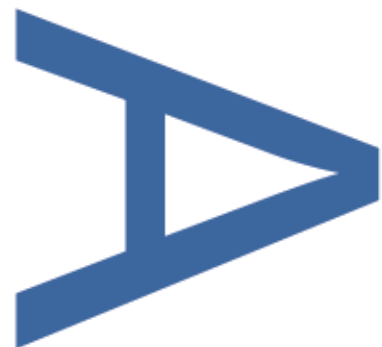


**HISTORIC BUILDING RECORDING
OF UNIT 9, THAMES ROAD
INDUSTRIAL ESTATE,
SILVERTOWN,
LONDON BOROUGH OF NEWHAM,
E16 2EQ**



PCA REPORT NO: R13030

SEPTEMBER 2017

PRE-CONSTRUCT ARCHAEOLOGY

**Historic Building Recording of Unit 9, Thames Road Industrial Estate, Silvertown,
London Borough of Newham, E16 2EQ**

Researched and written by Adam Garwood and Guy Thompson

Site Code: TIE17

Project Manager: Charlotte Matthews

Commissioning Client: RPS CgMs

Central National Grid Reference: TQ 41649 79922

Contractor:

Pre-Construct Archaeology Limited

Unit 54, Brockley Cross Business Centre

96 Endwell Road, Brockley

London SE4 2PD

Tel: 020 7732 3925

Fax: 020 7732 7896

Email: cmatthews@pre-construct.com

Web: www.pre-construct.com

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DOCUMENT VERIFICATION

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Thames Road Industrial Estate,
Silvertown,
London Borough of Newham,
E16 2EQ

Type of project

Historic Building Recording

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Graphics Checked by:	Josephine Brown	<i>Josephine Brown</i>	26/09/2017
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Pre-Construct Archaeology Ltd
Unit 54
Brockley Cross Business Centre
96 Endwell Road
London
SE4 2PD

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1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by CgMs (part of RPS Group), on behalf of the Ballymore Group, to undertake an Historic England Level 2 building recording of a former Soap Works, now Unit 9, Thames Road Industrial Estate, Silvertown, London Borough of Newham prior to its demolition. Unit 9 is located to the south of Thames Road on the northern side of and overlooking the Thames foreshore. It lies within the Thames Road Industrial Estate at OS NGR TQ 41649 79922. The building is not statutorily listed nor does it lie within a Conservation Area.
- 1.1.2 The historic building recording and historic research into the background of Unit 9 has shown that this large, purpose-built factory building was constructed as an extension to the existing soap works by the Co-operative Wholesale Society (CWS) between 1934-5. The Co-operative Wholesale Society was established in Manchester in the early 1860s. After purchasing land in Silvertown in 1896, Silvertown Flour Mills opened in 1900, followed in 1904 by the Silvertown Grocery Productive Factory. After increasing production and sales at the Irlam factory, the Silvertown Soap Works were opened on in 1908 with a sister site built the following year at Dunston upon Tyne, Newcastle. The CWS continued to expand their Silvertown productions and by 1934 the Silvertown site included the Soap Works, Flour and Provender Mills and a Drug and Drysaltery.
- 1.1.3 The Soap Works were extended in the 1930s with the construction of the building presently known as Unit 9. A planning application entitled 'Plan 21 312 New building to form Soap Factory', was approved in March 1934 with works commencing in July 1934 and completed in August 1935. A block plan dated '1937, revised 1940' labels Unit 9 as 'Soap Works Extension'. The extension can be attributed to Leonard Gray Ekins ARIBA, who worked for the CWS Architects' Department for much of the first half of the twentieth century, rising to lead the company's London office. There are a number of examples of his work throughout the country including the Grade II listed former Newcastle Co-operative Stores in Newcastle-upon-Tyne.
- 1.1.4 Unlike the Newcastle Co-operative Stores, which were built at a relatively contemporary date (1931-2) but around a structural steel frame (with sandstone cladding), the CWS Soap Factory at Dunston-on-Tyne and its sister factory in Silvertown were constructed using the Hennebique system of reinforced concrete framing. Ekins was an early adopter of Hennebique's system, developed in Belgium and France and first introduced into Britain around the turn of the twentieth century. The agent for the system in Britain was L. G. Mouchel who coined the term 'ferro-concrete'. The chief motives for its use (usually in preference to steel framing) were fire resistance; economy of cost and space for heavy-duty structures.
- 1.1.5 Unit 9 is plain, utilitarian in its detailing and simply built with thin intermediate external walls, flat roofs and extensive bands of continuous glazing according with the International Modern Movement of architecture popular during the interwar period. The rejection of ornament and confidence in the aesthetics of function and structure were pioneered by German architects. It is laid out to a regular rectangular footprint over three storeys. The building is a steel-reinforced concrete construction and incorporates a section of north-light roof over its southern part. Otherwise the roof is flat and enclosed by a low parapet wall. The eastern and western long elevations and the northern and southern end elevations are lit by large, mainly bay wide steel-framed windows. The use of large blocks of glazing together with roof lights and a section of north-light, show that natural light levels were a consideration in the design of the CWS soap works extension. This glazing evidently provided adequate levels of light to the floors, showing that they were used in manufacture/processing. The scars and blockings within the internal floors further support the conclusion that this was a production building. A single storey extension was built onto the north of the building in the mid-late 1930s while a covered, semi-subterranean loading bay extends along much of the western side. The building was re-used after 1972 as a bonded warehouse. The building has been disused since 2007.

2 INTRODUCTION

2.1 Background

2.1.1 Pre-Construct Archaeology Limited was commissioned by CgMs (part of RPS Group), on behalf of the Ballymore Group, to undertake an Historic England Level 2 historic building recording of a former Soap Works, now Unit 9, Thames Road Industrial Estate, Silvertown, London Borough of Newham prior to its imminent demolition. The historic building recording was undertaken in accordance with Written Scheme of Investigation (Matthews, 2017), which was provided in advance of the works to Adam Single, Historic England Greater London Archaeological Advisor to the London Borough of Newham.

2.2 Site Description

2.2.1 Unit 9 is located to the south of Thames Road and the North Woolwich Road (A112), and on the northern side of and overlooking the Thames foreshore (**Figures 1 and 2**). It lies a short distance to the south-west of London City Airport (formerly the Royal Albert Docks), east of Wards Wharf Approach and the Thames Barrier Park and within the Thames Road Industrial Estate at Ordnance Survey NGR TQ 41649 79922. The building is not statutorily listed nor does it lie within a Conservation Area.

2.2.2 Unit 9 is a large purpose-built inter-war factory building, erected as part of a Soap Works by the Co-operative Wholesale Society (CWS) during the mid-1930s (c.1934-5), to the design of the head of the company's in-house architects' department in London, Leonard Gray Ekins. It is laid out to a regular rectangular footprint, with long elevations facing east and west and over three storeys. The building is a steel-reinforced concrete construction and incorporates a section of north-light roof over its southern part (**Figure 13**). Otherwise the roof is flat and enclosed by a low parapet wall. The eastern and western long elevations and the northern and southern end elevations are lit by large, mainly bay wide steel-framed windows (**Plates 1 to 6**). A single storey extension has been built onto the north of the unit (**Plate 11**) while a covered, semi-subterranean loading bay extends along much of the western side (**Plate 4**).

3 PLANNING BACKGROUND

3.1 Introduction

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

3.2 Legislation and Planning Guidance

- 3.2.1 Statutory protection for historically important buildings and structures is derived from the *Planning (Listed and Conservation Areas) Act 1990*. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012.
- 3.2.2 Historic buildings are protected through the statutory systems for listing historic buildings and designating conservation areas. Listing is undertaken by the Secretary of State; designation of conservation areas and locally listed buildings is the responsibility of local planning authorities. The historic environment is protected through the development control system and, in the case of historic buildings and conservation areas, through the complementary systems of listed building and conservation area control.
- 3.2.3 Development also falls under the remit of the Mayor of London's London Plan [July 2011, updated 2017] which addresses Heritage, Conservation Areas, World Heritage Sites and Protected sites. The core intent of the Mayor's strategy in the London Plan is expressed as follows:

Policy 7.8 Heritage Assets And Archaeology

London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

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

3.3 Site Background

- 3.3.1 A planning application (17/02356/PREDEM) 'for prior approval for proposed demolition of a three-storey concrete framed warehouse' was submitted to Newham Council in July 2017. The cover letter submitted with the application states that the reason for the demolition of Unit 9 is 'to allow for an economically viable use' of the land. 'The building is in a poor state of repair and has limited operational use. The demolition of the site will allow future economic activity complementing the surrounding uses within the industrial estate'.
- 3.3.2 Adam Single, Historic England Greater London Archaeological Advisor to the London Borough of Newham advised the LPA (Newham Council) 'should the Local Planning Authority wish to grant the application and permit the loss of the building, he would recommend that a pre-demolition programme of historic building recording be required as a condition of any consent'. This would also include documentary research and if appropriate, publication. The following wording would satisfy this requirement:

'No demolition shall take place until the applicant has secured the implementation of a programme of historic buildings recording and analysis, which considers building

structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority'

Informative: The demolition would affect a 1930s building of heritage significance. The applicant should therefore submit detailed proposals in the form of a project design for building recording. The design should be in accordance with the appropriate Historic England guidelines'.

- 3.3.3 A statement of significance for Unit 9 was produced in response to the draft condition (CgMs Heritage 2017). The report concluded that the building was not of sufficient significance to warrant retention. The building recording condition was then deleted from the consent which was granted on 15 August 2017. In the meantime, the historic building recording exercise was carried out on the request of the Ballymore Group in case it was required so that the historic building report did not hold up demolition.

4 METHODOLOGY

4.1 Aims and Objectives

- 4.1.1 The aim of the survey was to provide a full and detailed archaeological record of the building, in its present condition, prior to the commencement of the demolition programme. The archaeological building record was to be carried out in accordance with a level 2 survey as defined by guidance published by Historic England's *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016). The outcome of the survey, in conjunction with detailed documentary research was to provide a better understanding of the building, to analyse the results and mitigate any loss through the compilation of a lasting archive.

4.2 Documentary Research

- 4.2.1 Archival research was undertaken at the National Co-operative Archive in Manchester, the Essex Record Office (ERO), The National Archives (TNA) at Kew, and the Newham Archive and Local Studies Library.

4.3 On-Site Recording

- 4.3.1 The building survey was carried out on the 10th and 14th August 2017.
- 4.3.2 A photographic survey comprising high resolution digital images was completed to photographically record the exterior and interior of the building, detailing structural features, fixtures and fittings, significant structural changes to the fabric, extant plant and any graffiti. A selection of photographs has been included in this report as **Plates 1 to 58** and **Figures 2, 14 to 17** show the location and direction of these photographs. The photographic record was supplemented by the compilation of measured floor plans on site covering all three principal floors. These were drawn to scale on permatrace using a Disto.

4.4 Project Archive

- 4.4.1 The project archive is currently held at the offices of Pre-Construct Archaeology Limited in Brockley, London, under the site code TIE17. It is anticipated that the archive (copies of the report, drawings and photographs) will be lodged with the LAARC. A copy of this report will be submitted to the client and the GLHER (Greater London Historic Environment Record).

4.5 Guidance

- 4.5.1 All works were undertaken in accordance with standards set out in:
- ClfA (2014) *Standards and guidance for the archaeological investigation and recording of standing buildings or structures*
 - English Heritage (now Historic England) (2005) *The presentation of historic building survey in CAD*
 - Historic England (2016) *Understanding Historic Buildings: A Guide to Good Recording Practice*
 - Historic England Greater London Archaeological Advisory Service (2015) *Standards for Archaeological Work*

5 HISTORICAL BACKGROUND

5.1 The growth of Silvertown

- 5.1.1 The development of the southern portion of West Ham began in the 1840s, following the purchase of much of the marsh between the Barking Road and the Thames by the North Woolwich Land Company (Powell 1973: 43-50). Shortly afterwards, the Eastern Counties and Thames Junction Railway was built between North Woolwich and Stratford, in order to capitalise on the transport of coal from the Thames. Having opened to traffic in April 1846, the railway stimulated the growth of new manufacturing industries along Bow Creek, most notably the shipyard of C.J. Mare and Co, known subsequently as the Thames Ironworks and Shipbuilding Company. The workforce was housed in two new townships that sprung up near Barking Road Station, an intermediate stop on the Thames Junction line. The first of these was Canning Town, which grew up on the north side of Barking Road between the river Lea and the railway line. The second settlement emerged to the south and east of the road, close to the shipyard. Known originally as Plaistow New Town, in the mid-1850s it became known briefly as Hallsville, before becoming subsumed by the expanding Canning Town.
- 5.1.2 Shortly after the completion of the railway, work began on the development of the Victoria Dock. The dock was designed and promoted by George P. Bidder, who also happened to have been the chief promoter of the Eastern Counties and Thames Junction Railway. The dock was completed and opened to shipping in 1855.
- 5.1.3 The opening of the railway to North Woolwich was soon followed by industrial development along the north bank of the Thames. In 1852 the rubber firm of S. W. Silver & Co. opened a factory near Ham creek, a short distance from the parish boundary with East Ham. A small number of houses were erected beside the factory to accommodate Silver's workforce, giving rise to the name of Silvertown. The development of Silvertown was slow at first, although a small estate was built north of the railway about 1865, comprising Constance, Andrew and Gray Streets.
- 5.1.4 The industrial and residential development of West Ham accelerated rapidly after 1870, and by the end of the century the borough had become a great seaport and manufacturing town. Between 1871 and 1901 over 30,000 houses were built in West Ham. The completion of the Royal Albert Dock in 1880 and the continuing growth of manufacturing in Silvertown was accompanied by further residential development before 1901.
- 5.1.5 Historical Ordnance Survey maps indicate that the site of the building that forms the subject of the present study was entirely undeveloped before the twentieth century (**Figures 3 and 4**).

5.2 The Co-operative Wholesale Society (CWS) at Silvertown

- 5.2.1 The origins of the Co-operative Wholesale Society (CWS) lay in the North of England Co-operative Wholesale Industrial and Provident Society Limited, which was established in Manchester in 1863 by the co-operative consumer societies of Lancashire and Yorkshire in order to supply produce to co-operative stores across the region. The company grew rapidly over the decades that followed, establishing several manufacturing sites across the North of England.
- 5.2.2 In 1874 the CWS purchased a former candle factory in Durham, which it converted into its first soap works (Wilson et al 2013: 82). Although co-operative retail societies were permitted to sell soap products from other suppliers, by the early 1890s sales of soap were sufficiently high to convince the company to enlarge its soap manufacturing capacity. In June 1892, the CWS purchased a site beside the Manchester Ship Canal at Irlam, where it erected a purpose-built soap factory (Redfern 1913: 241). The Irlam works opened in October 1894, a few months after which the Durham factory was shut down.

