Lesney Products Homerton Road London Borough of Hackney

Historic Buildings Recording

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Historic Building Recording

Written by Jonathan Gill

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Summary

Oxford Archaeology have undertaken a programme of historic building recording and investigation at the large Lesney Products factory adjacent to Homerton Road in London Borough of Hackney. The recording has been undertaken as a condition of planning approval granted by London Borough of Hackney for the demolition of the complex and the redevelopment of the site by Telford Homes.

Lesney Products & Co Ltd was a manufacturing firm established in the immediate post-war period which enjoyed huge growth in the later 1950s and 1960s, almost entirely based on the production of Matchbox Toys. The factory in the current study was opened in 1969 as part of a great expansion in Lesney's capacity but rather than producing toy cars this complex appears to have housed the company's non-toy side of the business and to have produced other commercial die-castings. The company went into liquidation in 1982 and the Matchbox brand was sold but the Homerton Road plant (that in the current study) continued to produce castings and plastic parts for electrical appliances until relatively recently. The surviving branch of Lesney Products have since moved to different premises.

The existing non-listed buildings are of relatively recent date and of limited historical significance. They are however of some social interest, partly due to the widespread and enduring appeal of Matchbox Toys although this is limited by the fact that the toys were not manufactured at this plant. The company was among Hackney's largest employers in the 1960s and 1970s and there will no doubt be many people still living who worked at this plant and have happy memories from their time there. The high profile nature of the building, especially the tall southern elevation with a large sign for 'Lesney Matchbox Toys' will have made the building a well-known local landmark.

As well as the social interest the building is also of some architectural and industrial archaeological interest. The building is designed in an attractive modernist style where the structural frame is expressed on the exterior of the building and there is considerable variety in the massing and materials used. It is a good example of industrial architecture and of a planned factory from the 1960s. The industrial archaeological interest comes from the survival of a number of internal features relating to the former use of the building (foundry, conveyor belts etc) and the understanding of the complex is considerably enhanced by an excellent set of 1960s architects drawings. In the 19th and for much of the 20th century Hackney was an important manufacturing centre and the Lesney Factory with its industrial character is symbolic of this now largely lost heritage.

1 INTRODUCTION

1.1 Project background

1.1.1 Oxford Archaeology (OA) have been commissioned by Telford Homes PLC to undertake a programme of historic building recording and investigation on the former Lesney Products factory in Hackney, London. The factory continued to manufacture castings and plastic parts until the summer of 2008 but the site has been purchased by Telford Homes and a planning application will be submitted shortly for its redevelopment. As part of the pre-application discussions on the development the Greater London Archaeological Advisory Service (GLAAS) indicated that they would require an assessment of the significance of the site and then a programme of historic building recording. OA undertook the assessment of the site in April 2009 which concluded that the buildings were of some local interest and this document included a Written Scheme of Investigation for building recording at the site. The WSI was approved by GLAAS and the current document forms the outcome of that recording.

1.1.2 Lesney Products is very closely associated with the production of Matchbox Toys, on which the spectacular growth of the company was based particularly in the later 1950s and 1960s but the factory which forms the subject of the current study appears to have formed the other (much smaller) side of Lesneys' manufacturing capacity. Lesney Products went into liquidation in 1982 and the Matchbox brand was sold which resulted in the closure of most of the company's UK plants. However the factory in the current study appears to have remained in operation (presumably because its production was not based on Matchbox Toys) and was still being operated by Lesney Products until 2008. Lesney Products now operate from premises in Harlow.

1.2 Aims and objectives

1.2.1 The principal aim of the work has been to produce for posterity a formal archive record of the buildings at Lesney's Homerton Road site. The record has concentrated on the buildings' architecture, construction, structure, function, development and history.

1.2.2 The second main aim has been to produce an ordered archive which will be deposited in a publicly accessible repository.

1.3 Methodology

1.3.1 The recording has been undertaken to a Written Scheme of Investigation included in OA's assessment of the site (April 2009) and approved by GLAAS. The work was broadly undertaken at Level II as defined by English Heritage in *Understanding Historic Buildings: A Guide to Good Recording Practice* (2006).

1.3.2 The main element of the work was the production of an extensive photographic survey of the site (black and white print photographs and colour digitals) supplemented by descriptive notes to explain and interpret the buildings. The other main part of the archive record is an excellent digital set of scanned original architects drawings from 1966-69 showing the buildings. These include plans, elevations, sections and details of the buildings and when combined with the current photographic survey they provide a good record of the building.

1.3.3 Site visits were undertaken in March and April 2009. Historical research was undertaken at Hackney Archives and Hackney Library as well as at the Bodleian Library, Oxford and from a number of useful websites.

1.3.4 The project archive will be deposited with the London Archaeological Archive and Research Centre (LAARC) at the Museum of London. It will be ordered and labelled with an agreed site code (LXW09) and it will consist of photographs, negatives, notes, the original architects plans and a copy of this report.

1.4 Original architects drawings

1.4.1 Oxford Archaeology have been provided by Telford Homes with a set of 68 scans of original architects drawings from 1966-67 which detail the complex being assessed in the current work. These detail both the Lesney plant and the Eastway Zinc building (which as detailed below was for a separate company on the same site and as part of the same development). The drawings include full elevations, plans and cross sections as well as numerous details of air conditioning plant, the boiler house, drainage, compressor house etc.

2 Historical background

2.1 Introduction

2.1.1 This historical background is almost entirely taken from the previous assessment of the site undertaken by OA in April 2009. As the project is purely an investigation of the Homerton Road factory which is known to have been constructed in 1966-9 it does not attempt to provide a detailed historical and archaeological background covering the general development of the area. A desk-based assessment has previously been produced by Sutton Archaeological Services which provides this information. Fortunately we have a set of primary architects drawings from 1966-67 which detail the building being assessed and the fact that Lesney's was such a high profile company due to its Matchbox Toys means that there are a number of books and websites with information about the firm.

2.2 The site

2.2.1 The factory in the current study is located immediately to the north of Homerton Road, on the west bank of the River Lea's Hackney Cut at the point where the Marshgate Bridge carries the Homerton Road over the canal. This is on the eastern side of the London Borough of Hackney and immediately west of Hackney Marshes.

2.2.2 Lesney's main earlier factory (c.1962) was based on an adjacent site to the south-east (the other side of Homerton Road) but this has been previously demolished and redeveloped with housing.

2.3 Industrial development within Hackney

2.3.1 An outline history of the industrial development of Hackney would be of use to place the site within its wider context and to help demonstrate how important manufacturing plants such as Lesneys were within the borough. The information in this section is largely based on *An Illustrated History of Hackney* by David Mander.

2.3.2 A number of mills and are recorded in Hackney in the medieval period as well as at least one tannery adjacent to Sutton House. The local clay is known to have been used to make bricks in the early post-medieval period and there are numerous accounts of brick

fields and brick making, particularly in the 18th and 19th century. By 1806 there were 170 acres of brick fields in Hackney.

2.3.3 Relatively early industry in the area was also stimulated by transport links, particularly the River Lea Navigation (a canalised river) and the creation of the Hackney Cut, a channel from the River Lea. In due course many industries would be attracted to the banks of the canal, including Lesney's factory and the works in the current study.

2.3.4 A waterworks was created to the south of our site in the 1760s and other important 18th century industrial developments included the Woolpack Brewery a works for making Prussion Blue paint pigment in Homerton (a site which remained in operation until 1960 and a calico printing works. An important silk mill was also established in Hackney towards the end of the 18th century and this site (together with another in Someset) made its owner Levy Smith the largest manufacturer of silk in the country. Despite these industrial enterprises Hackney remained largely rural at the turn of the 19th century with a number of large Georgian mansions from when the area had become a popular residential suburb. Homerton and Hackney were still villages where relatively wealthy London families might visit in the summer months and it was only in the 19th century that the character of the area altered more radically.

2.3.5 During this period, and in the early 20th century, Hackney expanded dramatically and became a very important manufacturing and industrial centre. By the mid 19th century there were important ironworks, vulcanised rubber factories, tar and chemical works and the world's largest fountain pen manufactory. In the later 19th century there were well established industries in the fields of clothing, boot and shoe manufacturing, cabinet and box making, confectionary works, printing and tobacco manufacture. Indeed, in the later 19th well over a third of the total number of England's tobacco manufacturers were based in Hackney.

2.3.6 Bacon's Large Scale Atlas of London and Suburbs 1912 (reprinted by London Topographical Society in 2007) shows that the site on which the subject of the current study was later constructed remained green fields. The area to the south (the site of the previous Lesney factory demolished in the 1990s was occupied by the Acme Wood Flooring Co Works adjacent to the Lea Conservancy Road. Adjacent to the Hackney Cut was a separate parallel canal to a waterworks

2.4 Lesney Products & Co

2.4.1 The section below detailing the history of the Lesney Products Company is largely taken from a company history produced in 1969 called *'The Matchbox Story*' as well as an Article in *Achievement* Magazine from 1966 and a report by the Commission for Industrial Relations in 1974.

2.4.2 The origins of the Lesney Products Company lie in the immediate post-war years when two former servicemen, Leslie Smith and John Odell set up separate small companies using gratuities received for their war-time service. Smith's company (which was established in 1947 with a partner, Rodney Smith) made diecasts in the Rifleman a former public house on the border of Edmonton and Tottenham while Odell's company made moulds for diecasts in a garage. The name 'Lesney' came from combining the names Leslie and Rodney and soon after its initial formation Odell was invited to become a partner.

2.4.3 In its early years the company produced various products, including a small number of toys, but the development of the firm was interrupted by a ban on using zinc caused by the Korean War. In 1953, after the lifting of this ban the company decided to produce a

replica coach to mark the Royal Coronation and this proved to be huge success. In the same year the Matchbox series of toy cars was launched and the success of this set the course that the company would take.

2.4.4 In 1955 Lesney's moved to new premises in Stoke Newington and they launched the models of yesteryear series. Continued growth led to a move in 1957 to a site in Hackney Wick (not the current site) with modern diecasting equipment and in 1960 Lesney's was made a public limited company. In 1962 construction began on a large new plant adjacent to the previous factory in Lee Conservancy Road, Hackney (but again not the site in the current project). During the 1960s the growth in sales appears to have continued to exceed productive capacity because in 1969 there was a vast expansion in the company with a new plant in Rochford, Essex, as well as another expansion of the main factory and the construction of a new site in Hackney a short distance to the north. This site (the Homerton Wharf factory) is the factory covered by the current project and it is immediately to the north of Homerton Road (Marshgate Bridge). It housed additional offices, the entire industrial division and an account of the company written in 1969 proudly declares that it also has a computer (*The Matchbox Story*).