- 5.2.3 Demand for the company's soap grew dramatically during the middle years of the first decade of the twentieth century, following a campaign by the CWS to encourage co-ops and retail societies to sell its products rather than those of rival manufacturers (Redfern 1968: 55). In 1906 the Irlam works switched to 24-hour working, doubling its output of soap products. Despite this measure, demand continued to outstrip supply, prompting the CWS to seek new sites where additional manufacturing capacity could be built.
- 5.2.4 The first site earmarked for the development of a new soap works was at Silvertown, where the CWS had purchased a 5-acre plot of land for £12,500 in 1896 to build a flour mill (Redfern 1913: 232). The site enjoyed a wharf and first-class railway facilities, in addition to direct road and river access to the metropolis and national and international markets. Designed by the company's in-house architect F.E.L. Harris and built by the CWS Building Department, the mill was a substantial structure, which stood on concrete piles. The CWS Silvertown Flour Mill entered production in April 1900.
- 5.2.5 Four years after the completion of the flour mill, the CWS built a separate factory on the same site for the manufacture of grocery products (ibid: 308). Known as the Productive and Packaging Factory, the company's second works at Silvertown manufactured a wide range of products including confectionery, table jellies, meat extract ('Silvox') and mustard, as well as supplying seeds and potatoes (Redfern 1968: 360-361). The Productive Works originally generated its own electric power supply, although it was subsequently switched to the municipal supply. Employing around 400 workers, the Productive Works was subsequently enlarged in 1909 and again in 1930.
- 5.2.6 Given the company's ownership of the land and its superb transport connections, it made sense to build the first of its new soap factories at its Silvertown complex. The CWS Silvertown Soap Works began production on 18 May 1908. The earliest directory reference to the CWS at Silvertown appeared in a directory of the same year (Kelly's Essex, Hertfordshire & Middlesex Directory 1908: 903). The following year, the company's third soap works opened at Dunston-upon-Tyne, near Newcastle (Redfern 1913: 243).
- 5.2.7 In response to the co-operative movement's decision to offer only its own soap in its stores, in 1910 Lever Bros Ltd launched legal actions against 22 co-operative societies that refused to stock its brands (Wilson et al 2013: 129). The CWS undertook to defend each of the societies and at a hearing held in October 1911 judgement was given in favour of the defendants (Redfern 1913: 246). An appeal launched by Lever Bros the following year was also rejected by the courts, enabling the CWS to continue its exclusive supply arrangements with local retail societies.
- 5.2.8 The mill, the productive works and the soap works were shown on the Third Edition Ordnance Survey map of 1916, whereas the site of the subject of this study was occupied by a structure identified as the National Radiator Works (**Figure 5**). The history of the latter building is not known, although several factories of that name were established during the First World War to manufacture radiators for aircraft engines, suggesting that the building at Silvertown was a temporary structure erected in association with the war effort.
- 5.2.9 In the early evening of Friday 19 January 1917, an explosion occurred at the Brunner Mond factory in the North Woolwich Road, not far from the CWS complex at Silvertown. The factory was being used for the purification of TNT, which was required for the manufacture of munitions for use on the Western Front. The explosion killed 73 people and damaged or destroyed nearly 1000 properties within the immediate vicinity of the factory (TNA WORK 6/362/9). Despite the proximity of the CWS complex to the seat of the blast, the three factories escaped with little worse than broken glass (Redfern 1968: 120). At the soap works a glass roof was destroyed by the explosion, covering the factory floor with around six inches of shattered glass. Aside from a few superficial wounds, the staff of the factory was left largely unharmed by the blast. Subsequently the CWS received £3,700 in compensation for the damage

caused to its complex at Silvertown.

5.3 The enlargement of the CWS Soap Works at Silvertown, 1933-1935

- 5.3.1 In the wake of the recessions of the 1920s and the Great Depression of the early 1930s, a number of initiatives intended to promote economic growth and relieve the burden of mass unemployment were implemented by central government. The principal beneficiaries of the Government's largesse were transport undertakings, such as the 'Big Four' railway companies, the London Passenger Transport Board and several local authorities. In East London, the West Ham Corporation and the Lee Conservancy Board used public funds to improve the drainage of the Lea Valley and the navigation of the Stratford Back Rivers. One of the most significant measures to stimulate the economy after the Great Depression was the Guarantees and Loans Act 1934, which was designed to encourage private capital investment in major infrastructural works. Large companies were invited to design projects of proven public utility, the finances of the successful bids being guaranteed by the Government on the proviso that the 'winning' firms hired otherwise unemployed labour.
- 5.3.2 The CWS embarked upon an extensive programme of improvement at its Silvertown factories during the 1930s. The most ambitious of the proposed works entailed the replacement of the existing Thames-side flour mill with a huge new structure to be built on the Royal Victoria Dock (Redfern 1968: 45). Designed by the head of the London office of the CWS Architects' Department, Leonard Gray Ekins ARIBA (1877-1948), construction of the new mill commenced in 1938 (<https://www.architecture.com/image-library/ribapix/image-information/poster/cooperative-wholesale-society-cws-flour-mill-royal-victoria-dock-london-fire-damage/posterid/RIBA59990.html>). The existing mill remained in operation until after the new mill was eventually completed in 1944.
- 5.3.3 The CWS also had ambitious plans for the soap and productive works in Thames Road. Contemporary registers of building applications for West Ham contain references to no fewer than thirteen applications submitted by the company for the two factories between 1931 and 1939. Whilst many of these applications related to comparatively minor works, two concerned significant enlargements to the soap factory.
- 5.3.4 On 25 January 1933, the Council sanctioned an application by the CWS for an "Extension to Soap Works and Sanitary Accommodation. CWS Thames Road" (plan 20 960). The new building was designed by the CWS in-house Architects' Department. Council records indicate that works commenced in February 1933 and were completed in October of the same year (Register of Building Applications West Ham Vol. 22, 1930-1933: 174).
- 5.3.5 A little over five months after the factory extension was completed, the Council approved a second application by the CWS to further enlarge the soap works. On 28 March 1934 approval was granted for a "New building to form Soap Factory" (Plan 21 312). Like the earlier building, the new structure was designed by the CWS Architects' Department. The building was erected over a thirteen-month period between July 1934 and August 1935 (Register of Building Applications West Ham Vol. 23, 1933-1935: 73). Both schemes were probably completed by the CWS in-house Building Department.
- 5.3.6 In September 1936, the Council sanctioned an application by the CWS to extend the productive factory at Silvertown (Plan 22 274). Construction commenced in October 1936 and was completed in June 1938 (Register of Building Applications West Ham Vol. 24, 1935-1937: 149). A plan showing the arrangement of the new soap and productive works produced by the CWS Architects' Department at Leman Street, London E1 is reproduced here as **Figure 6** (ERO D/Z 346/3106/109). The plan was attributed to Leonard Gray Ekins, indicating that he was responsible for the redevelopment of all three of the CWS factories at Silvertown. In addition to his industrial commissions, Ekins was also a prolific designer of the company's retail outlets during the inter-war period.

5.4 The CWS complex at Silvertown during the Second World War

- 5.4.1 As the threat of conflict in Europe grew during the mid-1930s, the British Government began to make preparations for the protection of the national infrastructure and the civilian population against attack from the air. Although an Air Raid Precautions (ARP) Department had been established at the Home Office as early as March 1935, it took the Munich crisis of September 1938 to focus attention on the country's lack of preparedness for war. The deterioration of international relations that led to the crisis prompted the Government to bring forward the Civil Defence Act 1939 the following spring. The Act compelled all employers to provide ARP services and shelters in the workplace and was accompanied by the publication of official specifications for shelter design.
- 5.4.2 In January and February 1939, the CWS discussed ARP policy and proposals for the company's properties with representatives of the Home Office (Richardson 1977: 115). Among the measures discussed was the protection of key facilities, including the company's flour mills from aerial attack. Luftwaffe aerial photographs taken in June 1939 of the CWS works at Silvertown confirm that the company's concerns were well justified (**Figure 7**). The existing CWS flour mill was singled out as a target for German bomber crews, with details of its capacity and extent specified (TNA AIR 34/734). It is identified in **Figure 7** as a 'Großmühle' (large mill), covering a total area of approximately 11,500 square metres, containing railway sidings and silos in addition to the main mill buildings.
- 5.4.3 On the first night of the Blitz in September 1940, Silvertown was heavily bombed by the Luftwaffe. Within weeks, the CWS productive works had been largely destroyed and the soap works was severely damaged (Richardson 1977: 115).
- 5.4.4 Towards the end of the Second World War plans were prepared for the construction of new railway sidings to the CWS productive and soap works at Silvertown (ERO D/Z 346/3106/37). The demolition and limited reconstruction of the damaged facilities followed during the early post-war years, although Ordnance Survey mapping indicates that several of the buildings were still in ruins as late as 1959 (**Figure 8**).

5.5 The CWS and its successors at Silvertown during the post-war period, 1946-1972

- 5.5.1 Building plans and directories indicate that the CWS resumed production at its Silvertown complex during the post-war period (e.g. Post Office London Directory 1952: 736). The soap works appears to have outlasted both the original flour mills (which were eventually superseded by the new complex at Royal Victoria Dock) and the productive works.
- 5.5.2 The last reference to the soap works appeared in a directory of 1972 (Kelly's Post Office London Directory 1972: 770). An Ordnance Survey map of the same year indicates that a number of warehouses were erected on the former CWS site to the north-east and north-west of the soap works building (**Figure 9**), suggesting that the Thames Road Industrial Estate was established around this time. A directory of 1974 indicates that the site was occupied by eleven new businesses, all but three of which were shipping companies (Kelly's Post Office London Directory 1974: 763). Three of these companies were listed by unit number (Units 3c, 4 and 4c), though it is not clear which one occupied Unit 9 at that time.
- 5.5.3 The only direct reference to an occupant of Unit 9 appeared in a directory dating to the mid-1980s, when it was the premises of the British & Foreign Wharf Co. Ltd (Kelly's Post Office London Directory 1984: 812). It is likely that this company, and presumably its successors, used the former factory premises as a bonded warehouse.

6 DESCRIPTIONS

6.1 Introduction

- 6.1.1 The method statement for the works required the documentary research and detailed recording, equivalent to an Historic England Level 2 survey of Unit 9 prior to its imminent demolition. The following descriptive text and interpretation is based on observations made at the time of the survey.

6.2 General

- 6.2.1 Unit 9 is a large, three storey building, constructed as part of a Soap Manufacturing Works by the Co-operative Wholesale Society (CWS) around 1934-5. It is laid out to a regular and symmetrical, sub-rectangular footprint, with long elevations aligned east and west. The northern and southern ends are greater in width, projecting out for a whole single bay to the east and to a lesser extent (a half bay) from the western elevation (**Figures 14 to 16**). The latter, incorporating the main pedestrian stairwells to the production floors and the lift bay also project above the level of the roof, west side only (**Figures 13 and 17**). The unit is built using a robust steel-reinforced concrete frame super-structure laid out over thirteen bays in length and three and four bays in width (**Figures 14 to 16**), incorporating lighter (non-load bearing) intermediate pre-formed concrete curtain walls built between the concrete uprights and with joisted concrete floor structures. The flat roof, enclosed by a low parapet wall, is higher in elevation over the northern six bays (to accommodate a mezzanine floor) stepping down to the south to incorporate a section of north-light roof, central to the seven southern bays (**Figure 13**). The eastern and western long elevations and the northern and southern end elevations are lit by large, mainly bay wide steel-framed windows over all floors, providing high levels of natural light to the floors (**Plates 1 to 6**), while the stairwells are lit by bands of continuous glazing built at a corresponding rake to the stair (**Plate 9**). A later single storey north-light extension is built onto the northern end of the unit (**Plate 11**) while a covered, semi-subterranean loading bay extends along much of the western side (**Plates 4 and 10**).

6.3 Western Elevation

- 6.3.1 Due to the confines of the site, with no access from the east (active metal recycling plant) and visible restrictions from the south due to the proximity of the foreshore, the western elevation presented the best opportunity to visually study the full length of the building (**Figure 2**).
- 6.3.2 The elevation comprises a nine bay, three storey central section, flanked at both ends by forward set, two bay, stair and lift bays which continue in elevation to rise above the roof level of the central bays (**Figures 14 to 17**). The top of the lift shaft, incorporating the electrically powered motor for the lift mechanism, in turn steps up and projects higher than the level of the adjacent stairwell bay (**Figures 13 and 17; Plates 4 and 5**). The external treatment of the elevation is simple, the concrete frame covered by a fine application of a sand-based render. Ornamentation of the external walls is also minimal, with decoration, in the form of a recessed chevron band, above and below the central windows to the stair bays and as an embellishment to the low parapet walls over the central nine bays (**Plates 7 and 8**).
- 6.3.3 The fenestration to the production floors is concentrated within the central nine bays. These large steel framed casement windows fill the entire width of a bay and rise to ceiling height, are identical apart from their dimension, with the largest windows at first floor level of 9 x 5 lights, and shorter 4 x 5 light windows to the second and ground floor levels (**Plates 4 to 6**). The latter act as clerestory windows set above an arcade opening into the part-subterranean western loading bay (**Plates 4 and 10**). Only the modern corrugated roof to this former loading bay is visible from ground level. The fenestration to the stairwells comprises a series of five tiers of linear glazing lighting the wells floor to half landing levels and angled to the same rake as the stair (**Plate 9**). A vertical band of steel framed casement windows, which diminish in height as they rise through the building, are located centrally within the stair bays

(Plate 7).

- 6.3.4 A series of short, concrete 'brackets', which cantilever out from the wall line just below the parapet, carry a continuous H section steel track which extends around the complete circuit of the buildings circumference (**Plates 7 and 8**). These unusual features, tapering from the wall line to the track mounting, are integral to the structure and clearly part of the original design. They carry a track which, using a suspended platform or cradle (still extant on the second floor; **Plate 53**), facilitated maintenance and cleaning of the industrial scale glazing.
- 6.3.5 A concrete framed and brick-built extension, constructed with a north light roof, was added onto the northern end wall of Unit 9 (**Plate 11**). Scarring of a removed roofline in the boundary wall (to the east) and the truncated bases of roof trusses projecting out from the present northern end, show that this extension was at least one bay longer to the north (**Figure 13; Plate 12**). The present northern elevation comprised a series of five, bay wide, roller shutter doors, raised above the level of the ground to the north to enable loading directly onto haulage vehicles. The west facing elevation predominantly comprised brickwork, with the lower part built in Fletton brick and the upper wall and gable built in red bricks laid in English bond (**Plate 11**). The exposed concrete frame in part formed the lintel to a pair of low, long window openings of 9 x 2 lights. These windows, latterly blocked internally, were steel framed and included pairs of 2 x 2 light casements at each end.
- 6.3.6 A later addition of an enclosed loading/dispatch ramp had been added to the western elevation, extending down from the first floor and over the original subterranean former loading bay, which had latterly gone out of use (**Plate 13**). It was built using a robust steel frame and covered externally in corrugated steel cladding. Loading doors were present in its western end and at external ground level.

6.4 Southern Elevation

- 6.4.1 The southern elevation comprised four bays (to the production floors) over three floors and the end of the stair bay (**Figures 14 to 16**). The treatments as described above were identical, the bay-wide glazing latterly secured using boarding (**Plate 14**). A recessed door opening was located central to the stair bay at ground floor level (**Figure 14**). It was approached by a short flight of concrete steps built with a tubular steel handrail and was sheltered by solid concrete porch (**Plate 15**). The doors were two leaf and part glazed.

6.5 Northern Elevation

- 6.5.1 Sight lines to the original northern elevation were impaired by the addition of the northern extension (described above; **Plate 11**) and the proximity of the adjacent modern buildings (**Plates 1 to 3**). The fenestration is broadly the same as in the southern elevation, with large bay wide casement windows lighting the floors. In the end elevations, the outer (east and west) glazing was slightly narrower (at 9 x 3 lights) on first floor and both narrower and shorter at 3 x 3 lights on the second floor than the windows in the central two bays. The slanted end to the higher flat roof section over the northern bays, angled back to decrease visibility, was just visible from the north (**Plates 1 to 3**).

6.6 Ground Floor

- 6.6.1 The main entrances into the building (apart from the western loading bay, now blocked) are door openings in both the northern and southern stair bays at ground-floor level (**Figure 14; Plates 11 and 15**). Both openings are positioned directly adjacent to the main internal stairs and undoubtedly purposely located as part of the buildings fire safety and evacuation.
- 6.6.2 Entry into the building from the north leads into the northernmost bays of the original building. Here, looking south across the factory floor, a forest of concrete stanchions are visible, set at regular intervals (of around 5+m) and regimented in rows aligned north-south and east to west, forming a repetitive gridwork of storey posts which continue and are repeated on the floors above (**Figures 14 to 16; Plates 16 to 19**).