2.4.5 The new Homerton Road plant added 109,000 square feet (approximately one tenth of the company's total floor area) and it appears that rather than being used for toy manufacture this plant manufactured all the other diecast products produced by Lesneys. This is shown by a report produced by the Commission for Industrial Relations in 1974 which lists the different Lesney plants and their manufacture. The Homerton plant is shown as a distinct, separate division of the company.

2.4.6 This report also reports that two-thirds of its 4500 manual employees were women and that the Homerton plant had 165 hourly-paid employees (79 of which were women). There were three shifts at this plant: a day shift, a part time day shift and a very small evening shift.

2.4.7 The new Homerton Road facility included an area for the Eastway Zinc Alloy Company. The Eastway Zinc Alloy Company appears to have been a separate company to Lesneys albeit with very close links. A survey of the Lesney Products Company from January 1966 (from before the construction of the current factory) has been located on the internet (http://homepage.ntlworld.com/d.jones7317/public_html/lesdoc.htm) and this states that although 98% of Eastway Zinc's products were sold to Lesneys they were hoping to diversify so that 50% would be sold to Lesneys and the other 50% to other companies. The document also states that the company, which at that time were based on the Lea Conservancy Road immediately to the south-east of the current site, were hoping to expand into larger premises and we know from the architects plans also dated 1966 that this expansion formed part of the factory currently being assessed. These architects plans clearly show a distinction between the Lesneys factory and the Eastway Zinc Alloy Co. plant although they were both contemporary and part of the same development. We do not know whether Eastway Zinc successfully diversified or remained almost entirely dependent on sales to Lesneys.

2.4.8 This huge late 1960s investment in new plant appears to have been ill-timed because Mattel, Lesney's principal north American rival, launched its revolutionary new Hot Wheels range in 1969 and this had a devastating effect on Matchbox sales. The company struggled in the following years but they diversified into plastic toys and other new ranges. Lesney's still employed over 6000 people in 1976 (a similar number to 1969) and company profits were high but a combination of falling sales, unwise investments and poor economic conditions led to the company struggling again at the very end of the decade and in the turn of the 1980s. As a result of this the company went into liquidation

in June 1982 and the Matchbox Toys Ltd trademark was sold to David Yeh, a Hong Kong businessman. The new headquarters were based in New York and the Rochford factory survived but the other plants used to produce matchbox toys were closed. This included the main factory in Hackney but it appears that it did not include the site which forms the current study because (as detailed above) this formed the industrial division of Lesney's and did manufacture Matchbox toys. This small side of Lesney's appears to have continued to manufacture parts and was still operating up to the closure of the plant in the summer of 2008. Lesneys now operates from a site in Harlow. It is believed that the in recent years Lesneys produced a variety of products including Ford car components (Telford Homes pers comm) and parts for electrical appliances.

2.4.9 The new Matchbox Toys company was subsequently taken over by Tyco in 1992 and it then passed to Mattel in 1997.

3 DESCRIPTION

3.1 Introduction

3.1.1 Lesneys' Homerton Road plant is essentially a single large building the footprint of which covers almost all available space at the factory site immediately west of the Hackney Cut canal and north of the Marshgate Bridge. The building is shoe-horned into the site with the only external space along each of the four edges of the factory. By the late 1960s the former villages of Hackney and Homerton had long since been engulfed by the urban sprawl of London and available space, especially prime sites such as this alongside the canal, had to be utilised as much as possible. One design consequence of this is the use of extensive underground parking at the site (detailed further below). One of the most distinctive features of the overall form of the structure is the way that the building steps down towards the north and west and this feature of the design must also be a reflection of the urban context of the site. The western side of the factory faces onto a large housing estate which pre-dates the factory (probably 1930s or immediately post-war) and although the residential blocks are not immediately adjacent to Lesneys the massing of this side of the factory is broken down by creating a number of clear steps in the building's facade. This reduces the extent to which the factory would have overlooked the neighbouring housing estate whereas the eastern elevation, which overlooks the canal and the open expanse of the Hackney Marshes, is full height to the edge of the building's footprint.

3.1.2 The greater height of the blocks towards the southern end of the complex is also accentuated by the fact that the natural ground level also slopes down considerably towards the north. At the southern end of the site the wharf adjacent to the canal is c.3 m above the water level whereas at the northern end of the site the wharf is barely above the water (Plates 3 &4).

3.1.3 Unlike most industrial sites the factory appears to be almost entirely from a single phase. This site has not slowly spread across the whole site but instead it was purpose-built in its current form and has seen very few major alterations since its construction in the late 1960s.

3.1.4 The complex is planned with manufacturing and storage areas occupying the main floor levels and with services, lifts, utilities, staircases and subsidiary offices located towards the corners and along the eastern edge of the factory.

3.2 Block numbering and summary description of blocks

3.2.1 Although the factory is essentially a single building constructed in one phase it would be helpful to divide it into several distinct elements for the purposes of this project. Unfortunately in some areas of the building this division is artificial and due to this being a single-phase, purpose-built structure at some floor levels the different blocks merge together. The divisions used are more a reflection of the external than the internal form of the building and therefore while the external description is largely structured around these block distinctions the internal description is structured more around each floor level rather than each block at a time. There are some exceptions to this however and the distinction is further complicated by the variety in massing within the blocks and the fact that the complex steps up towards the south-east corner.

3.2.2 The distinct blocks that the factory has been divided into for this study are:

3.2.3 ***Block A*:** this is a five storey block (plus mezzanine between ground and first floor) with an L-shaped plan at the southern end of the site. This formed the public face of the building as it faces directly onto the busy Homerton Road passing over the Marshgate Bridge and it housed the factory's main administrative areas, offices and canteen.

3.2.4 ***Block B***: this is an area immediately to the north of Block A which forms the southern half of the main manufacturing part of the complex. The western side of this block steps down in three sections while the main internal areas originally housed part of the machine building area on ground floor, the rumbling, fettling and light machining area on the first floor and assembly on the second floor. The steps in the floor plan result in the western edge of the second floor assembly area being set back from the edge of the first floor fettling area which in turn is set back from the edge of the ground floor machine building area. The main part of this block comprises three main floor levels above a lower ground floor car park. In common with the other main assembly areas this block includes a large open space together with a band of utilities, services and circulation along the north-west side of the building. This area also includes a boiler house on the south-west side and a tall chimney.

3.2.5 ***Block C***: to the north of Block B is a further large area with a lower roof level which housed the foundry at first floor and originally part of the machine building area at ground floor. This area is largely two storied, above a lower ground floor car park, although there is a single step in the western elevation so that the upper floor (the foundry) is set back from the edge of the building's footprint. This area again has a band of utilities along the north-west side.

3.2.6 ***Block D***: at the northern end of the complex is a lower block where the Eastway Zinc Alloy Company was based. As detailed above Eastway Zinc was a separate company to Lesneys but with very close links and they almost entirely depended on selling to Lesneys (at least in the mid 1960s). The Eastway Zinc building is an open shed with offices overlooking the production area and various features surviving from the former plant (eg rollers and a small engine). It is believed that this part of the complex was never part of Lesneys and it is understood that the building has most recently been used by the NHS (pers comm Telford Homes).

3.3 External description

3.3.1 Lesney Products' Homerton Road factory is a large manufacturing complex (c.110 m x c.30 m) which is designed in a bold modernist style typical for the 1960s. It is constructed using a steel frame encased in concrete and this structural frame is expressed externally throughout the building, following modernist principals. The panels between

the frame comprise long glazing lights and brown brickwork of two main shades. Light brown brick is used for non-load-bearing panels while dark brown brick is used for full height and load-bearing areas (eg stair wells).

3.3.2 Despite its very large scale the building has an attractive industrial composition with strong horizontal blocks balanced by vertical elements and variety in the use of materials. Other typical modernist features are used such as the fact that much of the factory is raised above ground to allow open-sided covered areas for loading and for large areas of covered car parking. The form of the factory follows its function which appears to have been carefully designed to produce an efficient production flow through the building. There are loading bays on the exterior and upstanding north-lights above much of the manufacturing areas (Plate 6).

3.3.3 ***Block A*** is five full storeys tall (plus a mezzanine) and is the most prominent parts of the building (Plates 1 & 2). It divides into a south elevation which faces onto the Homerton Road and the east elevation which faces the canal. Both elevations express the concrete frame and incorporate horizontal bands of light brown brickwork, glazing and concrete at floor levels. The windows in the south elevation are generally taller than those to the south, particularly those at first floor level. Both elevations also include two signs advertising the company. Those to the south include the original lettering within the concrete at the top of the elevation for: *Lesney 'Matchbox' Toys* and below this more recent lettering for Lesney Industries Ltd (although most of the letters for this have been lost). The lettering to the east elevation are simply for 'Lesney' (to the top) and Lesney Industries Ltd (immediately above the open-faced ground floor)

3.3.4 Towards the south-eastern corner of Block A is a staircase projection, clad to the east in solid brickwork, and this provides a strong vertical element to the composition to balance the horizontals. The use of dark brick in Block A succeeds in making it stand out from the rest of the west side of the complex (when viewed from the south-west) where the light grey blends into the background.

3.3.5 The west side of ***Block B*** steps back in two main sections (Plate 5). The main elevation comprises concrete and glazed bands and is architecturally distinct from the brick panels of Block C. The main exception is the tall staircase block which does not step back and therefore towards the roof it projects considerably from the main building at this level. The west face of the staircase block is clad in light blue corrugated sheeting.

3.3.6 Only the northern half of the east face of Block B is external; the southern half being behind the elevation of Block A. The visible part of Block B's east side again expresses the structural frame (concrete clad steelwork) and both the first and second floors are very similar to each other with horizontal bands of glazing, brick panels and concrete at floor levels. The tall heights of the bands in these areas reflects the fact that these areas housed tall, open manufacturing and storage areas up to the east wall. Towards their south end these floors also incorporate loading doors aligned with each other. These have detachable security rails and sliding, concertina shutters. The hoist above these doors has been removed. At ground floor the east wall is largely recessed behind the structural frame and this area incorporates extractor fans, ducts and other plant.