The floor is laid out over 13 bays in length, with a narrower 3 x 3 bay central section and wider 5 x 4 bay sections at each end (**Figure 14**). The easternmost posts in the wider bays are set in (c.16inches) from the line of the flank wall. The posts measure c.50cm (20 inch) square and are chamfered on all four corners. The chamfers run out to simple stops at the top of the posts and at a point where they join with a line of heavy scantling concrete downstand beams crossing the ceiling north-south. These beams, built by shuttering, incorporate compound braces or webs at the top of the posts and are regularly pierced by circular or rectangular openings incorporated to ease the passage of electrical conduit or pipework across the ceiling. The storey posts to the western flank wall were however heavier in scantling (c.74cm or 29 inch) to carry the additional weight of the cantilevered canopy projecting out to the west and over the western side loading bay (**Plates 25 to 28**). These posts, which at this level formed the jambs to the wide openings along the western arcade (to the loading bay) were also designed with a deep chamfer to the western side. The ceiling structures, comprised heavy concrete beams aligned east-west over the posts and a series of lighter deep section beams bridging each bay east-west. A series of blocked circular openings, presumably originally for the transit of materials/plant from the floor above, were located along the western side and in bays 4-9 (**Figure 14**).

- 6.6.3 The building is repetitive in form. The stair bay typically comprised a dog-leg stair with half landing, a lift shaft and an open space with an external window between (**Figure 14**). The latter, at the northern end only, had been enclosed and converted into a small staff rest room, with built in cupboards and provision for refreshments. A staff toilet, built into bay 9 along the eastern wall, was internally tiled to three quarter wall height using cream coloured tiles with a black edging and a decorative geometric band. An open riser iron stair to the north of the toilet provided access up to a small office space built between the top of the toilet and the ceiling (**Plate 20**). It was an original feature, which was lit by two mild steel framed 3 x 2 casement windows in the south wall (**Figure 14; Plate 21**). The main stairwells each incorporated a cement render dado and skirting, with canted corners and a continuous tubular steel handrail (**Plates 22 to 24**).
- 6.6.4 A departure from the repetitiveness of main production floor was the western loading bay, which extended the full length of the building, occupying the space between the forward-set northern and southern stair bays (**Figure 14**). The loading bay was sheltered by a canopy, cantilevered out from the flank wall and additionally supported by heavy arched cantilever brackets integral to the bulked-up storey posts (**Plates 10, 26 and 27**). These provided unrestricted (by posts) access into the building from the west. This canopy, also forming an external floor above, stiffened by two axial joists and punctuated by a number of basement lights, comprised of glass blocks, was flanked at either end by doorways opening into the lift shafts (**Figure 14**). Five regularly spaced openings, with modern roller doors, provided entry into the main building from the loading bay (**Plate 25**). The intermediate bays between the doors were glazed using the same style steel-framed casement as used in the external walls. A small inserted 'receive' window to handle paperwork for incoming or despatching goods was present in the window to bay 11 (**Plate 28**). Later changes in this area saw the construction of blockwork infill, built onto an existing concrete retaining wall extending the length of the loading bay and the roofing over this widened area using a lightweight steel roof structure and corrugated sheeting (**Plate 26**).
- 6.6.5 The northern loading bay (shown on the aerial photos of 1938; **Figure 7**) was built up against and independent of the northern end wall of the pre-existing unit (**Plate 11**). It comprised a concrete superstructure of a single bay in length (north-south) and five bays in width (**Figure 14**). The latter were formed by the north-light roof trusses, which were mounted onto concrete stanchions with jowled heads (**Plates 29 and 30**). The southern stanchions backed onto the earlier building and either formed part of one of the three interconnecting ramped openings or integrated into a dividing wall. The northern posts formed the jambs to five bay wide openings.
- 6.6.6 The eastern and western end walls were part brick-built, formerly incorporating two

long, squat windows (now blocked) in the west wall (**Plate 11**). A small mild steel frame office occupied the south-western corner of the unit (**Plate 31**).

- 6.6.7 The north light roof comprised four standard triangulating roof trusses (**Plate 29**). The trusses were fabricated from light gauge L-section steel extrusions, doubled up for additional strength (forming a T-section) for the tie beams and principal rafters. The raking struts were bolted into the truss, with additional bracing afforded by plate gussets. The trusses supported four tiers of purlin (steel C-section) and a heavier scantling ridge piece. This style of truss is widely used and seen in many industrial buildings constructed around the second and third quarters of the 20th century.
- 6.6.8 The later use of this building as a bonded warehouse is demonstrated by both a Customs and Excise Notice dated July 1973 (**Plate 32**) and graffiti (**Plate 33**). Its re-use as a warehouse is perhaps reflected by the amount of fire precautions and additional security present (**Plates 34 and 35**). Notwithstanding, the building's in-built fire security, using concrete construction and concrete or iron flights of stairs, would have been well-suited to its later use.

6.7 First Floor

- 6.7.1 As the building is very repetitive, most of the internal features, stanchions to the production floors, stairwells and lift bays and fenestration are identical or very similar to those described for the ground floor (**Figures 14 and 15; Plates 36 to 38**). Although, as this floor lies above and does not connect with the western loading bay, it is otherwise continuously fenestrated, for eight bays, along its western side (**Plates 36 and 38**). The heavier stanchions along the western side do however continue in elevation (**Figure 15**). The ceiling structures were consistent, comprising concrete east-west common joists, apart from the two central sections to bay 10 (**Figure 15**). They both showed evidence of former inter-floor tank like structures, in the form of large bay sized openings, both, subsequently blocked in using RSJ (Rolled Steel Joist) supported concrete floors (**Plate 39**).
- 6.7.2 A brick-blocked former fire door was located along the eastern flank wall of bay 12 (**Figure 15; Plate 40**). The blocking was post-war, using Fletton bricks and the door, a centre closing two leaf door manufactured by a local company, WHITFORD, ARMSTRONG & Co. ENGINEERS. THE ROYAL IRONWORKS, STRATFORD (**Plate 41**). It also displayed a plate, riveted to the door, with the date of manufacture given as April 1937. A similar style of door was originally used for the opening to the internal lift (**Plate 42**).
- 6.7.3 To the south and at the junction where the wider northern bays meet with the narrower central section (at bay 9) is a staff toilet with an office, reached by an external iron flight, above (**Figure 15; Plate 44**). The former, lit by three steel framed windows in its southern wall, was a men's WC which was decorated using the same cream coloured tile scheme as described for the corresponding ground floor WC (**Plate 43**). The office above was part open-sided to the north, with a wall rising to half height only (**Plate 44**) and was illuminated from the south by a pair of large fixed windows. A bank of two water tanks sited along the east wall provided the necessary height/fall for the WCs below.
- 6.7.4 The most recent, significant change to the first floor was the addition of a ramped external loading bay built onto the western side of bay 3 (**Plates 13 and 45**). This over-sailed the subterranean western loading bay on the floor below and was achieved by the removal of the fenestration and lower wall to bay 3. The new opening was secured (from external intrusion) by a modern roller type door.

6.8 Second Floor and Roof

- 6.8.1 Many of the features already described for the two floors below continued up to the second floor, although the use of a north-light roof entailed a change in the size and design of the stanchions in that area, while the higher elevation of the flat roof over the northern bays, enabled the construction of an intermediate, mezzanine floor (**Figure 16**). This floor was lit from the western side by a series of clerestory windows

(set back from the flank wall line) and from above by three bands of down lighters, formed from glass blocks, set into the flat roof (**Plate 46**). A similar use of glass blocks is also present in northern end wall, where it cants back to the flat roof (**Plate 47**).

- 6.8.2 The mezzanine floor was constructed over two principal phases, with the original concrete built floor, laid out to an L-shaped plan extending between bays 11 and 12 (**Figure 16**) and providing access onto the lower western section of flat roof (**Figure 17**). This floor was subsequently considerably enlarged to the north, east and south side (covering bays 9 to 13) with the construction a steel framed floor structure of stanchions and joists (**Plates 47 to 49b**). Many of these I-section steel joists, connected using bolts and nuts, showed a British Steel insignia, and therefore a date following the re-nationalisation of the steel industry as British Steel in 1967.
- 6.8.3 Natural light levels were significantly increased in the central area and part of the southern bays (bays 1-8) via the use of a section of north-light roof (**Plate 50**). Here the roof, structure, built lower than the bays to the north, is supported by a grid of lighter scantling stanchions which flare out at the base (to match the larger dimension of those on the floor below; **Plate 52**). The north light roof is built directly off the lateral concrete beams which define the bays. Typically, each bay comprised three asymmetrical trusses, aligned north-south (**Plate 51**). They are manufactured from mild steel L-section extrusions, stiffened using triangulating struts, bolted together and strengthened by plate gussets. The trusses each support two tiers of L-section purlins held by angle cleats and a corrugated sheet covering. The north lights (northern pitch to the asymmetrical truss) incorporate long narrow glazing panels held by intermediate glazing bars. The northern end of the northernmost truss wraps around the concrete tie-beam (which is set slightly higher). Whereas to the south the truss ends simply rest on top of the tie beam and provide the base structure for the pre-formed sheet steel roof valleys.
- 6.8.4 A small room located along the eastern wall of bay 5 and at the point where the floor widens out to four bays, still contained the cradle mechanism used for window cleaning and external maintenance (**Plate 53**). It was connected via ropes and a winch to a steel track crossing the ceiling and exiting the building via a pair of tall timber doors in its north wall (**Figure 16; Plate 54**). The track linked into an external track that extends around the circuit of the unit at this level (**Plates 7, 8 and 54**).
- 6.8.5 The stairwells continued up to the roof level and to rooms sited directly over the head of the lift shafts, which contained the plant, perched high on an internal gantry, used to power the lift mechanism (**Figure 17**). The flat roof, retained by a low parapet wall for most of its extent, was clad in a sand textured bituminous covering (**Plate 56**). This was a later addition as it covered over the original glass block lights built into the raised northern roof bays (**Plate 57**). Inspection of the gable walls to the north-light showed they were shuttered concrete and clearly contemporary with the original phase of building (**Plate 55**). The remains of signage formerly mounted at roof level, of which only one section reading WHARF was legible probably relates to the British & Foreign Wharf Co. Ltd, who were resident in Unit 9 during the mid 1980s (**Plate 58**).

7 DISCUSSION AND CONCLUSIONS

- 7.1.1 The historic building recording and historic research into the background of Unit 9 has shown that this large, functional building was constructed as an extension to the existing soap works by the Co-operative Wholesale Society (CWS) between 1934-5.
- 7.1.2 The Co-operative Wholesale Society was established in Manchester in the early 1860s. After purchasing land in Silvertown in 1896, Silvertown Flour Mills opened on 14 April 1900, followed in 1904 by the Silvertown Grocery Productive Factory. After increasing production and sales at the Irlam factory, the Silvertown Soap Works were opened on 8 May 1908 with a sister site built the following year at Dunston upon Tyne, Newcastle. The CWS continued to expand their Silvertown productions and by 1934 the Silvertown site included the Soap Works, Flour and Provender Mills and a Drug and Drysaltery.
- 7.1.3 The Soap Works were extended in the 1930s with the construction of the building presently known as Unit 9. A planning application entitled 'Plan 21 312 New building to form Soap Factory', was approved on 28 March 1934 with works commencing in July 1934 and completed in August 1935. A block plan dated '1937, revised 1940' labels Unit 9 as 'Soap Works Extension'.
- 7.1.4 The extension can be attributed to Leonard Gray Ekins ARIBA, who worked for the CWS Architects' Department for much of the first half of the twentieth century, rising to lead the company's London office in Leman Street. There are a number of examples of his work throughout the country including the Grade II listed former Newcastle Co-operative Stores on Newgate Street, Newcastle-upon-Tyne, the Co-operative Boot and Shoe factory in Northampton and the Co-operative Wholesale Society's Soap Factory at Dunston on Tyne (1907-9).
- 7.1.5 Unlike the Newcastle Co-operative Stores, which were built at a relatively contemporary date (1931-2) but around a structural steel frame (with sandstone cladding), the CWS Soap Factory at Dunston-on-Tyne and its sister factory in Silvertown were constructed using the Hennebique system of reinforced concrete framing. Ekins was an early adopter of Hennebique's system, developed in Belgium and France and first introduced into Britain around the turn of the twentieth century. The first fully framed and entirely reinforced-concrete building in Britain built using the Hennebique system was Weaver & Co.'s provender mill in Swansea of 1897. The agent for the system in Britain was L. G. Mouchel who coined the term 'ferro-concrete' to describe Hennebique's system in English (Cusack, 1987).
- 7.1.6 The main practical advantages claimed for reinforced concrete by Mouchel were fire resistance, imperishability, strength and monolithicism. The chief motives for its use (usually in preference to steel framing) were fire resistance; economy of cost and space for heavy-duty structures; and in some cases its superior structural adaptability and relative freedom from vibration. The economic advantages of reinforced concrete were greatest in large, heavily-loaded plain buildings, such as warehouses and granaries (where fire-resistance was a consideration) and in Britain these were the main kinds of buildings erected both by Mouchel and by other specialists. The main clients using the Hennebique system were industrial and commercial companies, followed by Co-operative societies and the railways. The chairman of the Co-operative Society was known for his wide interests, social, scientific and intellectual and for the adoption of modern progressive systems such as ferro-concrete (*ibid.*).
- 7.1.7 Early buildings adopted prevalent styles in architecture such as Arts and Crafts ideas or related to contemporary Art Nouveau. Unit 9 is plain, utilitarian in its detailing and simply built with thin intermediate external walls, flat roofs and extensive bands of continuous glazing according with the International Modern Movement of architecture popular during the interwar period. The rejection of ornament and confidence in the aesthetics of function and structure were pioneered by German architects whose ideas were realised in buildings such as Peter Behrens' AEG Turbine Factory, Moabit (1909) and the Fagus Factory, Lower Saxony, designed by Walter Gropius and Adolf

Meyer and built between 1911 and 1913 (CgMs Heritage, 2017).

- 7.1.8 The use of large blocks of glazing together with roof lights and a section of north-light, show that natural light levels were a consideration in the design of the CWS soap works extension. This glazing evidently provided adequate levels of light to the floors, showing they were used in manufacture/processing as opposed to merely storage. The scars and blockings, two for substantial inter-floor structures, seen within the internal floors, further support the conclusion that this was a production building. Unfortunately, the buildings legibility in the form of fixtures and fittings relating to its original function and use have been lost as a result of the building's re-use after 1972 as a bonded warehouse. The building's long-term disuse (since 2007) and its lack of on-going maintenance demonstrates how quickly these robust structures start to fall into structural disrepair once no longer weathertight, as indicated by localised failure and the degeneration of the ferro-concrete structure.

8 ACKNOWLEDGEMENTS

- 8.1.1 Pre-Construct Archaeology Limited would like to thank CgMs (part of RPS Group), acting on behalf of the Ballymore Group for commissioning the project. The building recording was carried out by Adam Garwood with the assistance of Kari Bower, while the historic research was completed by Guy Thompson. Additional research was undertaken in Manchester and Chelmsford by Nicola Storey for CgMs Heritage (part of RPS Group). Hayley Baxter prepared the illustrations.

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APPENDIX 1: OASIS FORM

OASIS ID: preconst1-294488

Project details

Project name	Historic Building Recording of Unit 9, Thames Road Industrial Estate, Silvertown, London Borough of Newham
Short description of the project	Pre-Construct Archaeology was commissioned to undertake an Historic England Level 2 historic building recording of a former soap works, now Unit 9, Thames Road Industrial Estate, Silvertown, prior to its demolition. The survey has shown that this large, functional building was constructed as an extension to the existing soap works by the Co-operative Wholesale Society (CWS) between 1934-5 and to the plans of L. G Elkins ARIBA . It is constructed using the Hennebique system of re-inforced concrete framing (ferro-concrete) and in the Internal Modern Movement style of architecture. The building was operated by CWS up until the early 1970s after which the Thames Road Industrial Estate was established. It was latterly used until 2007 as a bonded warehouse.
Project dates	Start: 10-08-2017 End: 14-08-2017
Previous/future work	No / No
Any associated project reference codes	TIE17 - Sitecode
Type of project	Building Recording
Site status	None
Monument type	WAREHOUSE Modern
Monument type	SOAP WORKS Modern
Significant Finds	NONE None
Methods & techniques	""Measured Survey"" , ""Photographic Survey"" , ""Survey/Recording Of Fabric/Structure""
Prompt	Planning condition

Project location

Country	England
Site location	GREATER LONDON NEWHAM NEWHAM Unit 9, Thames Road Industrial Estate, Silvertown
Postcode	E16 2EQ
Study area	0 Kilometres
Site coordinates	TQ 416 799 51.499773095276 0.04025528048 51 29 59 N 000 02 24 E Point

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	CgMs RPS Ltd
Project design originator	Charlotte Matthews
Project director/manager	Charlotte Matthews
Project supervisor	Adam Garwood
Type of sponsor/funding body	Property Developers
Name of sponsor/funding body	Ballymore Group

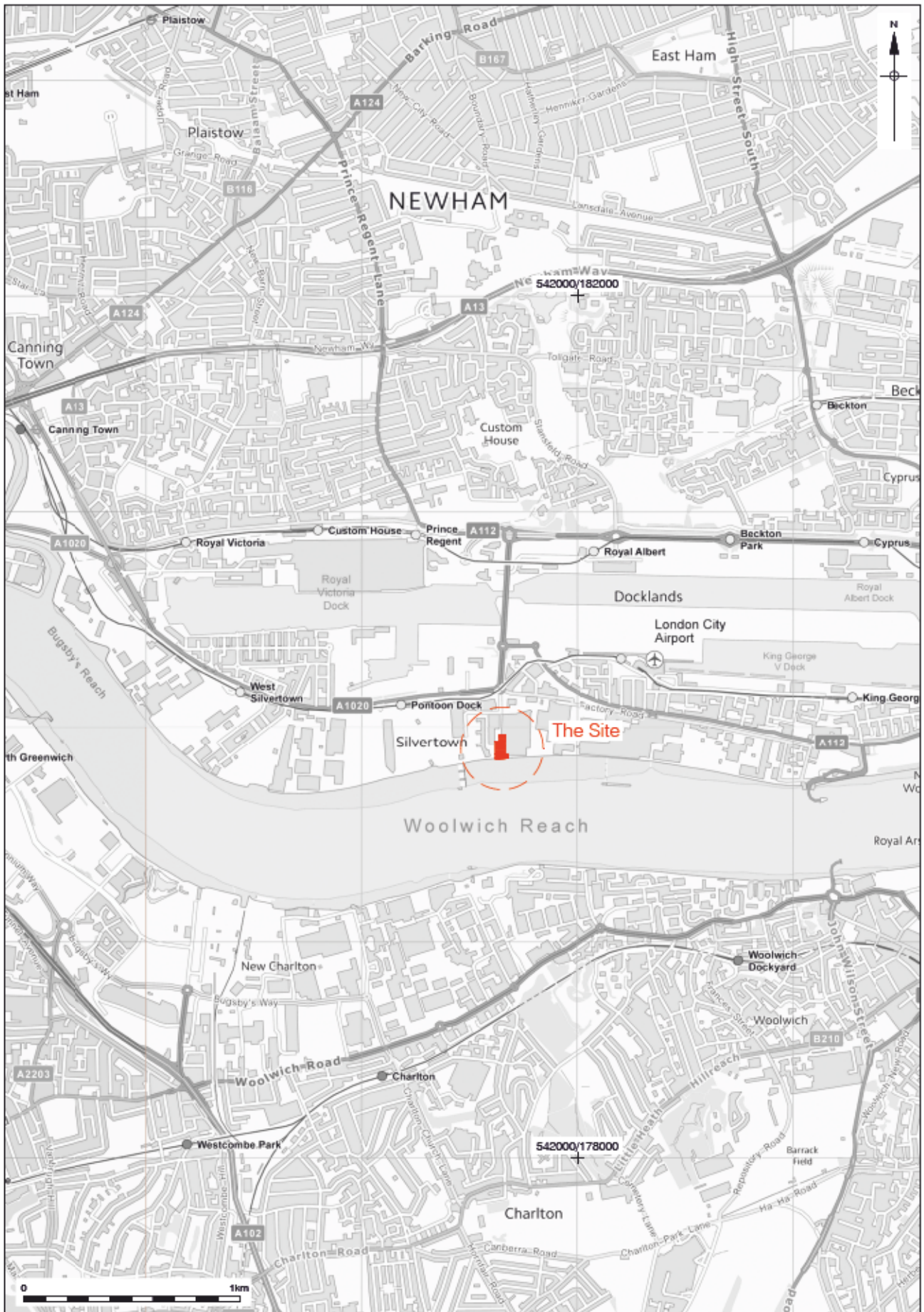
Project archives

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

Project bibliography 1

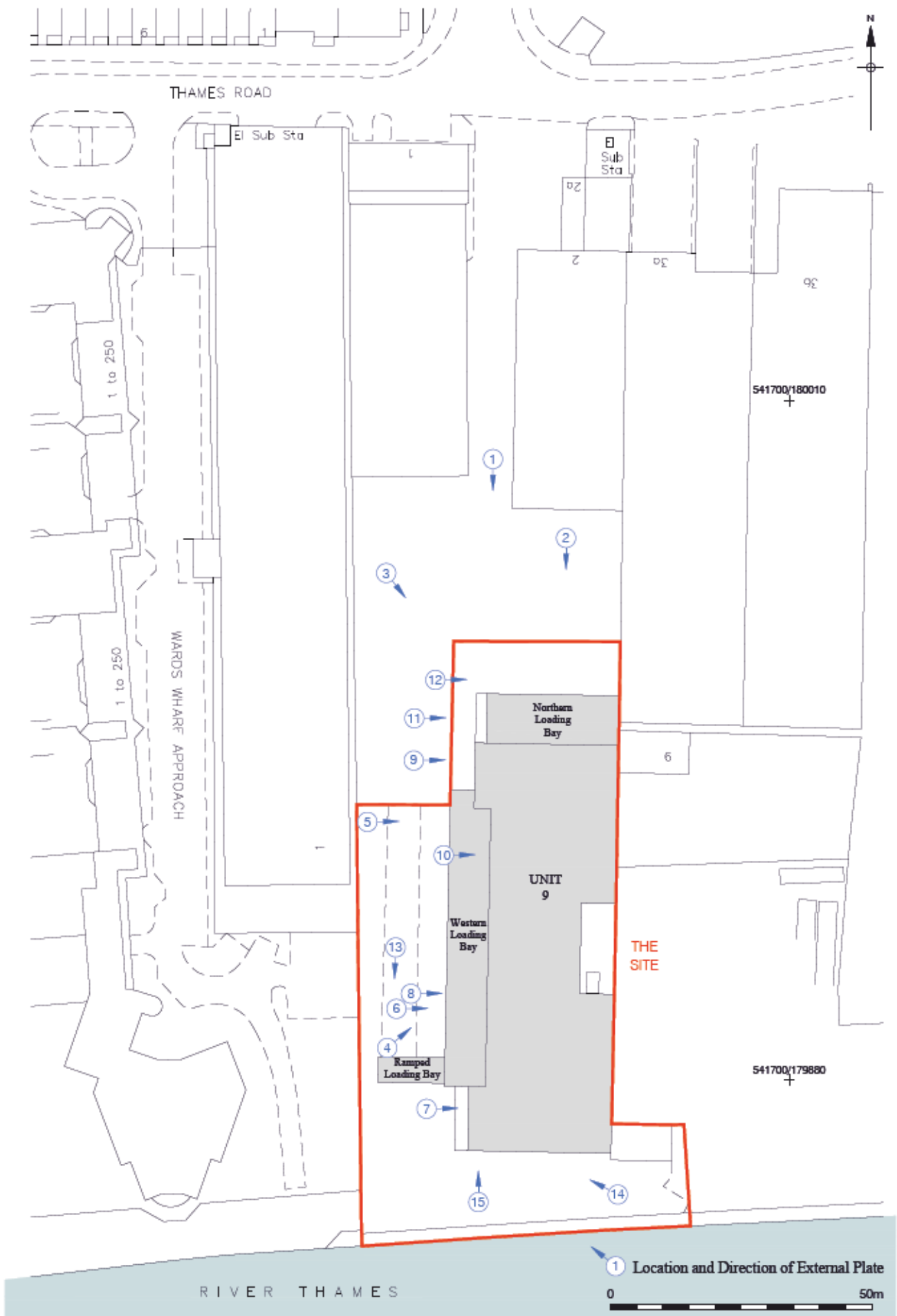
Publication type	Grey literature (unpublished document/manuscript)
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Title	Historic Building Recording of Unit 9, Thames Road Industrial Estate, Silvertown, London Borough of Newham, E16 2EQ
Author(s)/Editor(s)	Garwood, A. and Thompson, G.
Date	2017
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London Office
Description	PDF
Entered by	Charlotte Matthews (cmatthews@pre-construct.com)
Entered on	26 September 2017



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Figure 1
 Site Location
 1:25,000 at A4