3.3.7 The east elevation of ***Block C*** comprises relatively narrow bands of concrete, brick panels and horizontal strip windows which contrast with the taller adjacent bays in Block B and reflect the narrow mezzanine floors adjacent to the east wall in these areas. At the north end of this wall is a staircase/service block.

3.3.8 As referred to above the west elevation of Block C steps back although due to this part of the building being lower than Block B there is only a single step in this area. The

western edge of the elevation divides into four bays articulated by the structural frame of (steel clad in concrete) There are five posts and two horizontal frame members (ground floor and roof). The panels between the posts comprise non-structural brown brick and a full width band of glazing immediately below the roof. The section below ground floor tapers sharply due to the slope of the ground and it is largely open between the posts to allow access to the underground car park.

3.3.9 ***Block D*** is at the northern end of the site and although it adjoins the main Lesneys factory, and was constructed at the same time as it, it housed the Eastway Zinc Company rather than Lesneys. A fence prevents access between the areas on the west side of the complex and confirms the separate nature of the two areas. The design and architecture of the two areas are also different from each other to emphasise that the areas are distinct. The Eastway Zinc building is a plain box with less architectural embellishment and corrugated cladding over the upper two thirds of the building. There is relatively little phasing apparent in the external shell of the building although the central bay of the east elevation has been rendered. Internal evidence confirms that this bay was formerly a wide doorway (detailed below). There is also a large patch at the east end of the north elevation which has been infilled with a ligher brick and the trace of a flashing along virtually the full length of the west side of Block D shows that there was a lean-to along this side providing cover.

3.3.10 The west elevation of Block D is entirely constructed with dark brown bricks (stretcher bond) and harder blue bricks to the vehicular entrances. It comprises a long series of windows at first floor, providing light to the offices, and a single window at ground floor. It also has a wide vehicular entrance with telescopic shutters, a small pedestrian doorway and a glazed bay at the southern end of the block from the stairwell. A sign over the door to the stairs shows that this block was most recently a 'District Transport Office' and further signs on this wall show that it was a *vehicle testing station* (*Diesels tested, catalysts tested*). The building is understood to have been used in its later phase by the NHS (Telford Homes pers comm) and it may have been a testing area or garage for NHS vehicles.

3.3.11 The main section of the north elevation comprises a low band of brown brick and light-weight panels cladding the hall above. To the west of this is the slightly lower brown-brick entrance block which incorporates horizontal bands of windows at ground and first floor. The east elevation is similar to the north elevation and includes brickwork to the lower third and corrugated cladding above.

3.4 Internal description

3.4.1 As referred to above while it is easier to describe the exterior of the building in terms of the individual blocks defined in this study the interior is more easily understood if described in terms of the different floor levels. This is because the interior does not divide neatly into self contained blocks corresponding with the exterior and there are strong functional relationships between areas at each floor level. The one exception to this is the Eastway Zinc which was administratively separate from the rest of the complex and it has therefore been described separately.

3.4.2 The building's structural frame comprises 11 east to west bays (not including the Eastway Zinc building) each of which is divided from the adjacent bay by a row of five concrete-encased steel columns. These five columns include two in the outer walls (one to east, one to west) while the inner three columns are unevenly spaced to allow for wider spans towards the centre.

3.4.3 The ***lower ground floor*** extends beneath the northern two thirds of the Lesney factory (not including Block D) and provides an extensive covered car parking area. It does not continue beneath Block A or the southern half of Block B due to the natural slope of the site and this area being beneath ground level. These areas do however have covered car parking and loading areas but they are at ground floor level. It is interesting to note that a Survey of the Lesney Company from 1966, before the current development, states that there was a large car parking problem at the site and that 'provision will need to be made for off-street parking in any new development'.

3.4.4 ***Ground floor level,*** which is actually well above ground floor towards the northern end of the site comprises a combination of manufacturing areas, despatch and loading areas, administrative areas and car parking.

3.4.5 The storage, despatch and loading areas are all housed within Block B which divides into an open-sided southern half into which trucks would have driven to be loaded/unloaded, and an enclosed northern half. There are four large roller doors in the wall between the areas and as ground level of the southern half is c.1.25 m below that of the northern half trucks could drive up to loading platforms to be loaded or unloaded. The use of these two spaces appears to have remained essentially unchanged from the primary construction of the complex to its final closure in 2008. The southern area also houses the boiler house.

3.4.6 The northern half of Block B now largely comprises a large, double-height, open plan space where goods would have been stored ready for despatch. Most of the evidence of the former use of this area has been removed but there are numerous bays painted on the floor, particularly at the southern end adjacent to the roller doors (Plate 10), and there is a large overhead track for transferring goods (Plate 9). This track is suspended from the ceiling and appears to comprise a series of clamps which could hold items and carry them around the complex. The track network is not extensive in this ground floor area but it extends upstairs through a large hatch in the floor towards the west wall and thus the principal purpose of this feature appears to have been to transfer products between the manufacturing areas on the first floor and the despatch area at ground floor. The track is on a continuous loop and there is one section which drops down to allow the products to be attached or detached to or from the clamps.

3.4.7 The double-height industrial area of Block B merges with a similar tall manufacturing area (Block C) immediately to the north and the division between the two areas is only indicated by a simple, mid-height metal frame with light-weight metal panels. This partition has two notice boards with a great many surviving despatch tickets and order numbers, presumably from when the plant closed in the summer of 2008. This area also has many pipes and wires, particularly towards the north-eastern corner where there is a small enclosed room which is now empty.

3.4.8 Other than the double-height despatch area the northern half of Block B also contains several administrative or subsidiary rooms along its eastern and western edges. To the western side is a staircase, clocking-in area and small adjacent reception/office with a glazed screen. The clocking-in area, which is reached via a small set of stairs immediately to the west of the building's main footprint, retains a number of features of interest which would be familiar to the many workers who would have passed through this area each day. These include two clocking-in machines, which stamped employees cards, lists of factory regulations and the card holder in the reception/office. The card holder appears to have separate sections for the zinc side of the business and for the plastics side. One of the clocks appears primary (Plate 7) while the other is a secondary addition. There is also a poster detailing holiday entitlements (effective from December 1968) in accordance with the Toy Manufacturing Wages Council (Wages Councils Act

1959) (Plate 8). The lobby in which these administrative features are located is painted green and at the northern end is a set of doors with a vertical roller shutter which could be closed for security.

3.4.9 The staircase immediately to the north of the clocking-in area extends up the full height of this part of the building and is typical of all the main staircases in the complex (Plate 12). The stairs are formed from reinforced concrete slabs and each one is only supported to its central third. Therefore the outer thirds cantilever from the centre rather than forming a single monolithic mass. The handrail has a flat section and is supported by circular section balusters. The north wall of the stairwell is illuminated by full height glazing.

3.4.10 The ground floor of Block C, immediately north of the light metal partition mentioned above, housed the plastic moulding shop as well as the tool room towards its northern end. The architects plans show that this area (both the plastic moulding shop and tool room) was originally the machine-building area. The plastic moulding shop retains considerable evidence of the former use of this area as well as various signs and notices on walls confirming that this part of the complex remained in use until 2008. To the north of the east to west partition there are a series of surviving flexible pipes hanging down from a long horizontal pipe, presumably for injection moulding, and although the machines themselves and moulds are no longer in-situ, there are marked bays indicating their former location. Safe walking routes throughout this area are also marked on the ground and immediately above the row of injection moulding pipes there is a simple overhead track with a hoist for transferring items between bays.

3.4.11 There is also a further set of injection moulding pipes and bays further to the north of this area and between them are two large blue hoists which appear to be relatively recent additions and which have a safe working load (SWL) of 4 tonnes. The area also has a red sprinkler system fixed to the ceiling and a series of other items which formed part of the plastic moulding process. These items each comprise what appears to be a galvanised metal tray (c.2 m long) suspended crudely from the ceiling and with a plastic tube extending from the tray's underside (Plate 11). In addition each tray is inclined slightly so that the centre is lower than either side suggesting that there may have been a liquid in the tray which fed into the plastic tube that extends down to the ground. However, there is no apparent means of feeding liquid into the high trays and the fact that they are so crudely suspended suggests the trays would not have been filled with liquid, as does the fact that the ends of the trays are open so that any large amount of liquid would have poured out of the ends. As the whole machine are no longer in-situ it is hard to accurately interpret the use of this plant but it may be that rather than liquid the tube was simply supplying air (compressed air?).

3.4.12 At the northern end of Block C is an area that is separated from the plastic moulding shop by a light-weight, metal grille partition and which housed the tool room. This area would presumably have housed various powered machines for shaping, combining or altering the manufactured goods but the machines have now all been removed. In the western half of the tool room are several separate rooms, again divided by mid-height partitions, which housed small offices and a welding bay. One of the offices has a large board with a dense grid of holes and into the holes are fixed small numbered tags with codes relating to the many items that the site produced in its later phase. There are many parts listed for Hotpoint, Stanley Tools, Creda, Kenwood and Maxview Ltd.

3.4.13 At the eastern end of Block C is a bank of WC's, a lift, a staircase and other small rooms.

3.4.14 The ground floor area at the southern end of the complex (southern section of Block A) is unlike the double-height areas of Blocks B and C as it is divided into two levels: a car parking area to the lower level and a canteen to the higher mezzanine level (Plate 32). The canteen area comprises a number of partially dismantled plasterboard partitions and a lino-tiled floor. At the west end of the canteen there is an area with blue-tiled walls where food would presumably have been served. The servery itself has been lost. The kitchen was to the west of the canteen area and it had white-tiled walls.

3.4.15 The ***first floor*** divides into two main areas: The foundry area, where zinc would have been melted for re-casting, occupies Block C towards the north and a large processing area occupies almost all of Blocks A and B. The use of both of these areas appears to have altered relatively little from the construction of the factory in the late 1960s to the final use of the site in the 21st century. The only significant difference appears to have been that in the original plans the southern end of the processing area was labelled storage whereas in the final phase this area had a number of small partitioned rooms and a longer processing (machining) area.