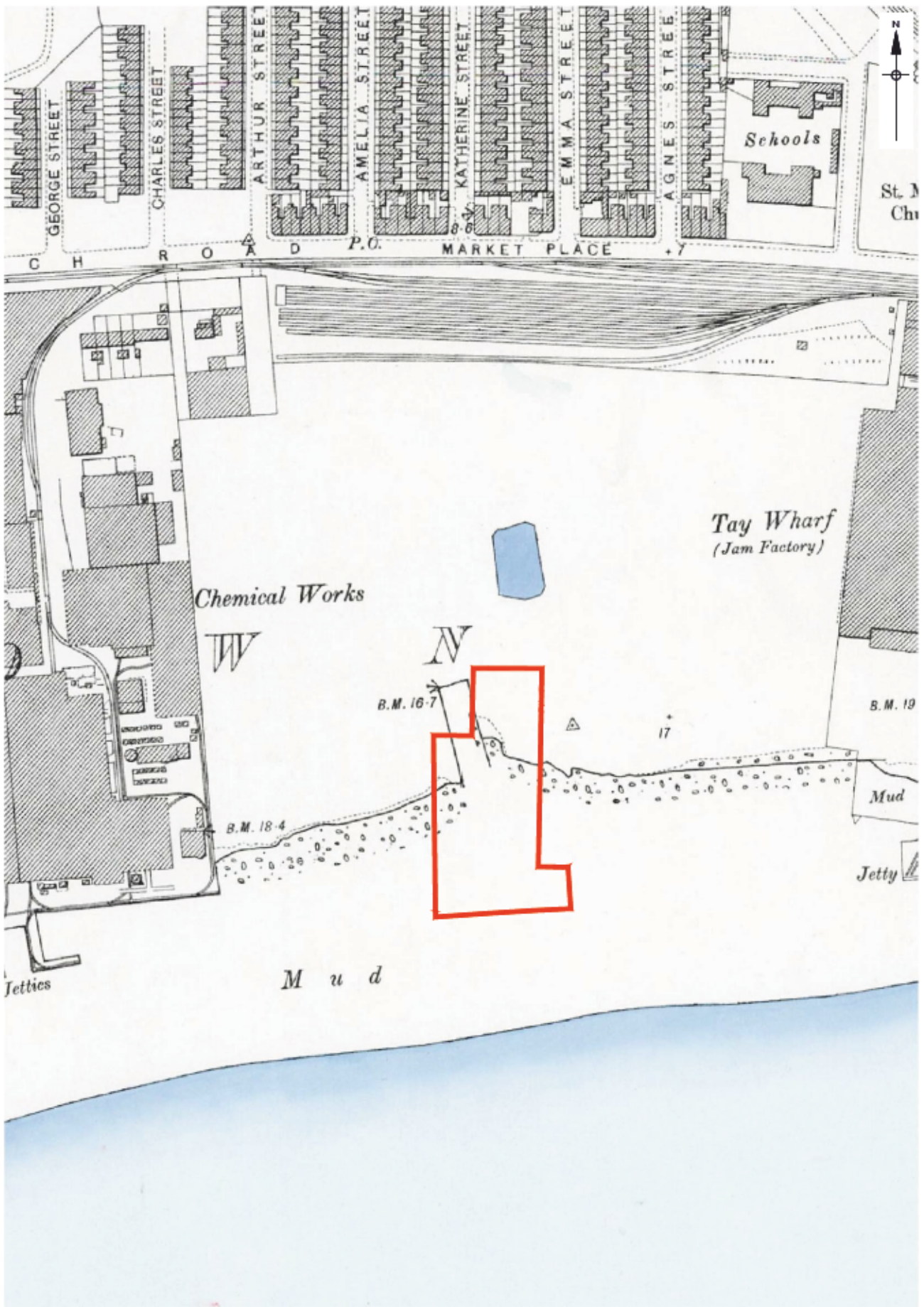
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Figure 2
 Detailed Site Location
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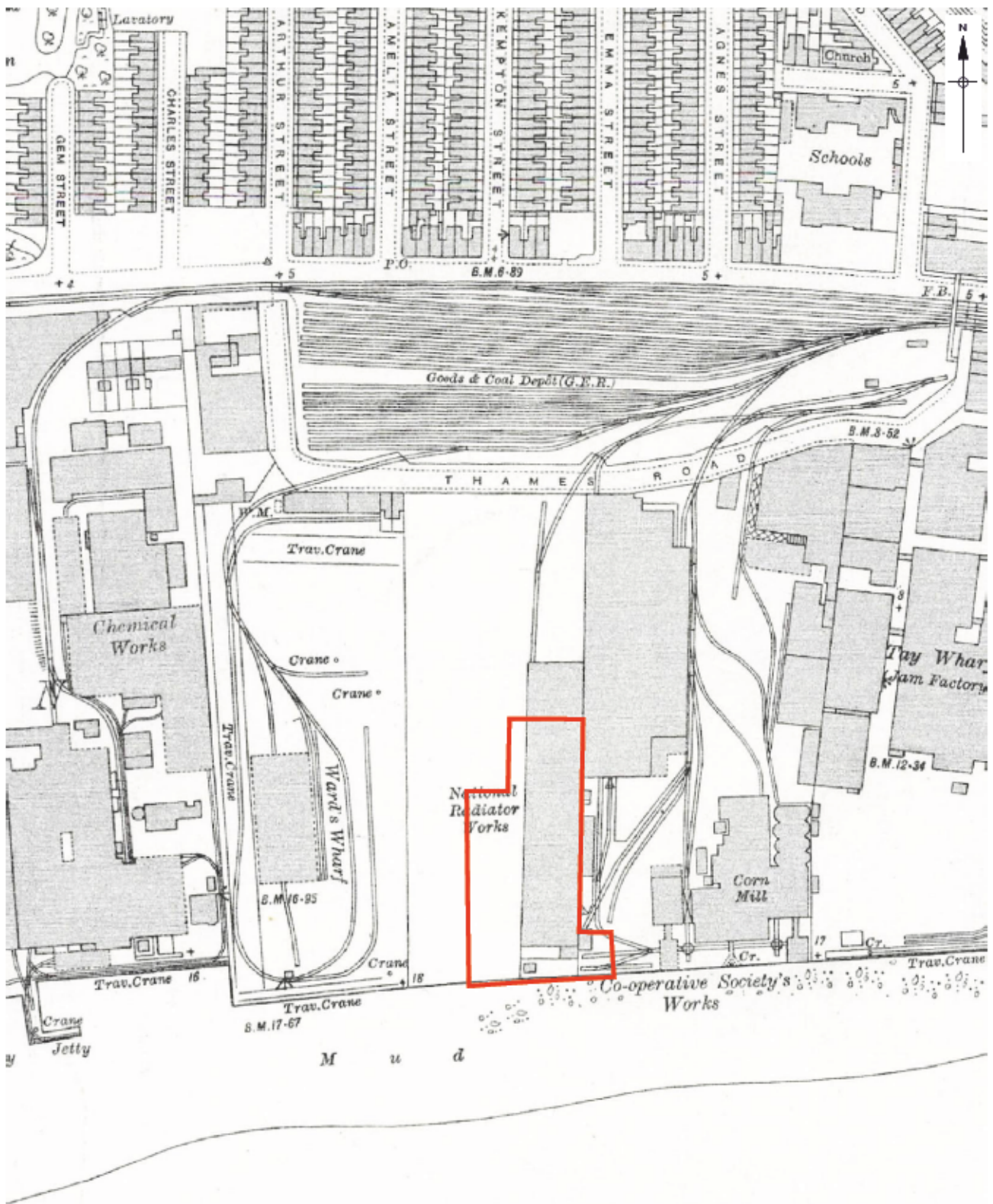
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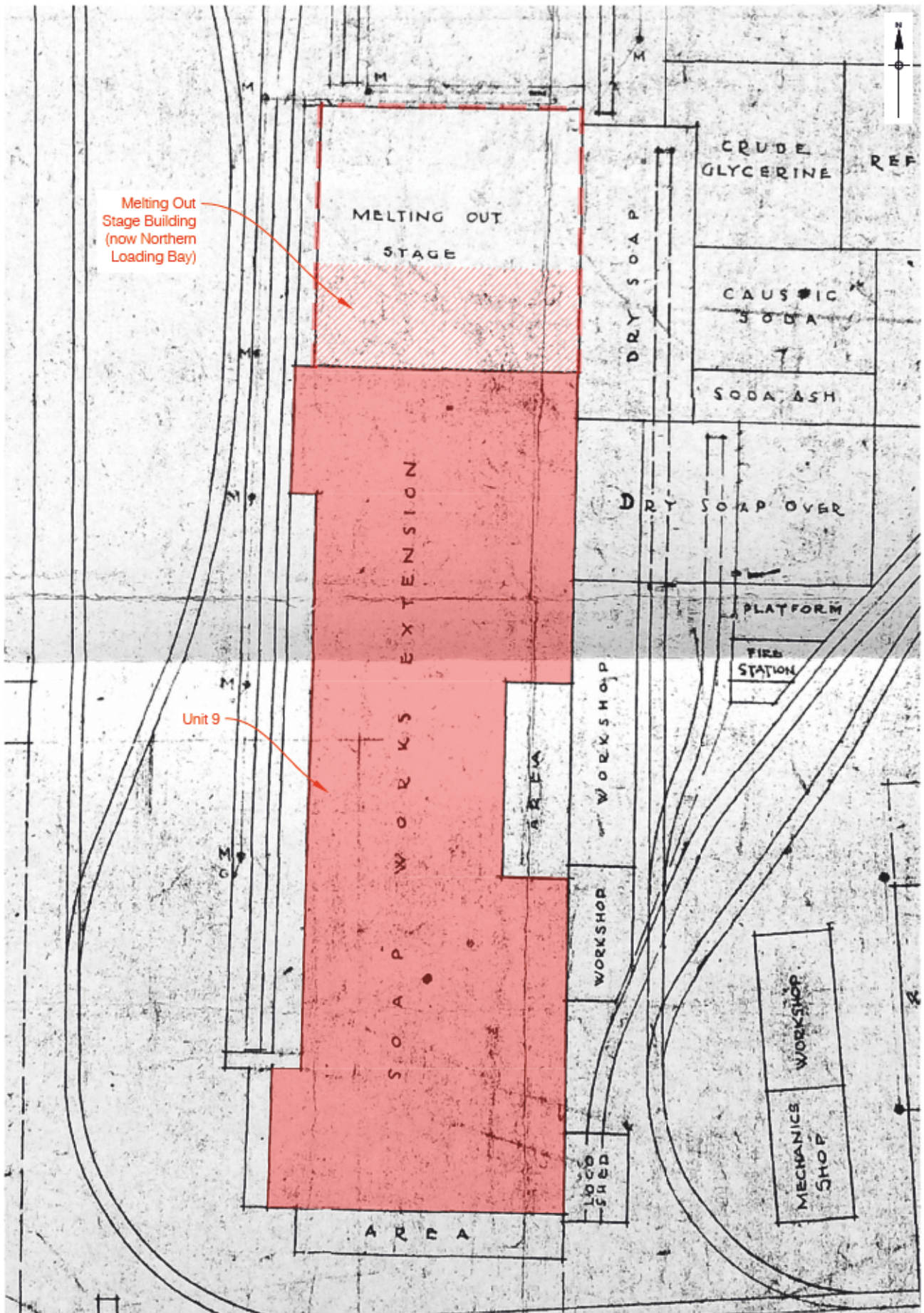
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First Edition Ordnance Survey map, 1869
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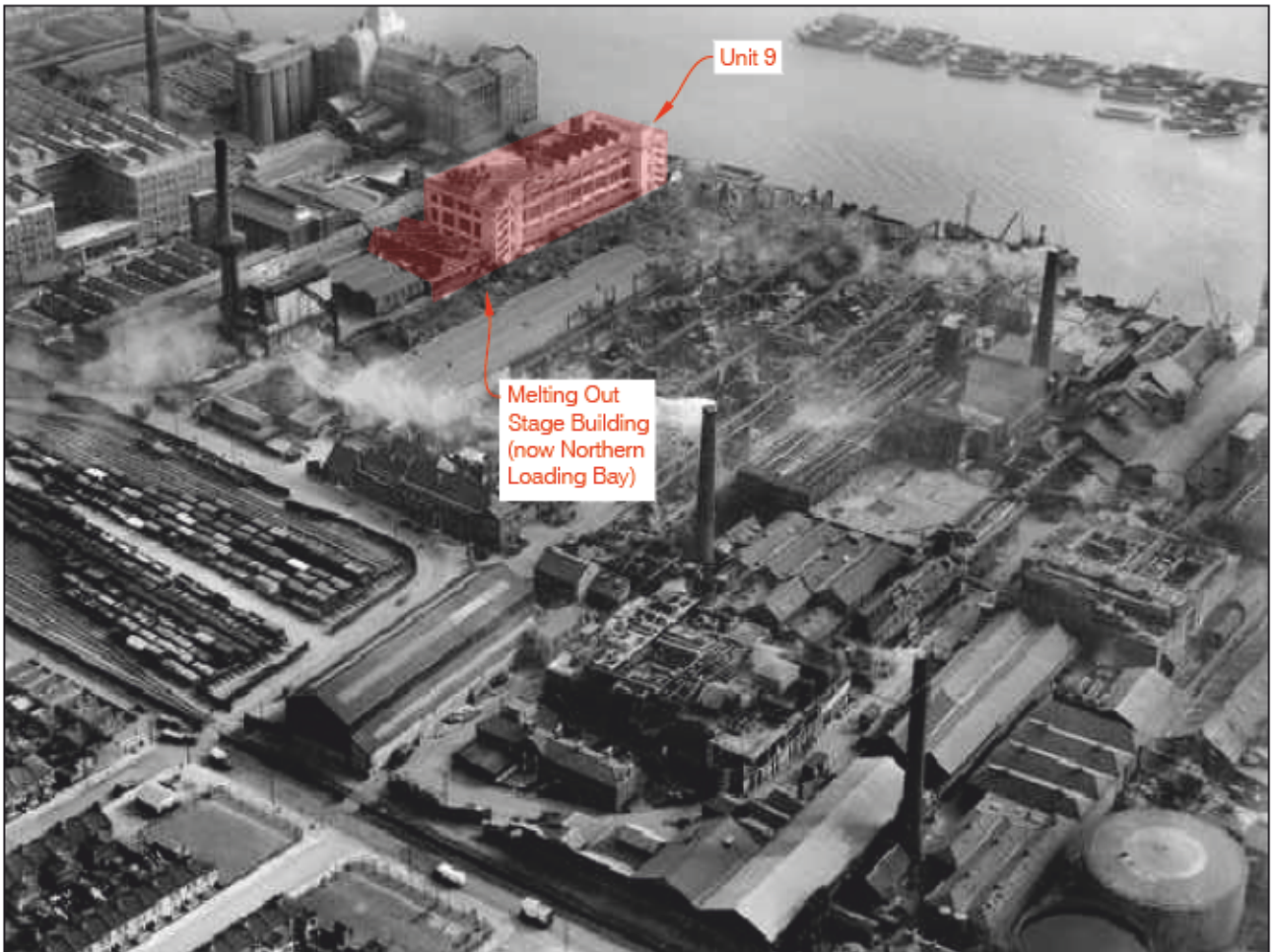


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Figure 4
Second Edition Ordnance Survey map, 1896
1:2,500 at A4







Looking South East



Looking North

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Figure 7
1938 Aerial Photographs

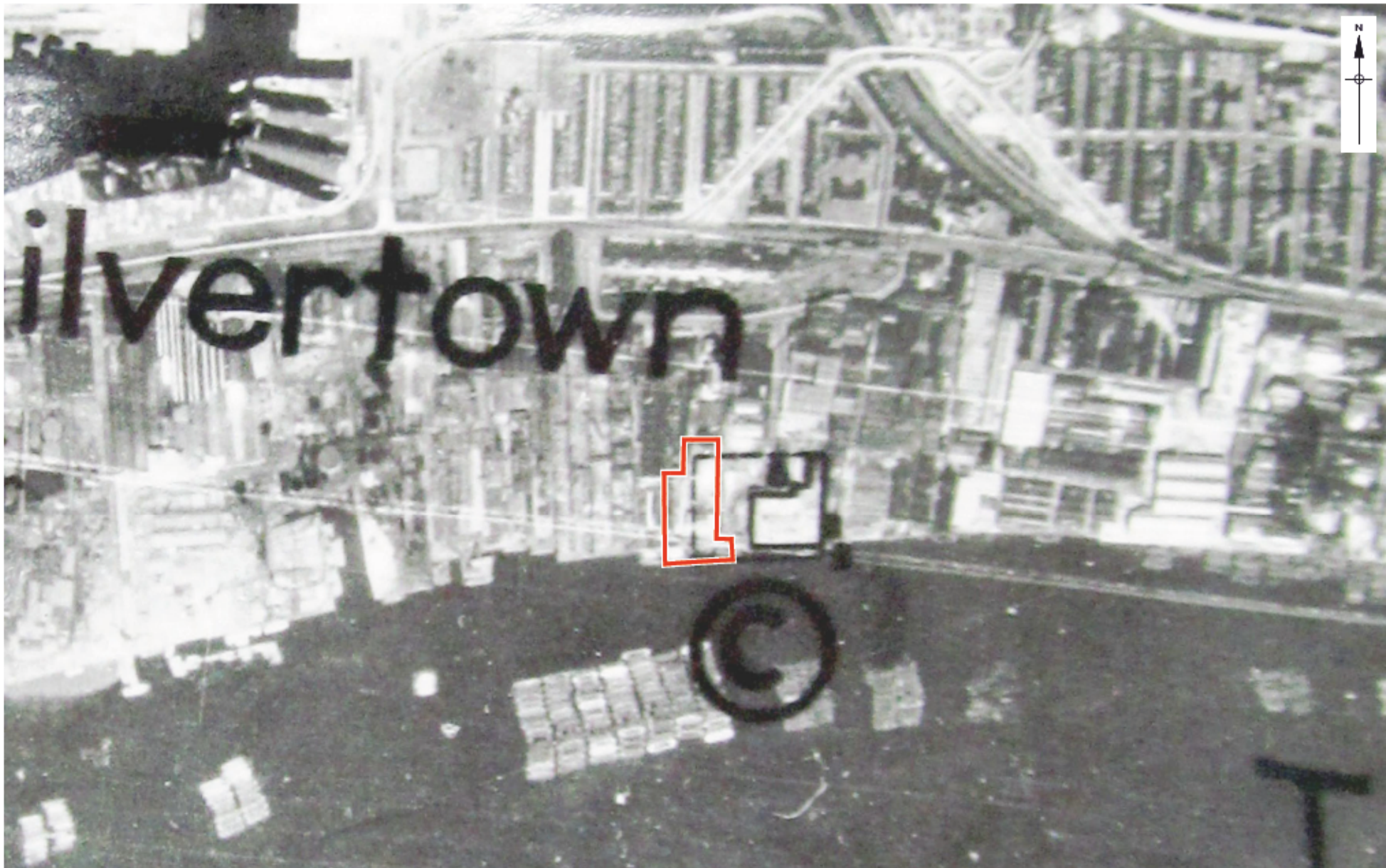
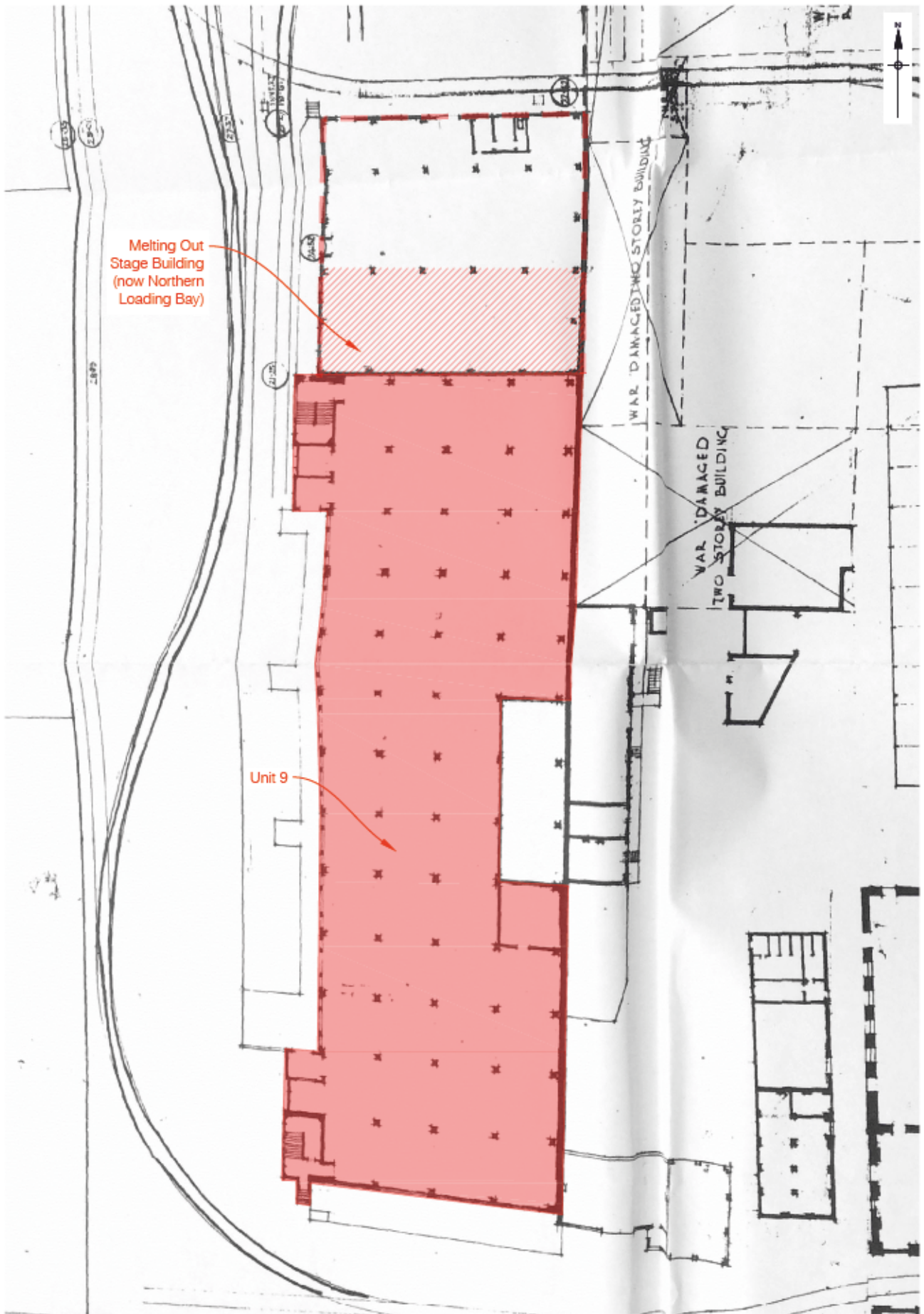
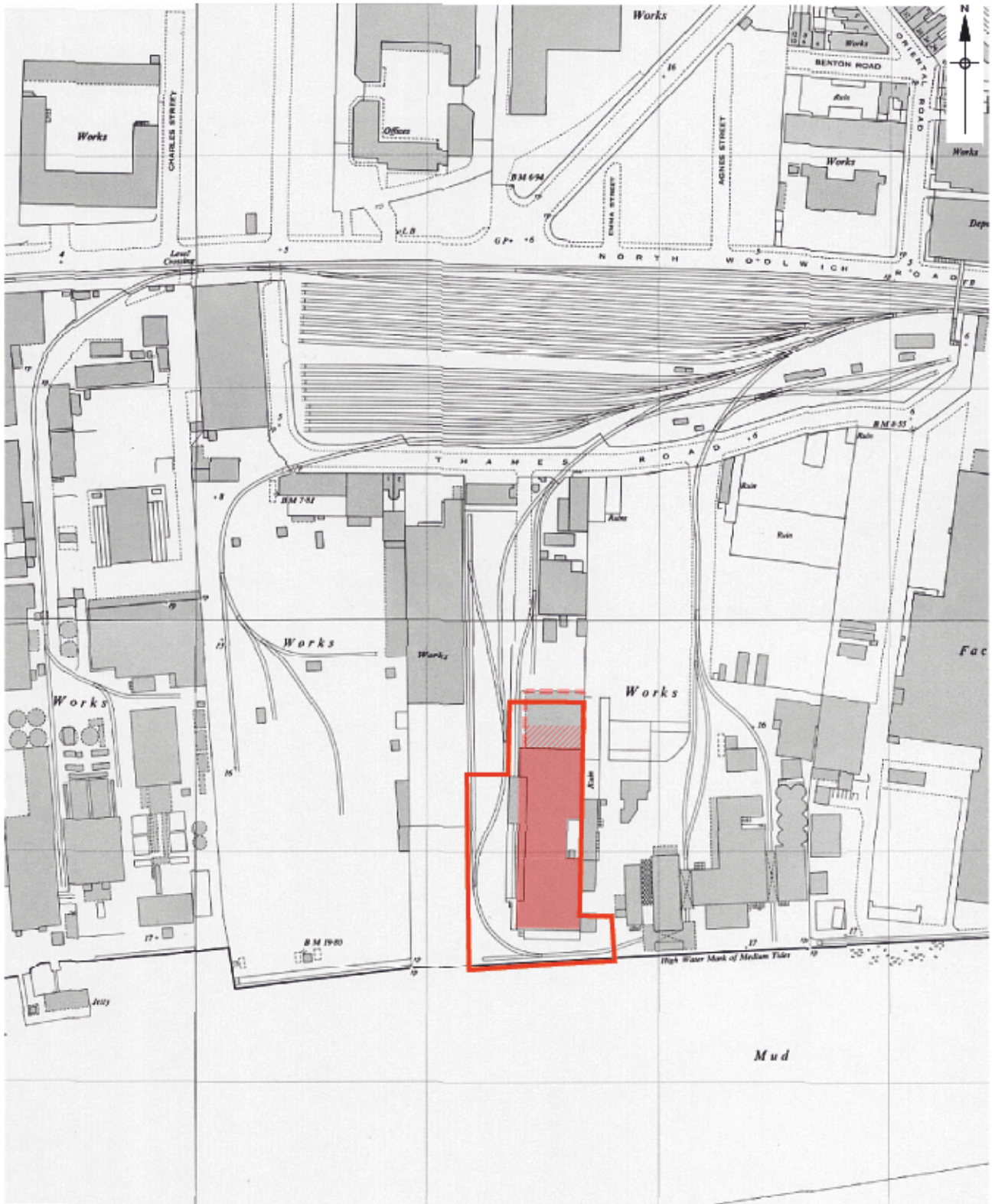
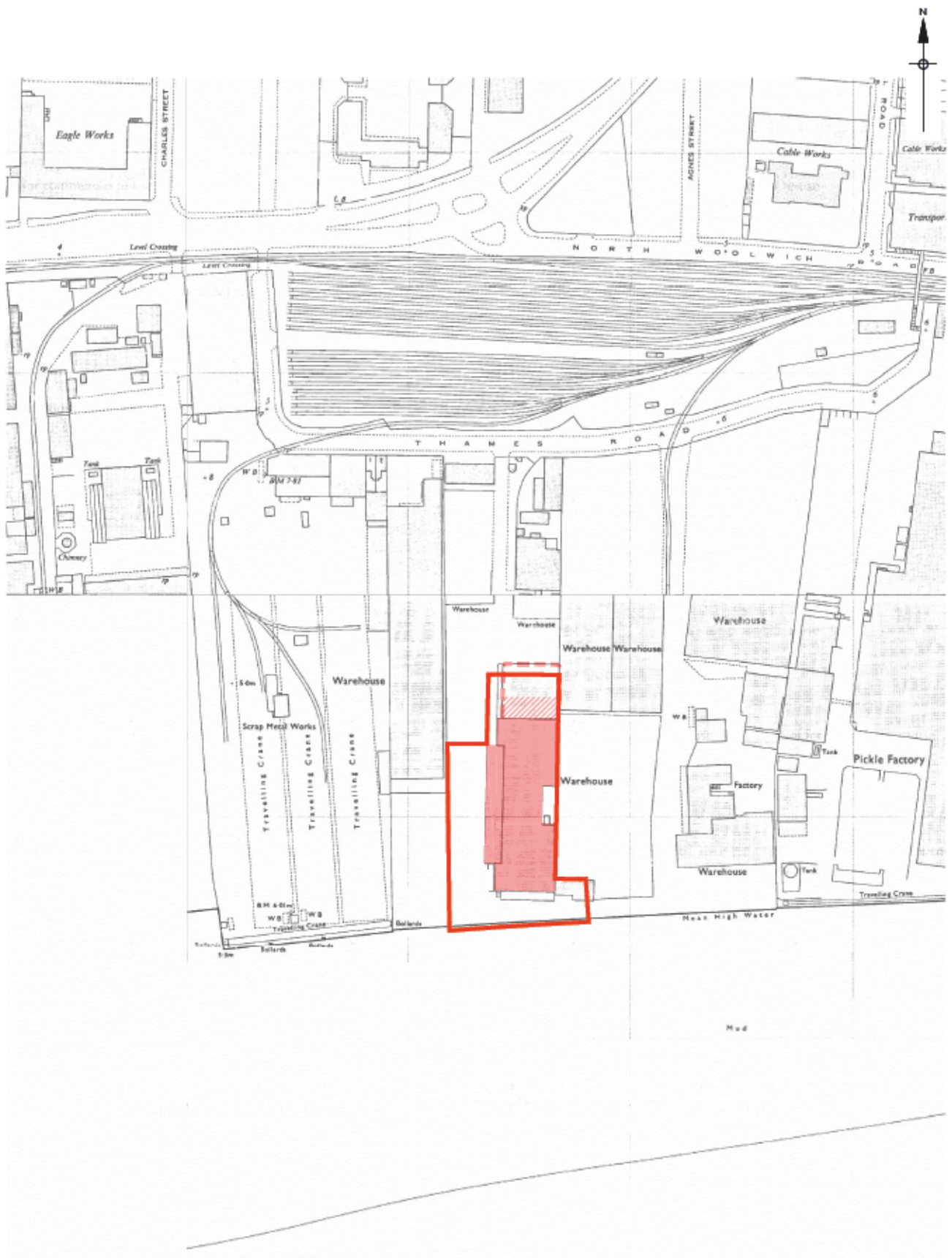




Figure 9
 Bomb Damage map, 1945
 Approx. 1:5,000 at A4





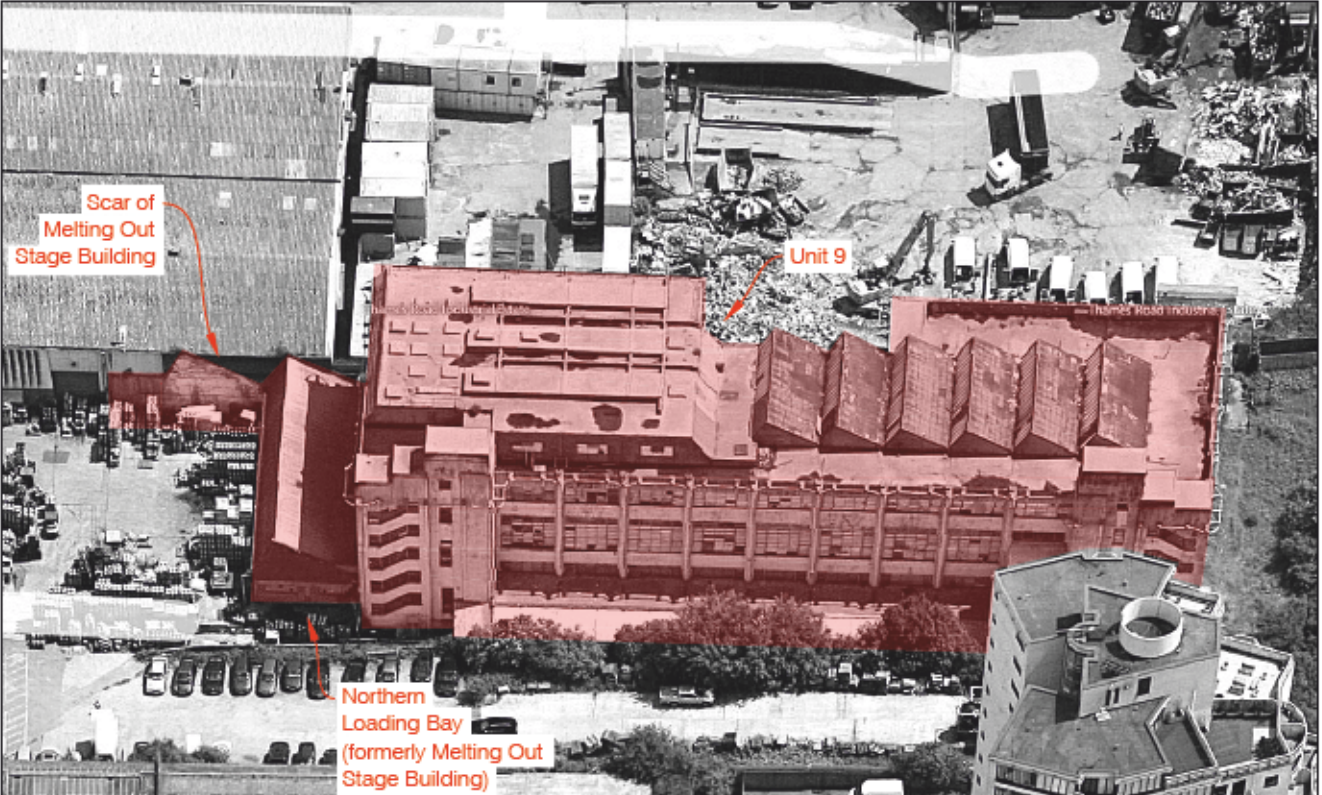


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Figure 12
 Ordnance Survey map, 1968-1973
 1:2,500 at A4



Looking East



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Looking East (with annotations)