3.4.16 The foundry in Block C is an open-plan, double-height hall with a row of separate rooms along the east wall housing an office, small workshop, lubricating bay, lift and staircase. These rooms have metal framed partitions and one has a sign 'Product Inspection'. The ceiling of the foundry incorporates four long upstanding north-facing lights which illuminate the floor below.

3.4.17 There are three surviving zinc pots, each one immediately north from the partition wall with Block B, and each with a raised platform around it (Plates 24 & 25). A conveyor belt passes through the adjacent wall and this would have carried scrap zinc from the processing area to the zinc pots for re-melting. The conveyor passes through the wall immediately below ceiling height and has moveable shutes to allow it to feed into any of the three pots. Each pot is a metal cylinder with a white internal lining.

3.4.18 Above each zinc pot is a large circular duct which would presumably have linked to a large hood over the pot to extract the fumes but none of these survive in-situ. The upper part of the duct does survive and these extend through the large upstanding roof lights which illuminate this area (Plate 6). There was also formerly a fourth zinc pot, adjacent to the north wall of the foundry, shown by an imprint in the floor and a further circular duct above. There are also several other large vents elsewhere

3.4.19 The room was serviced by a set of simple, primary overhead tracks comprising an east to west branch over the pots and three long north to south branches extending almost the length of the foundry. The east to west branch survives, as do the two outer north to south branches, but the central north to south branch has been truncated.

3.4.20 The main floorspace within the foundry area, to the north of the zinc pots, is divided into three bays by two sets of stanchions and pipes orientated north to south (Plates 26 & 27). Each of these blue sets of pipes provide gas, compressed air and cooling water to be used in the casting processes undertaken here. Much of this structure appears primary but there is also a more recent set of stanchions and hoist.

3.4.21 There is an oil residue around much of the foundry area and there is a clear imprint in the ground from tracks of former trucks which were pushed around from the processing area and past the zinc pots.

3.4.22 The first floor area to the south of the foundry is now a very large open-plan area which housed the rumbling and fettling processes towards the north and the machining and trimming processes towards the south. Rumbling and fetting are believed to have formed parts of the process of finishing products (removing imperfections and loose elements).

Along the southern wall, overlooking Marshgate Bridge and Homerton Road, are a series of offices and rooms related to the adjacent processing area and further subsidiary rooms (WC's etc) are located along the southern half of the east wall. Evidence of the rumbling and fettling processes at Lesneys survives in a series of conveyor belts which would have taken loose scraps of zinc to the conveyor previously mentioned which links to the zinc pots in the adjacent foundry (Plates 17-21).

3.4.23 There are five main east to west conveyor belts in this area and one north to south one. The three central east to west belts are each c. 9 long and although they would almost certainly have been the same as each other the northern belt now only partially survives. Each of these would have carried scraps towards the western end where they would have dropped onto a north to south conveyor to be carried to the base of an inclined east to west belt adjacent to the north wall. This would then have taken the scraps up and through the opening in the wall mentioned above and into the foundry to be transferred into the zinc pots. Each of the three similar conveyors comprises two belts, one above each other, which each appear to lead to separate belts in the north to south conveyor. At their east end the three main conveyors also have a hopper above the belt, presumably for depositing zinc scraps from elsewhere, and above each of these hoppers is an overhead crane/hoist.

3.4.24 To the south of the three main conveyors is a further conveyor with a different form. This one has two adjacent belts, a turning circle at each end and it does not link to the north to south belt. Above this conveyor is a part of the same overhead track system referred to above in the description of the storage and despatch area on the upper ground floor. This track passes up through an opening in the floor on the western side of the rumbling and fettling area and then extends over the conveyor, at a lower level but with a safety grille around it. The continuous track then returns down to the despatch area through the same opening as the rising track. There is a safety grille around the opening in the floor where the track rises and below the gtrack as it stretches around the room. Clearly items which had been unloaded into the storage area would then have been carried up along the track and deposited in the rumbling and fettling area. Presumably this southern belt would simply have had items going back and forth while being manually sorted and passed to the other belts. It may also be that although this belt is within the area of the rumbling and fettling area it may also have been used by the adjacent machining and trimming department. In particular the hoist above the belt may have carried items for machining from the despatch and storage area below, or finished items from the machining area back down for despatch.

3.4.25 The conveyors occupy the western half of the rumbling and fettling area and there is a large area to the east which is now empty but with lots of oil staining on the floor to suggest that processing was formerly undertaken here. The east wall includes the loading doors referred to the external description.

3.4.26 The machinery has also all been removed from the Machine and Trimming Department although there are four east to west service runs which show where the machinery would have been located (Plate 22). These runs consist of electrical sockets on raised ducts c.60 cm above the floor and beneath these are pipes (probably compressed air). At the southern end of each run is an *Ottermill Switchgear* box while between the service runs is considerable oil staining and the apparent imprint from former machines. There appears to have been machinery to either side of the four service runs so there would have been eight lines of machines. There is a sign at the southern end of this area stating: *Warning Misuse of Compressed Air is Highly Dangerous and May Cause Permanent Injury or Death*. There are fluorescent lights in this area and a concrete floor above and below. The

floor above is supported by what appears to be pre-cast concrete beams and there are occasional, but regular, circular holes through these beams. These holes are a primary feature found widely through the factory and appear to have been principally used for the sprinkler system. The concrete beams above are generally of a standard depth but there is an area towards the centre of the machining department with much shallower beams.

3.4.27 Throughout this area there are numerous fragments of zinc on the floor, presumably scrap from the machining process, and as elsewhere there are safe walking routes marked on the floor.

3.4.28 Along the eastern wall of this area are a number of subsidiary rooms and service areas. There is a small kitchen, WC's, signs on noticeboards confirming that this area was still in use in 2008, and a set of coat hangers fixed onto a rail. There is also the imprint of a former set of steps against the west wall of these rooms which climbed up to a mezzanine room above the WC's.

3.4.29 At the southern end of the first floor there are a row of rooms formed by metal framed partitions (Plate 23). At the eastern end (immediately west of the stairwell at the south-eastern corner of the complex) is an industrial room with a metal grille to the ceiling to allow fumes to escape. This room has the same power sockets as in the machining and trimming area and there is a legal notice about the Abrasive Wheels Regulations Act 1970. The other rooms are offices with lino-covered floors and standard electrical sockets and they would have related to the manufacturing in the adjacent area. Signs on doors show that these rooms were the *Quality Control Office* (in the eastern half), and the *Quality Control Manager* (in the western half). Towards the south-western corner of the area are two lifts and a small *Quarantine Area* with an open mesh.

3.4.30 The ***second floor*** level is considerably smaller than that of the lower floors because Block C does not extend up to this height and also because at this level the western side of Block B also steps back significantly. Therefore at this level the stairwell at the north-west corner of Block B projects from the plan of the building while at the lower floor levels it is within the footprint. The main part of this level is well illuminated due to a series of upstanding north lights above the flat concrete roof.

3.4.31 The primary 1960s architects plans show that the western end of this floor level was to be for *parts storage*, the central area was for *fancy goods assembly* while to the east was an area for *finished goods storage*. Along the southern half of the east wall the plans show a series of WC's (including one for the director) and along the south wall they show a series of offices (including those for the Director, sales, wages and design).

3.4.32 The general layout and use of the area appears not to have altered greatly from the primary construction to the building's final phase. The northern part of the area is open plan and with storage bays and walkways painted on the floor. Towards the north wall there are also a relatively small number of bolts projecting from the floor, presumably surviving from former partitions or shelving racks.

3.4.33 This open area which is two bays wide (north-south) and extends the full width of the building, is divided from the area immediately to the south by a stud partition wall. However there is also evidence to suggest that there was formerly further subdivision in this area as while the northern two bays have walls painted pink to the lower half and cream above in the southern bay they are just painted cream (Plate 28).

3.4.34 At the west end of this area (immediately east from the staircase and within the projection mentioned above) is a relatively small separate room with metal frame partitions and enclosing sets of mobile shelving racks on tracks in the floor.

3.4.35 There is access in the north wall to the roof space above the foundry while in the east wall of this area is a loading door which forms part of the full height loading bay referred to previously in the external description. These loading doors have telescopic sliding doors and two low guard rails which could be lifted on and off from fixing slots. Above the door is the truncated stub from a former fixing which was presumably from the hoist but a close inspection to confirm this is not possible.

3.4.36 In the central part of the second floor is another two bay area with an open central section, four separate rooms (offices) along the west wall and service rooms (lifts, WC's etc) along the east wall (Plate 29). This area is painted blue and is darker than the area to the north due to a false ceiling. The floor in this area comprises square vinyl tiles. To the south of this area is another empty, single bay area with monitor lights (south end of Block B) and then a series of offices within Block A. These offices, which are formed from blue light-weight partitions, have been stripped of all significant features (Plate 30).

3.4.37 ***Third and fourth floors:*** As detailed above the L-shaped Block A at the southern end of the site housed the main administrative areas of the factory and it is two storeys taller than the main manufacturing areas. Both the third and fourth floors are very similar to each other comprising a series of plasterboard partitions creating offices (Plate 31). At each floor level the main offices are in the southern area while the narrower eastern block contains WC's and smaller offices.

3.4.38 The offices at third floor level have green carpets and ceiling tiles and these rooms appear to have undergone a refurbishment in the 1980s. Those at fourth floor also largely have green carpets (and one brown/purple one) and ceiling tiles but the decoration here may survive from the primary complex. The windows at fourth floor are metal framed; there are asbestos/plasterboard partitions (possibly primary), plain wood veneer and primary WC's. The floors in several rooms are slightly raised to allow underfloor cabling. The doorway from the staircase at fourth floor level faces onto a hatch in one of the offies with a sign to the 'family welfare association' .

3.4.39 ***Block D*** housed the Eastway Zinc company and as detailed above this was a separate company to Lesneys although formed part of the same complex. As this area was administratively and functionally separate from the rest of the factory it has been described in a separate section.

3.4.40 The Eastway Zinc building is a large open-plan hall with a small administrative area along the southern half of the west wall which incorporates a first floor overlooking the main manufacturing hall which would have housed the zinc alloy production. The ground floor is entered through a tall vehicular doorway in the west wall and the first floor is reached through an adjacent doorway in the west elevation which leads to a stairwell.