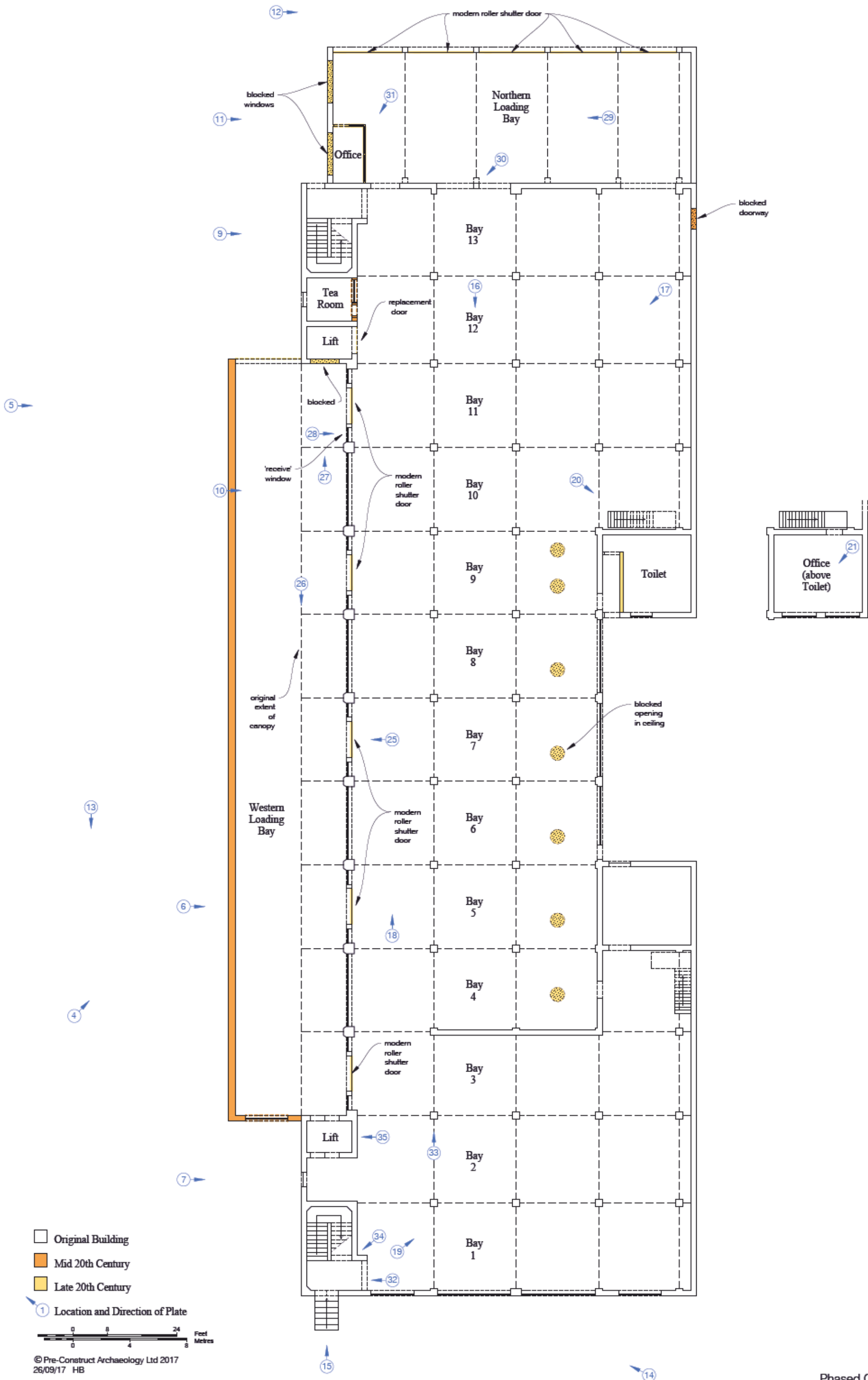
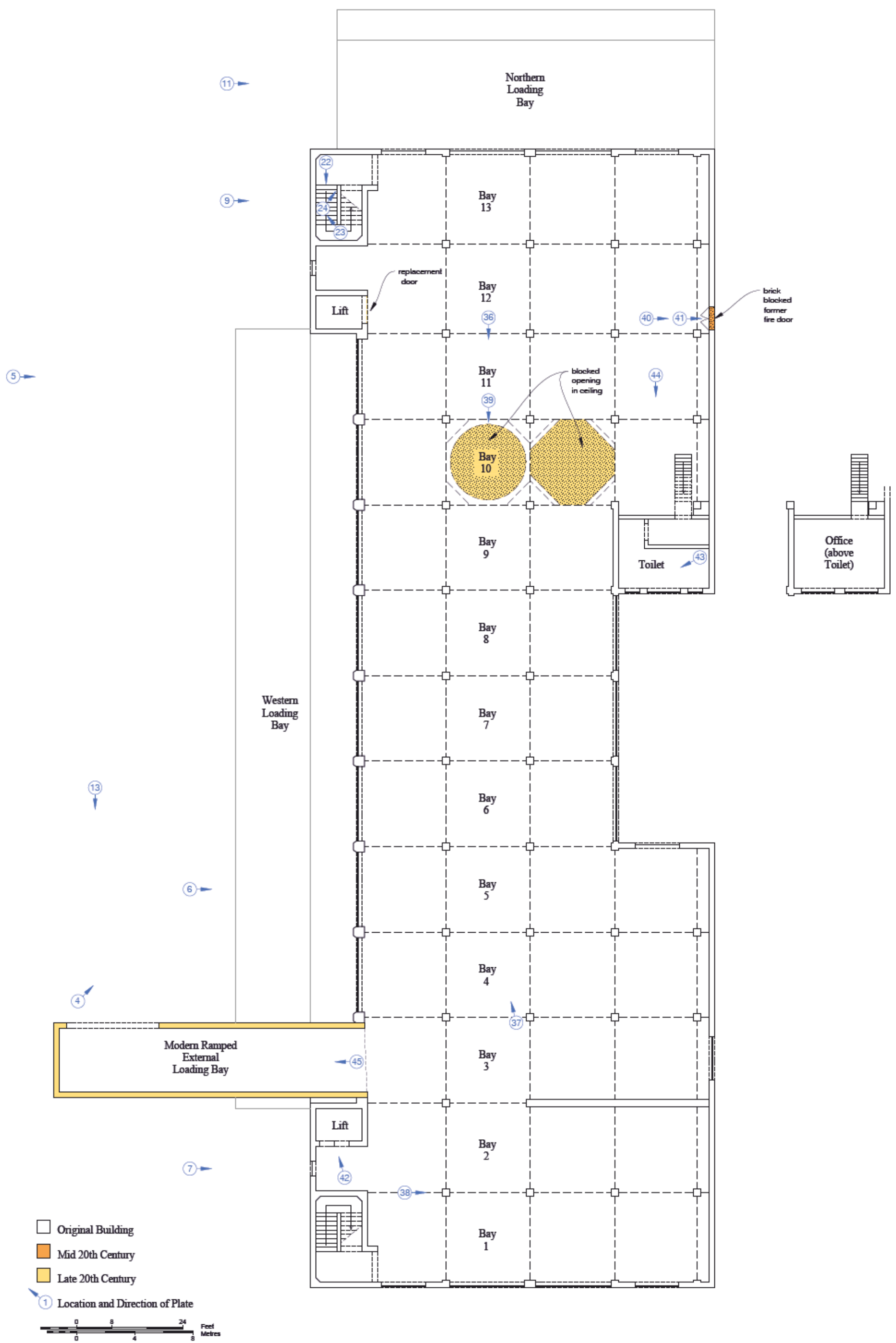





Figure 14
Phased Ground Floor Plan
1:250 at A3



-  Original Building
-  Mid 20th Century
-  Late 20th Century

① Location and Direction of Plate



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Figure 15
Phased First Floor Plan
1:250 at A3

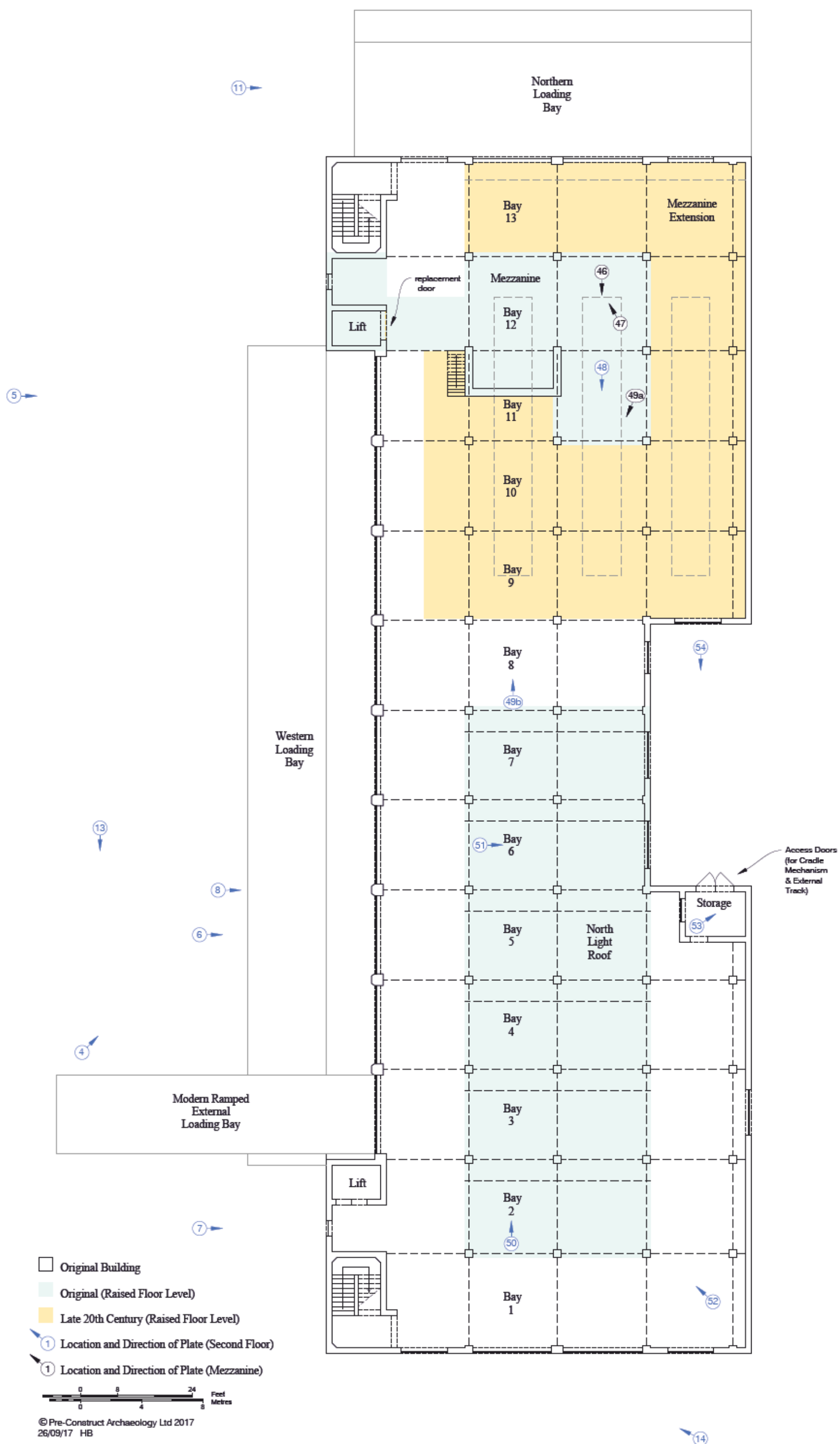


Figure 16
Phased Second Floor Plan
1:250 at A3

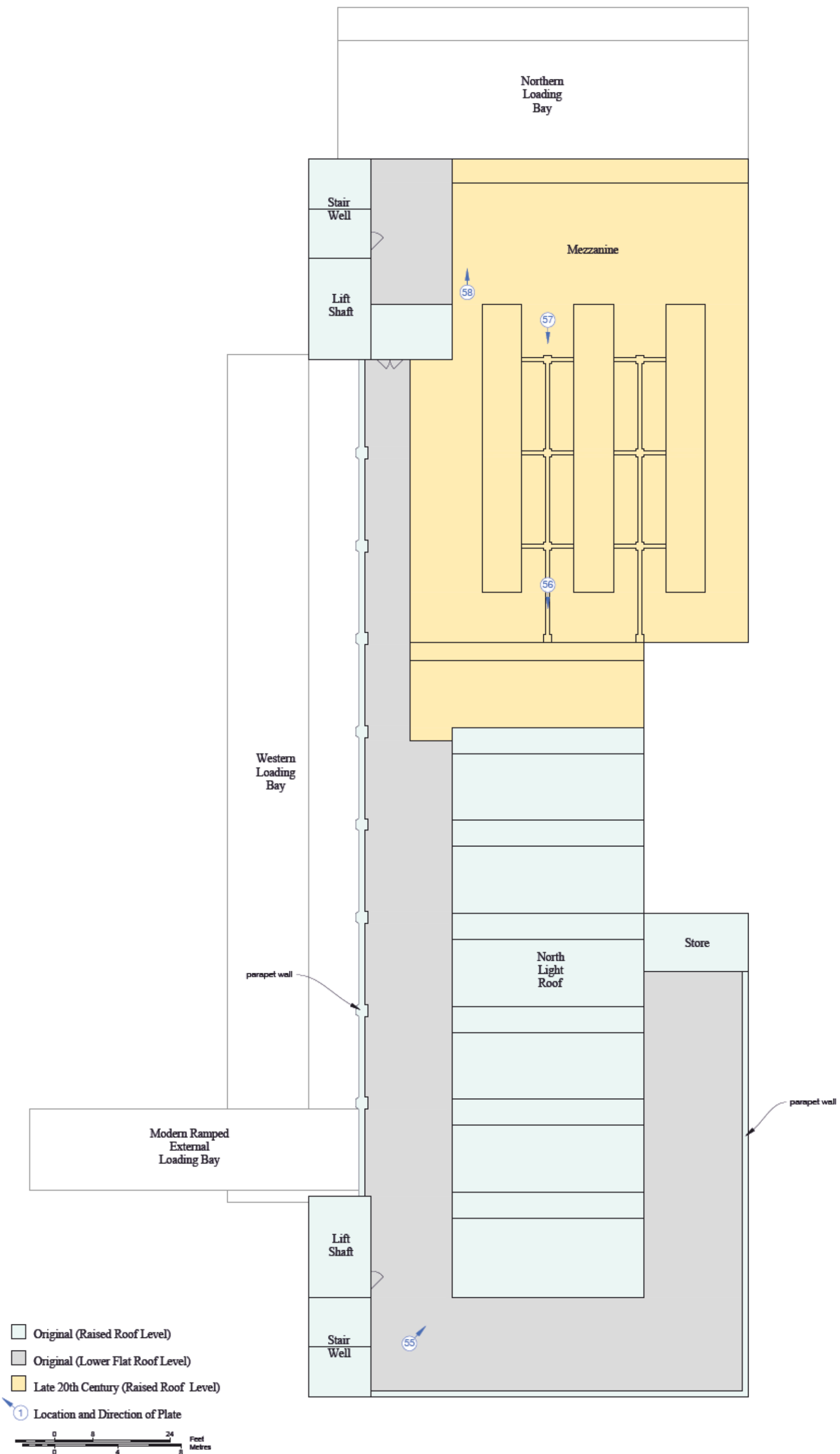


Figure 17
Roof Plan
1:250 at A3



Plate 1 Unit 9 viewed from the north (showing former narrow gauge railway siding)



Plate 2 Unit 9 looking south-west toward modern residential developments



Plate 3 Unit 9 looking south-east



Plate 4 Unit 9 looking north-east



Plate 5 Northern bays



Plate 6 Detail of fenestration to western flank elevation



Plate 7 Recessed chevron detailing to stair-bay (south) and external track



Plate 8 Chevron detail to parapet

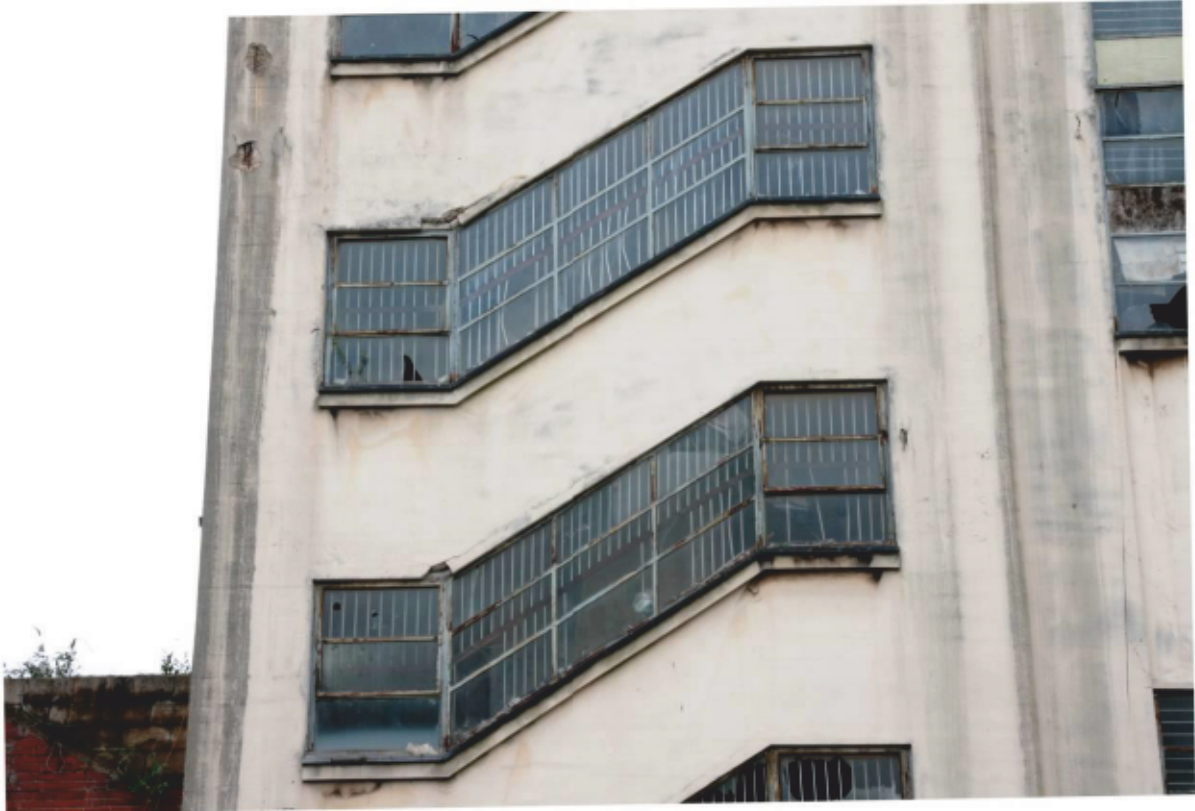


Plate 9 Fenestration to stairwell, looking east



Plate 10 Western loading bay (viewed externally)