3.4.41 The walls of Block D are all constructed of brick, the lower parts of which are painted white, with piers to add additional support (Plate 13). The main evidence of phasing in the walls is in the east wall where the central bays are of concrete block to the lower section and secondary windows above. There is a 'telescopic' screen (like in mid 20th-century lifts) across this area and this was presumably originally a set of large doors which opened onto the wharf area adjacent to the canal. The floor is a concrete slab and there are large suspended fans/heaters towards the roof structure. The building is largely an empty shell other than a small separate room at the north-east corner (*Waiting room viewing area*), a small caged area at the north-west corner and a larger caged area enclosing plant, on the western side.

3.4.42 Unlike the flat concrete roof in the main Lesney factory the roof above the Eastway Zinc building is double pitched and supported by a series of east to west orientated steel

trusses, painted yellow (Plate 14). This allows an uninterrupted floor space. Each truss is divided into 11 bays by vertical members and each bay is then strengthened by an inclined brace. The central bay has a cross scissor brace. The roof has a shallow pitch to each side and therefore each truss bay tapers slightly in height towards the ends.

3.4.43 Although the main manufacturing plant has been removed there is some evidence of the former layout. This includes two sets of rollers towards the centre of the floor set in a sunken pit (Plate 16). Each set comprises a pair of parallel rollers, c, 30 cm apart, and the southern set is linked by a circulating chain to a small motor. This feature may have been for vehicles to drive onto and then the rear wheels to be rotated by the rollers to allow tests to be done. Towards the east side of the building, adjacent to the blocked former doorway, are a number of projecting holding-down bolts in marked bays and adjacent to a long set of small rails or tracks set on the ground surface. This area is also de-marked by a long bay where the floor is painted red and with white lines along the east and west edges.

3.4.44 As stated above the building's final use was as a vehicle testing centre (possibly for NHS vehicles) and minor internal evidence relates to this. This includes a tyre pressure gauge adjacent to the western entrance and a 'Testing Bay' sign over the large roller door. Another sign in the central bay of the east wall states 'no filling or syphoning of petrol'.

3.4.45 The first floor comprises three main administrative rooms together with a WC, stairs at the southern end and a corridor along the east side overlooking the factory area. A sign on the door of the room immediately north from the stairwell showed that this housed the Transport Manager. The stairs up to this area are of exposed concrete and they have simple square section metal balusters and flat hand rail.

4 Conclusion

4.1.1 Lesney's Products was a hugely successful company that expanded rapidly in the later 1950s and 1960s and remained one of Hackney's main employers throughout the 1970s. The company can perhaps be seen as symbolic of manufacturing in the post-war era with the company initially set up by ex servicemen using their wartime gratuities and the company expanding in the boom years by selling the immensely popular matchbox toys to children. The firm appears to have been paternalistic and there are several accounts of how the bosses, who wore white coats rather than suits, would be closely involved in every aspect of the company and would be a regular presence at the plant. Unfortunately the company is also symbolic of manufacturing in the very early 1980s as the recession forced the company into liquidation and the sale of the Matchbox brand.

4.1.2 Lesney's Homerton Road factory, which is the subject of the current assessment, is of some significance due to the interest of the company and Matchbox Toys but this significance is lessened by the fact that the toys themselves were not manufactured here. This plant housed the company's industrial (non-toy) division and this is presumably why this plant survived the liquidation in 1982 and the sale of the Matchbox Toys brand. This site continued to produce castings and various types of plastic components for electrical appliances (and possibly cars) until the summer of 2008.

4.1.3 Although the complex is not of great significance and is not of listable quality it is of local interest. This is largely based on social and industrial archaeological factors including:

- The company being such an important local employer through the 1960s and 1970s;
- the connection with Matchbox Toys (albeit a relatively loose connection) and the

widespread affection held for these toys;

- The prominent location of the factory and the fact that it is a local landmark which is well known to a great many Londoners
- The historical importance of manufacturing in Hackney and the fact that relatively little of this industry survives;
- the fact that a high proportion of the workforce were women;
- the surviving machinery and evidence relating to the former processes undertaken within the site. These include the zinc pots, conveyor belts, overhead tracks, cranes
- The design of the complex which is a carefully planned to maximise the efficiency of the production but also to be attractive. It adheres to modernist principles of form following function and exposing the structural frame but it incorporates considerable variety in its massing and materials to prevent it from appearing as a single monolithic block.

Jonathan Gill

August 2009

Appendix A. Bibliography

Published Sources

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Survey of Lesney Products Company, January 1966 (http://homepage.ntlworld.com/d.jones7317/public_html/lesdoc.htm)

Appendix B. Summary of Site Details

Site name: Lesney Products Ltd Homerton Road, London Borough of Hackney

Site code: LXW09

Grid reference: TQ 3660 8550

Approximate size of site: 0.3 ha.

Type of evaluation: Historic Building Recording and Investigation

Date and duration of project: Site work undertaken in April 2009

Location of archive: The archive is currently held at OA, Janus House, Osney Mead, Oxford, OX2 0ES. It will be deposited with the London Archaeological Archive and Research Centre (LAARC), Museum of London

APPENDIX C. GLSMR ARCHAEOLOGICAL REPORT FORM

1) TYPE OF RECORDING

Building Recording and investigation

2) LOCATION

Borough: Hackney

Site address: Lesney Products Limited, Homerton Road, Hackney, E9 5TR

Site Name: Lesney Products Limited Site Code: LXWO9

Approximate size of site: 0.3 ha

Nat. grid Refs: centre of site: TQ 3660 8550

Limits of site: N: TQ3658 8555 S: TQ3661 8544

E: TQ3664 8546 W: TQ3656 8553

3) ORGANISATION

Name of archaeological unit/company/society: Oxford Archaeology

Address: Janus House, Osney Mead, Oxford OX2 OES

Site director/supervisor: Jonathan Gill Project manager: Jonathan Gill

Funded by: Telford Homes

4) DURATION

Date fieldwork started: 14 April 2009 Date finished: 15April 2009

Fieldwork previously notified? YES

Fieldwork will continue? NO

5) PERIODS REPRESENTED

Modern

6) SUMMARY: building recording of 1960s factory which formed part of Lesney Industries

7) NATURAL

Type: N/A.

Height above Ordnance datum: N/A

8) LOCATION OF ARCHIVES

a) Please provide an estimate of the quantity of material in your possession for the following categories:

Notes: Plans: 0 Photos: 6 films Negatives: 6 films Slides: 0 films

Context record and other sheets: 5 A4 sheets Correspondence: none

MScripts (unpub reports, etc): none BUlk finds:

SMall finds: none SOil samples: none Other: none

b) The archive has been prepared and stored in appropriate standards and will be deposited in the following location: London Archaeological Archive and Research Centre (LAARC)

Has a security copy of the archive been made?: NO

Appendix D. Oasis Data Collection Form

OASIS DATA COLLECTION FORM: England

Printable version

OASIS ID: oxfordar1-61685

Project details	
Project name	Lesney Matchbox Works
Short description of the project	Oxford Archaeology have undertaken a programme of historic building recording at the Lesney Products factory adjacent to Homerton Road in London Borough of Hackney. The factory in the current study was opened in 1969 as part of a great expansion in Lesney's capacity but rather than producing toy cars this complex appears to have housed the company's non-toy side of the business and to have produced other commercial die-castings. The existing non-listed buildings are of relatively recent date and of limited historical significance. They are however of some social interest, partly due to the widespread and enduring appeal of Matchbox Toys although this is limited by the fact that the toys were not manufactured at this plant. The high profile nature of the building, especially the tall southern elevation with a large sign for 'Lesney Matchbox Toys' will have made the building a well-known local landmark. As well as the social interest the building is also of some architectural and industrial archaeological interest. The building is designed in an attractive modernist style where the structural frame is expressed on the exterior of the building and there is considerable variety in the massing and materials used. It is a good example of industrial architecture and of a planned factory from the 1960s. The industrial archaeological interest comes from the survival of a number of internal features relating to the former use of the building and the understanding of the complex is considerably enhanced by an excellent set of 1960s architects drawings.
Project dates	Start: 14-04-2009 End: 15-04-2009
Previous/future work	Yes / No
Any associated project reference codes	LXW09 - Sitecode
Any associated project reference codes	LXW09 - Museum accession ID
Type of project	Building Recording
Current Land use	Other 2 - In use as a building
Monument type	N/A None

Significant Finds	N/A None
Methods & techniques	'Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Planning condition

Project location	
Country	England
Site location	GREATER LONDON HACKNEY HACKNEY Lesney Matchbox Works
Study area	0.30 Hectares
Site coordinates	TQ 366 854 51.5504357638 -0.02960798057420 51 33 01 N 000 01 46 W Point

Project creators	
Name of Organisation	Oxford Archaeology
Project brief originator	Greater London Archaeological Advisory Service London Region (GLAAS)
Project design originator	Oxford Archaeology
Project director/manager	J. Gill
Project supervisor	J. Gill

Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Oxford Archaeology
Digital Archive ID	LXW09 / LXWBS
Digital Contents	'Stratigraphic'
Digital Media available	'Images raster / digital photography','Text'
Paper Archive recipient	Museum of London
Paper Archive ID	LXW09
Paper Contents	'Stratigraphic'
Paper Media available	'Notebook - Excavation',' Research',' General Notes','Photograph','Plan','Report','Section','Unpublished Text'

Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Lesney Products, Homerton Road, London Borough of Hackney. Historic Building Recording and Investigation Report
Author(s)/Editor(s)	Gill, J

Date	2009
Issuer or publisher	Oxford Archaeology
Place of issue or publication	Oxford
Description	A4 bound client report

Entered by	Susan Rawlings (susan.rawlings@oxfordarch.co.uk)
Entered on	7 July 2009

OASIS:

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Figure 1: Site location

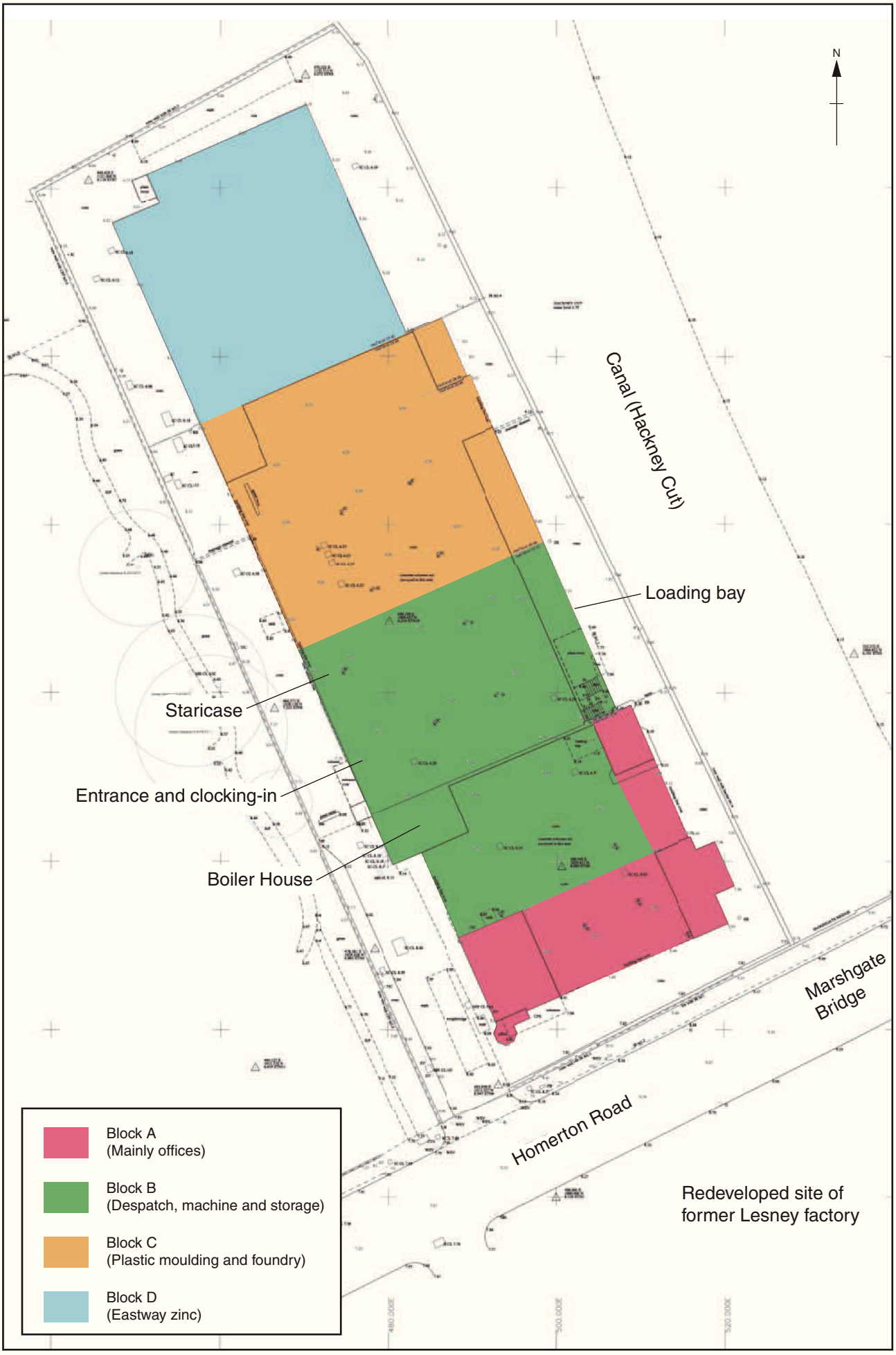

Figure 2: Site plan showing block identification

Figure 3: Indicative plan of building heights

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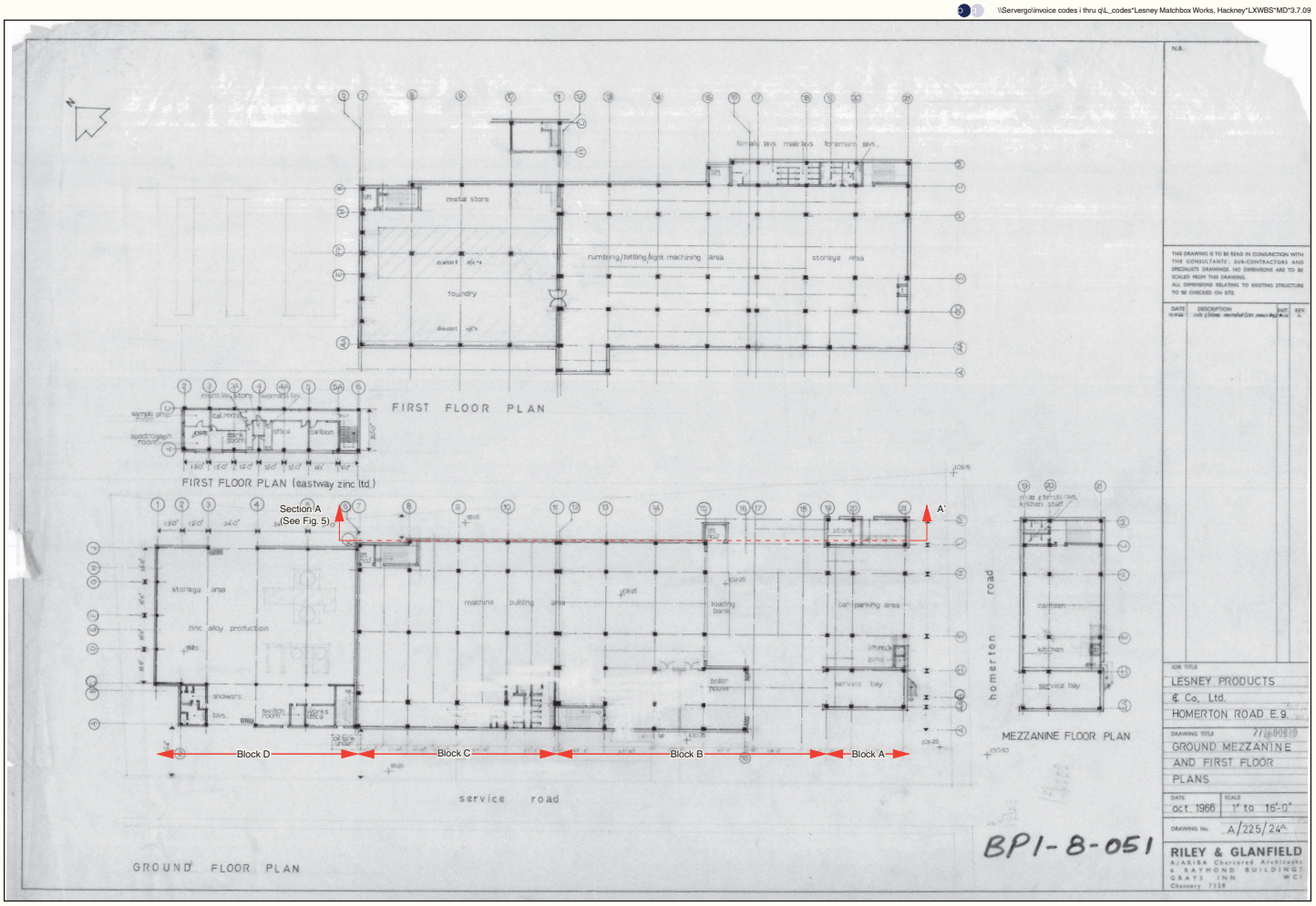

Figure 4: Floor plans (from original 1966 architects drawings)

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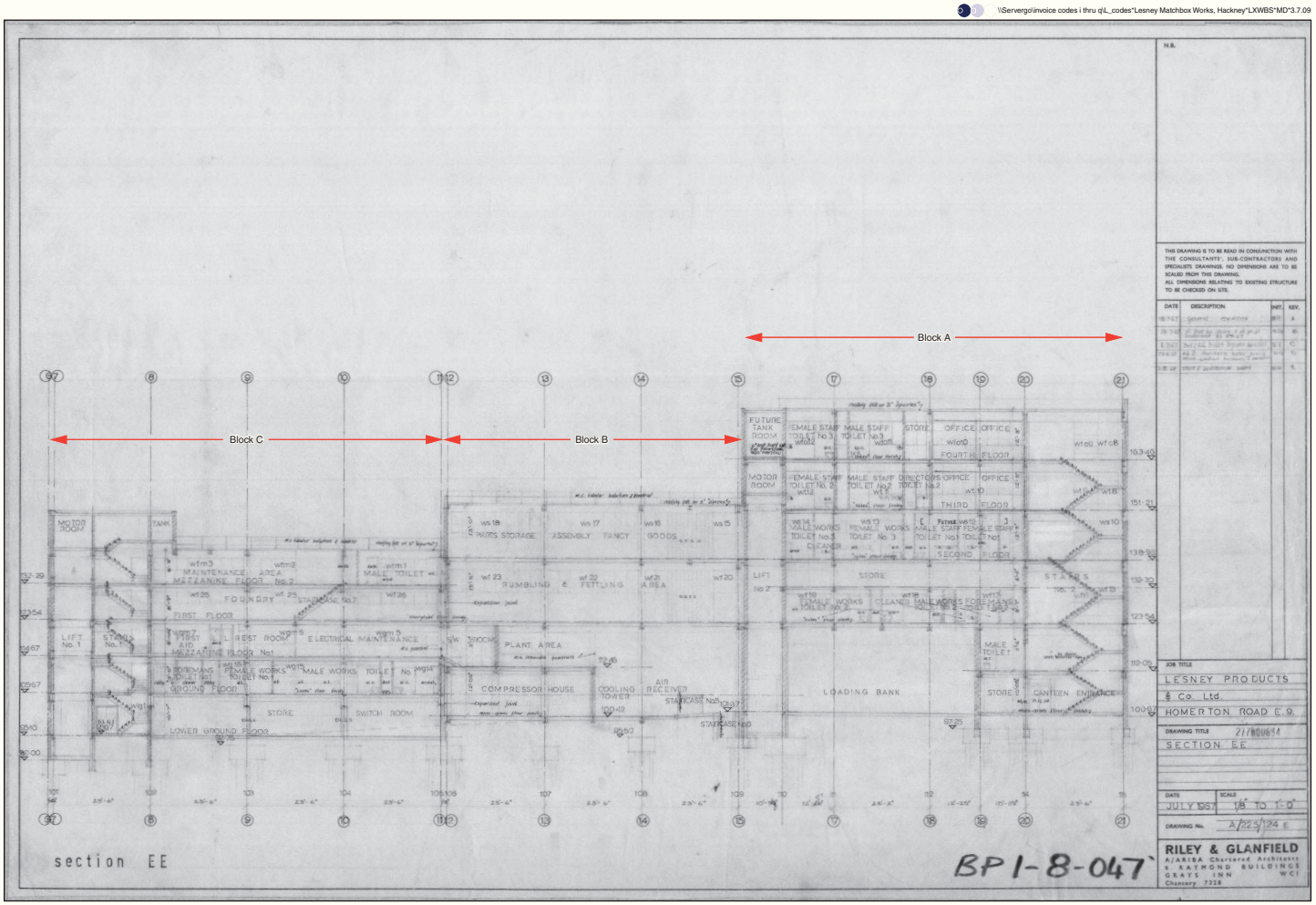