Plate 11 North-light northern extension



Plate 12 Scar of former bay, later removed



Plate 13 Modern (1972-1981) ramped loading bay on west side



Plate 14 Southern elevation looking north-west



Plate 15 Door opening to southern stairwell



Plate 16 Ground floor, looking south



Plate 17 Ground floor, looking south-west



Plate 18 Ground floor, looking north



Plate 19 Ground floor, southern bays, looking north-east



Plate 20 Flight of stairs to office



Plate 21 Office



Plate 22 Stairwell (typical) at first floor level



Plate 23 Stairwell and fenestration at first floor level



Plate 24 Detail of handrail at first floor level



Plate 25 Typical opening to western loading bay



Plate 26 Western loading bay looking south



Plate 27 cantilever and glass block lights, looking north



Plate 28 Goods inwards window opening into loading bay



Plate 29 North-light extension looking west



Plate 30 Jowl headed stanchion for truss in northern extension



Plate 31 Small office in northern extension



Plate 32 Customs and Excise Notice

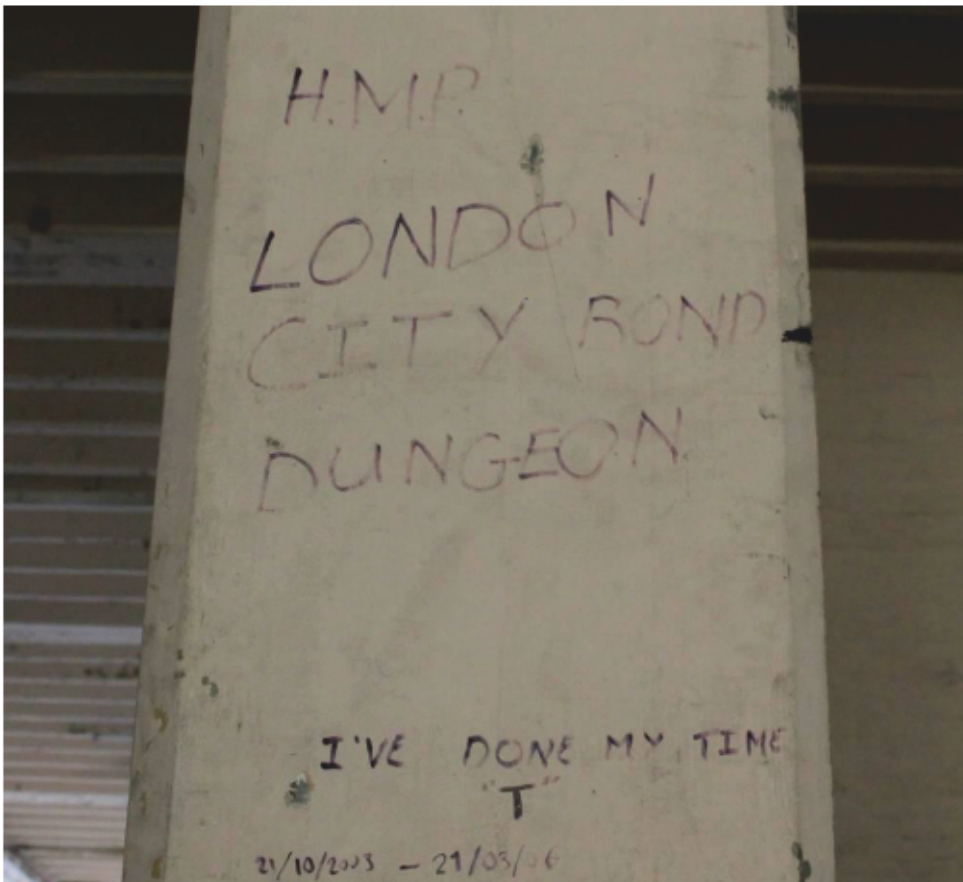


Plate 33 Graffito



Plate 34 Fire hydrant at ground floor



Plate 35 Fire alarm



Plate 36 First floor, looking south

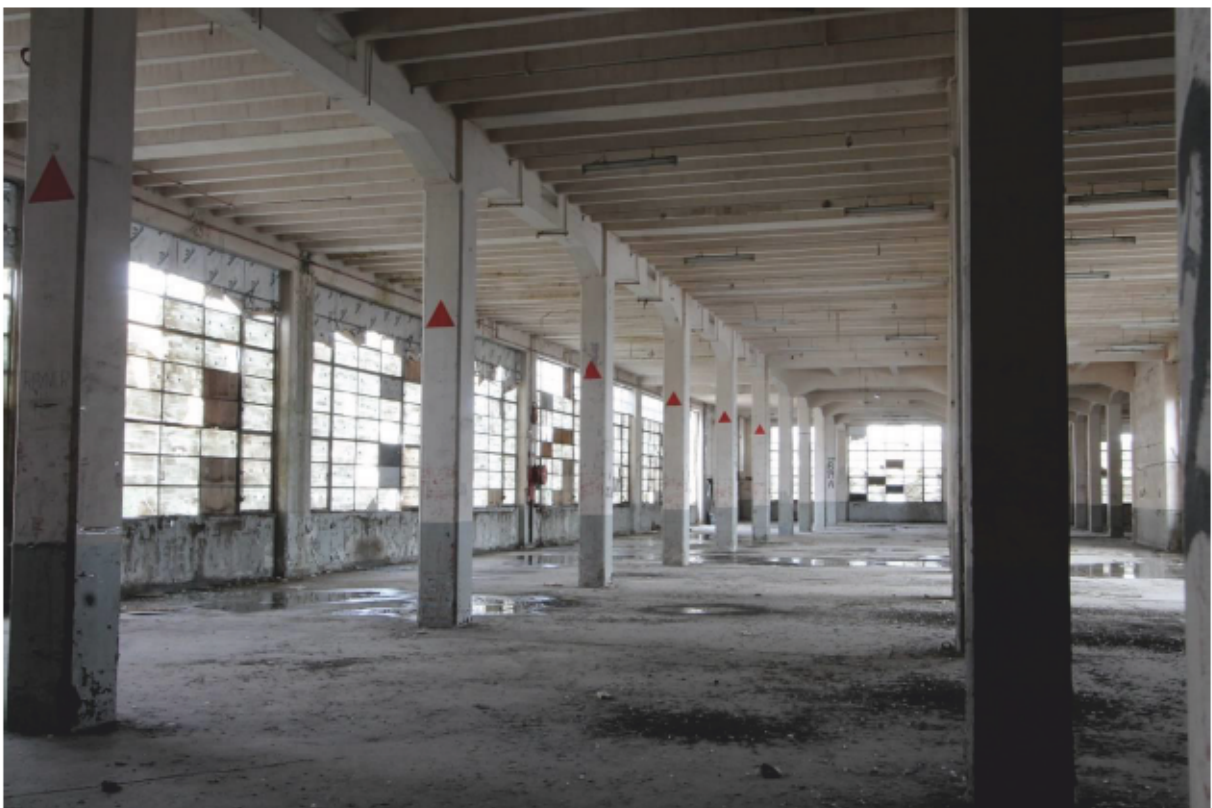


Plate 37 First floor looking north



Plate 38 First floor, southern bays



Plate 39 Blocking in ceiling



Plate 40 Fire door looking east



Plate 41 Manufacturers plate and date



Plate 42 Doors to lift



Plate 43 Male staff WC



Plate 44 Office above toilets



Plate 45 Modern ramped loading bay



Plate 46 Glass block lights in ceiling over raised northern bays



Plate 47 Similar lights in upper, canted section of northern end wall



Plate 48 Second floor, northern bays, below mezzanine



Plate 49a Second floor, northern bays, above mezzanine, looking south



Plate 49b Second floor, northern bays, above mezzanine in 2010, looking south photograph provided by the Client)

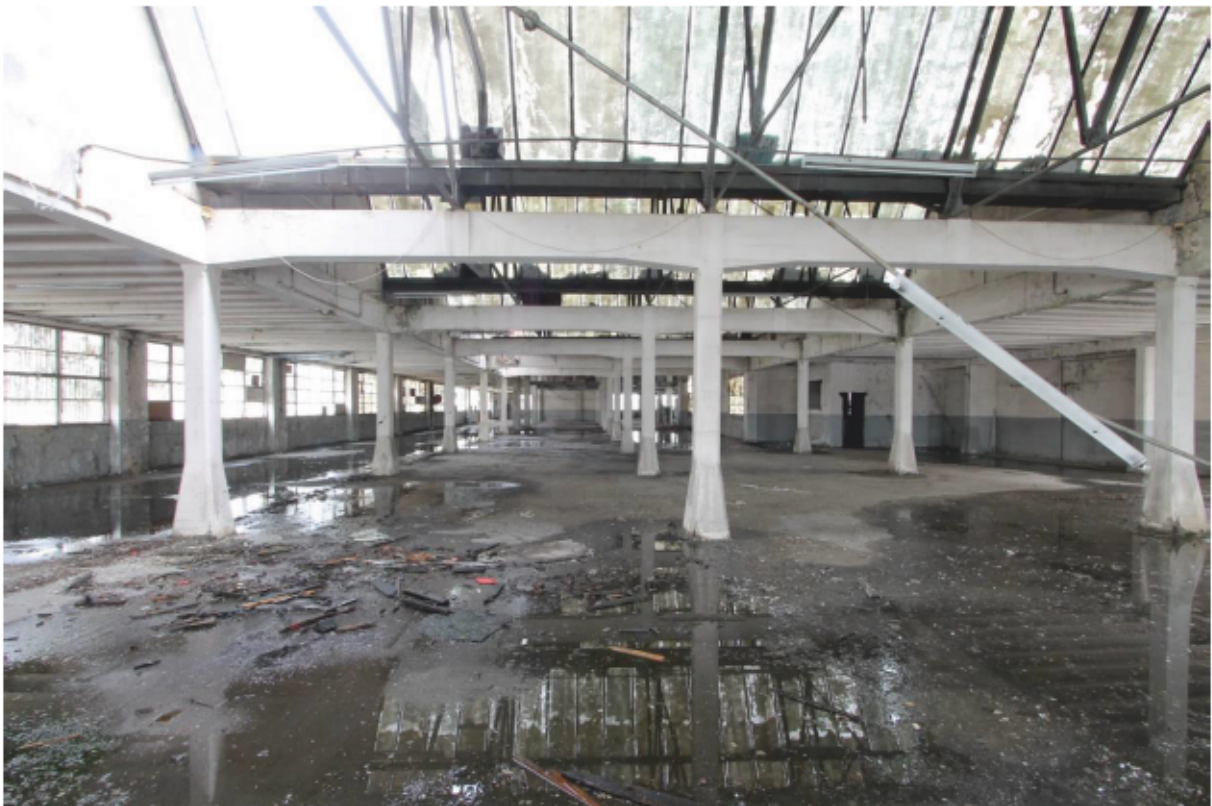


Plate 50 North-light roof over southern bays, looking north



Plate 51 Detail of roof trusses

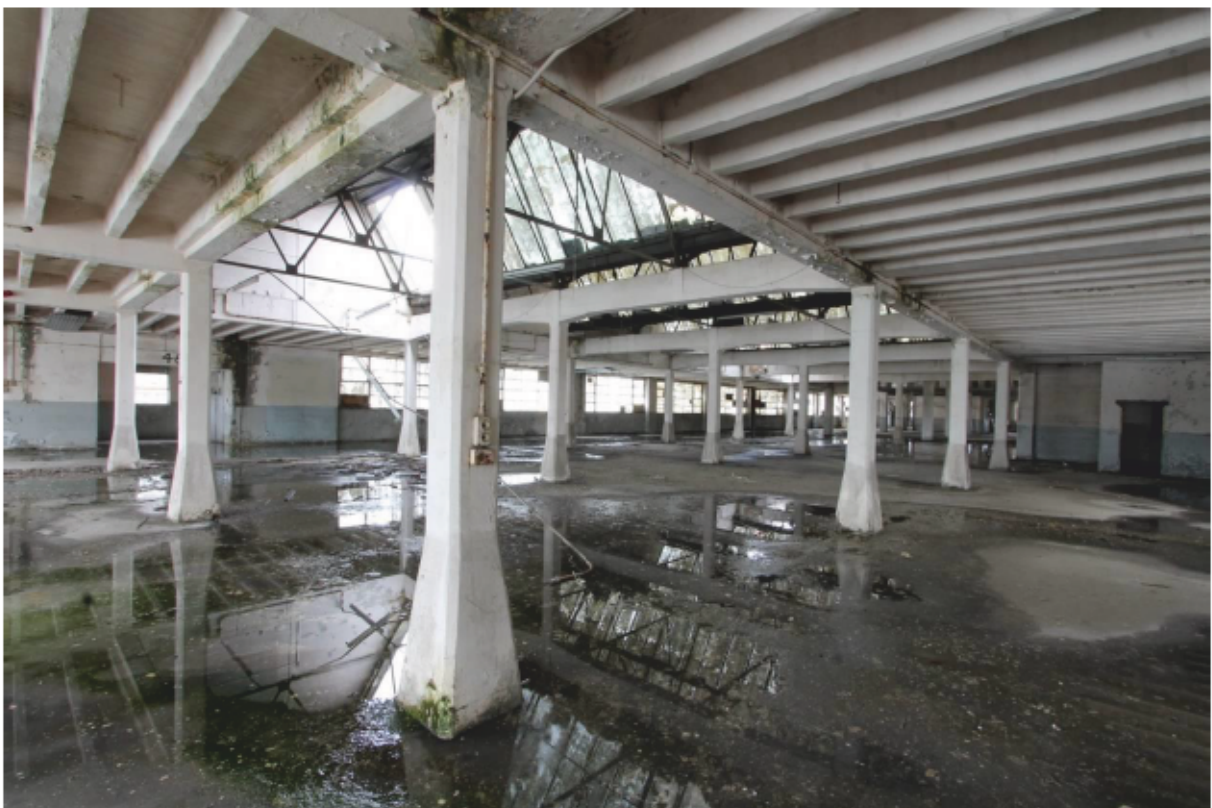


Plate 52 Detail of tapering stanchions



Plate 53 Cradle used for external works



Plate 54 Doors and external track for cradle at second floor



Plate 55 North-light roof looking north-east



Plate 56 North-light roof looking south



Plate 57 Flat roof over northern bays, looking south



Plate 58 Former signage at roof level

PCA

PCA CAMBRIDGE

THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
t: 01223 845 522
e: cambridge@pre-construct.com

PCA DURHAM

UNIT 19A, TURSDALE BUSINESS PARK
TURSDALE
DURHAM DH6 5PG
t: 0191 377 1111
e: durham@pre-construct.com

PCA LONDON

UNIT 54, BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD, BROCKLEY
LONDON SE4 2PD
t: 020 7732 3925
e: london@pre-construct.com

PCA NEWARK

OFFICE 8, ROEWOOD COURTYARD
WINKBURN, NEWARK
NOTTINGHAMSHIRE NG22 8PG
t: 01636 370410
e: newark@pre-construct.com

PCA NORWICH

QUARRY WORKS, DEREHAM ROAD
HONINGHAM
NORWICH NR9 5AP
T: 01223 845522
e: cambridge@pre-construct.com

PCA WARWICK

UNIT 9, THE MILL, MILL LANE
LITTLE SHREWLEY, WARWICK
WARWICKSHIRE CV35 7HN
t: 01926 485490
e: warwick@pre-construct.com

PCA WINCHESTER

5 RED DEER COURT, ELM ROAD
WINCHESTER
HAMPSHIRE SO22 5LX
t: 01962 849 549
e: winchester@pre-construct.com