Figure 5: Section through factory looking east

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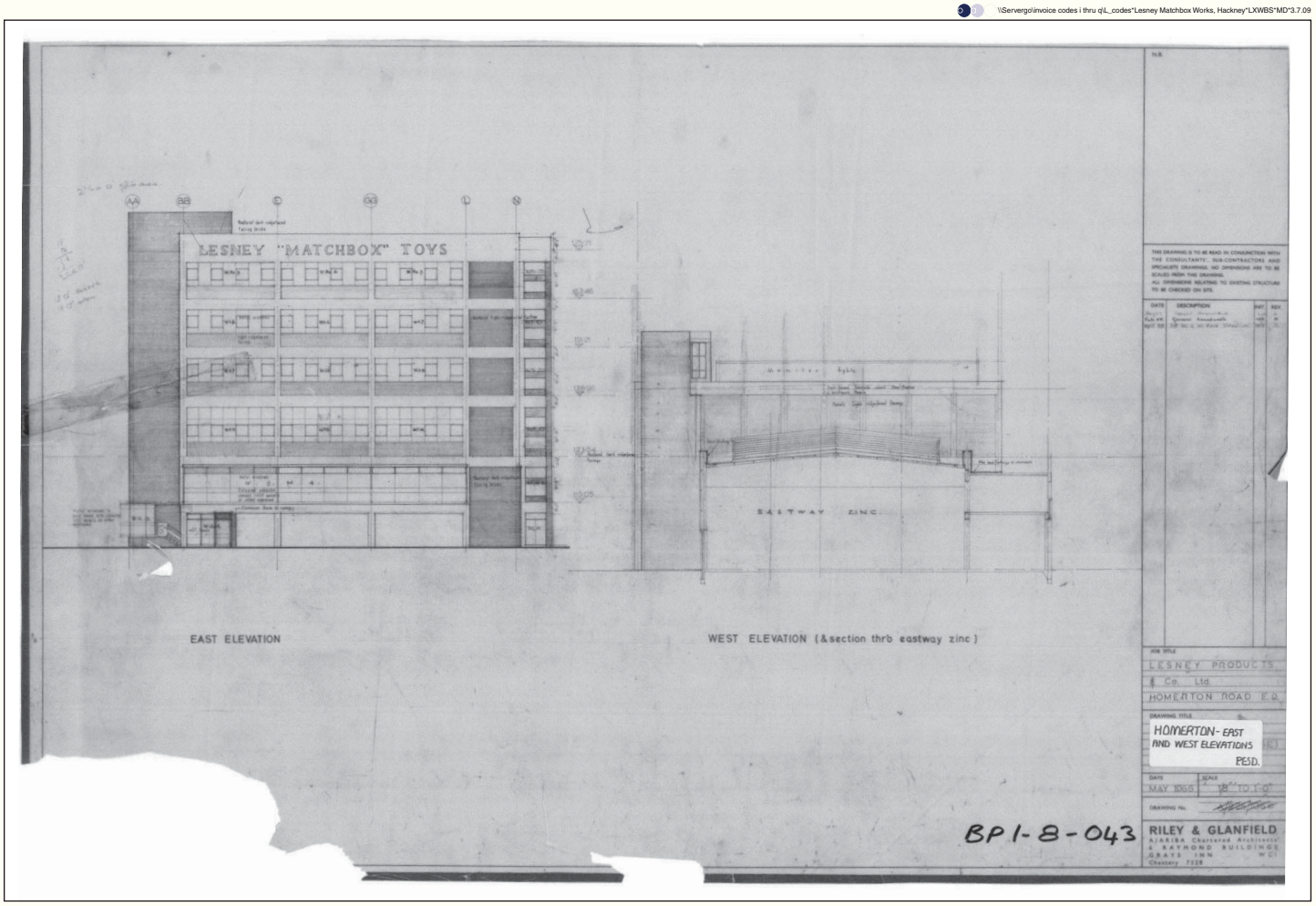

Figure 6: Elevations

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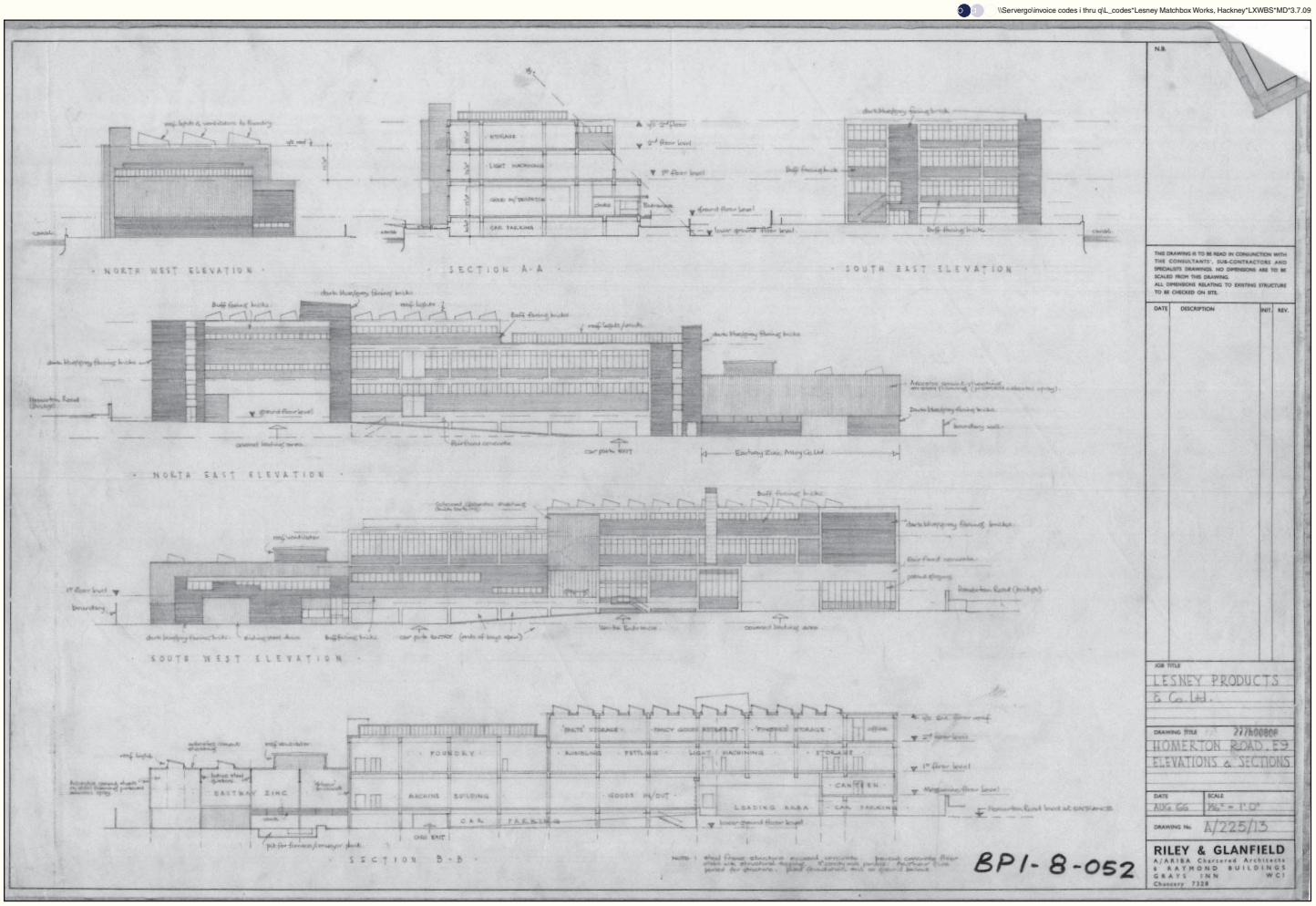

Figure 7: Elevations and section

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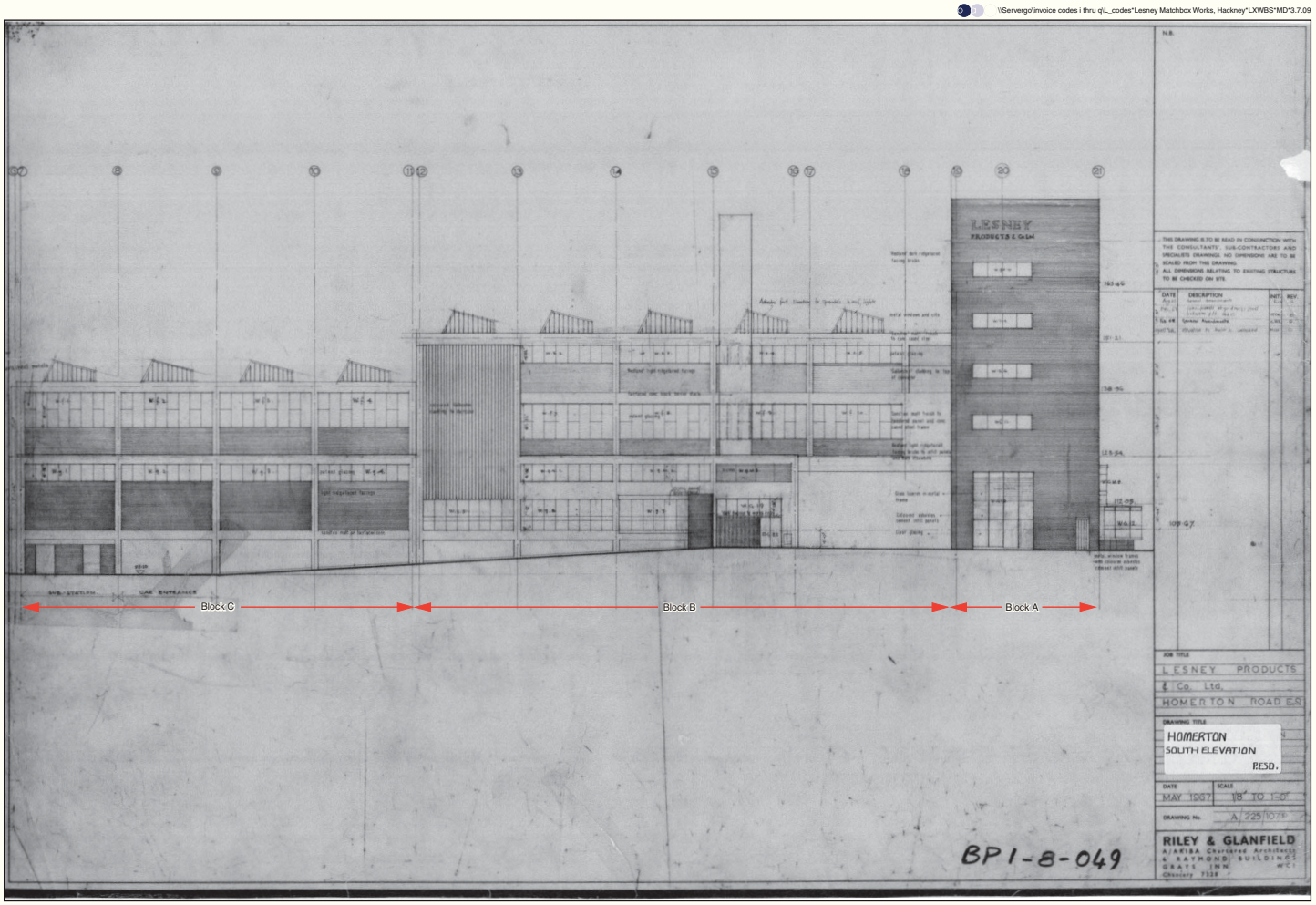

Figure 8: Elevation

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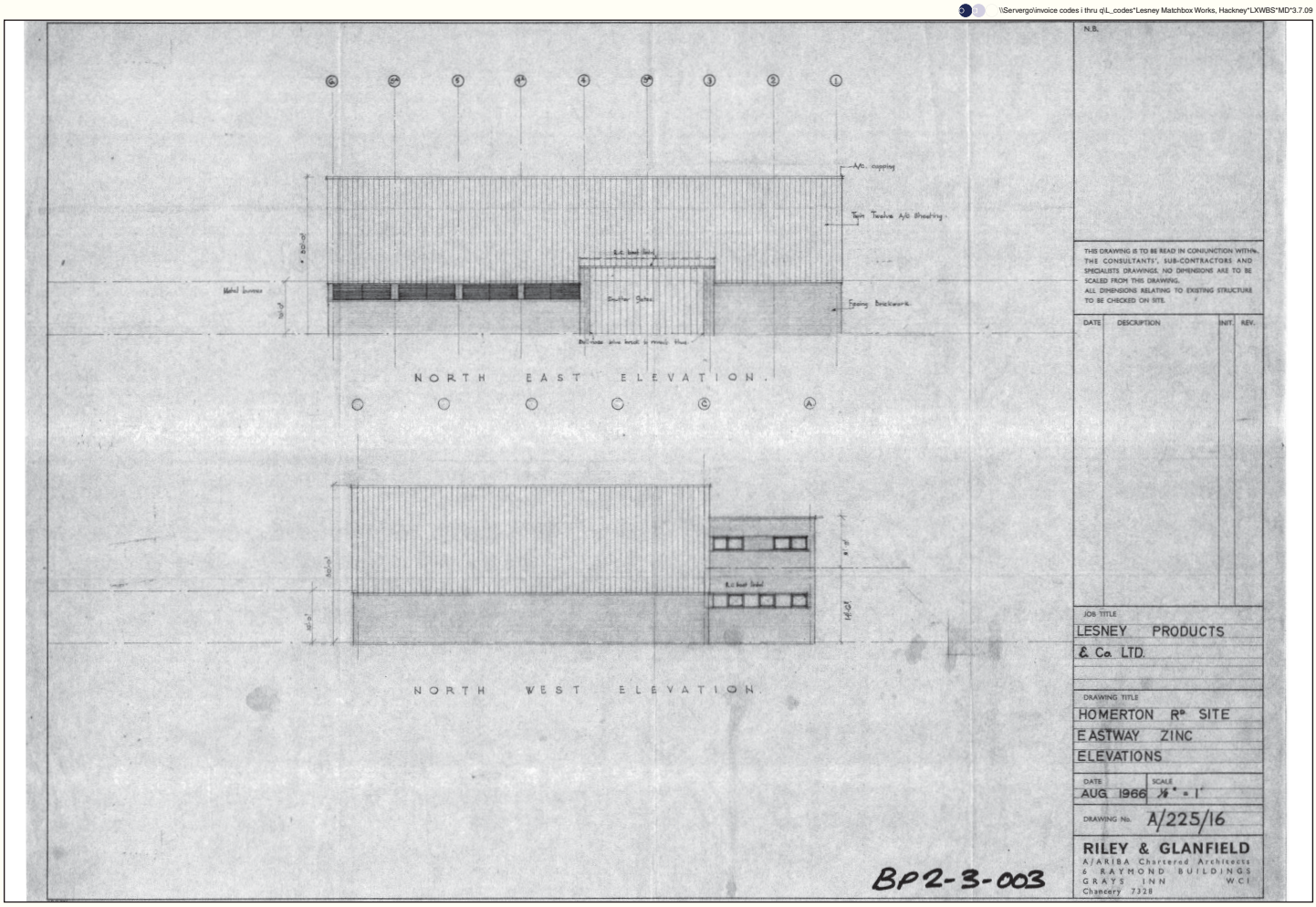

Figure 9: Block D elevations

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Plate 1: General view from south-east

Plate 2: General view from south-west

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Plate 3: East elevation showing Blocks A, B and C

Plate 4: View of whole complex from north-east

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Plate 5: West elevation showing opening beneath Block B

Plate 6: Roof lights above foundry showing extract ducts from zinc pots

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Plate 7: Clocking-in machine

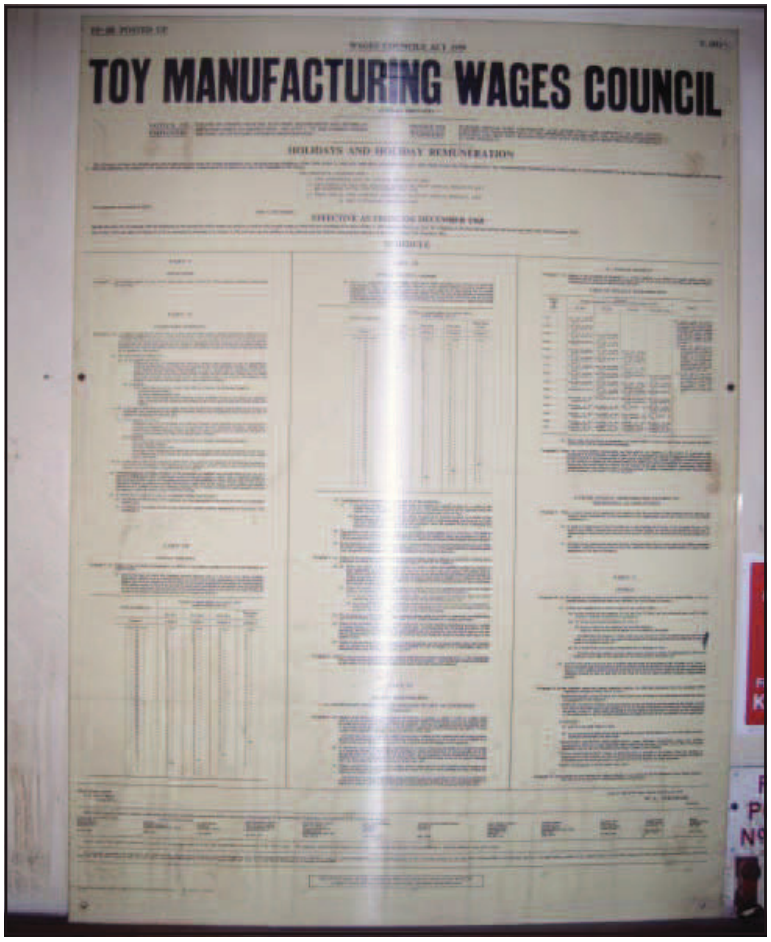

Plate 8: Regulations poster in clocking-in area

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Plate 9: Overhead conveyor track in ground floor despatch area (Block B)

Plate 10: Loading bay at south end of ground floor despatch area (Block B)

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Plate 11: Plastics area (Ground floor, Block C)

Plate 12: Staircase to north of clocking-in area

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Plate 13: Block D (Eastway Zinc) interior

Plate 14: Roof in Block D (Eastway Zinc)

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Plate 15: General view in Block D

Plate 16: Rollers in floor of Block D

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Plate 17: View in Fettling Dept (1st floor Block B)

Plate 18: Conveyor in Fettling Dept (1st floor Block B)

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Plate 19: Conveyors in Fettling Dept with Hopper to right.

Plate 20: Conveyor and overhead track in Fettling Dept

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Plate 21: General view of conveyors in Fettling Dept.

Plate 22: Machining and Trimming Dept (1st floor Block B)

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Plate 23: Offices at south end of Machining Dept (1st floor Block A)

Plate 24: Zinc pots in foundry (1st floor Block C)

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Plate 25: Zinc pot in foundry

Plate 26: Foundry (1st floor Block C)

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Plate 27: Foundry (1st floor Block C)

Plate 28: Storage area (2nd floor Block B)

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Plate 29: Second floor Block B

Plate 30: Offices at south end of Second Floor (Block A)

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Plate 31: Offices in Block A (third floor)

Plate 32: Canteen (Block A mezzanine between ground and first floor)

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Plate 33: Aerial view of factory. Provided by Telford Homes

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