STOREHOUSE ENCLOSURE
ROYAL ORDNANCE DEPOT
WEEDON BEC, NORTHAMPTONSHIRE

CONSERVATION PLAN
Volume I Report
Adopted 2005

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The Historic Environment Consultancy
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Conservation Plan for Storehouse Enclosure, Weedon Bec Royal Ordnance Depot, Northants. Adopted 2005

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**Sources**
- Local and Regional Plans and Other Sources
- Legislation and Government Guidance
- English Heritage Publications
- CABE Publications
- Published and Unpublished Works

**Consultation**

**Appendix I**
- Listed Buildings in Conservation Plan Area – Current Entries
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Summary of Condition of Storehouse Enclosure’s Buildings.
By Nick Bridges of Ettwein Bridges Architects 2004

APPENDIX III (bound separately)
Dr Liv Gibbs (of The Historic Environment Consultancy) was commissioned by Gladedale Homes Ltd in May 2004 to prepare a Conservation Plan for the buildings and areas on the land owned by Gladedale at the former Royal Ordnance Depot at Weedon Bec, Northamptonshire, namely the Storehouse Enclosure and the land and buildings on it immediately to its west, extending as far as but not including the Magazine Enclosure which is in separate ownership and use. A Conservation Plan seeks to understand how a site has developed through time, assesses the cultural significance of that site and its component parts and elements (in a detailed Gazetteer summarised in the Report), then identifies ways in which those significances are vulnerable to harm and recommends conservation policies to retain and recover cultural significance and character.

A Royal Ordnance Depot was constructed at Weedon Bec (on land which had hitherto been farmed) between 1804 and 1816 to designs by Captain Pilkington (Commanding Royal Engineer for the site). It comprised a Storehouse Enclosure (containing eight storehouses) and a Magazine Enclosure (with four gunpowder magazines and traverses) served by a specially constructed branch canal (Ordnance Canal) from the Grand Junction Canal as well as by road. Civil Officers’ Houses, a Horse Artillery Establishment (barracks and hospital) and Residences for Workmen were also built as part of the complex. The original intention to construct a Board of Ordnance small-arms manufactory at the site was abandoned in 1807.

The Weedon Depot was a unique planned, military-industrial complex, complete with its own defensible transport system and surrounding walls, there having been no other directly comparable site. Of the Depot’s original component parts, the Storehouse Enclosure, Magazine Enclosure (not in the Conservation Plan Area), their buildings and a section of the Ordnance Canal survive today. These demonstrate exceptionally well the strategic decision taken in 1802 to create the first major Board of Ordnance Establishment to be built far inland in a central location, where it was well connected by canal and road. It was intended to receive efficiently, store securely, and dispatch promptly muskets, field ordnance and gunpowder to wherever they were needed in an emergency, principally to counter an expected invasion by Napoleon but also potentially civil unrest. As a group, the surviving original components of the Storehouse Enclosure and its buildings and spaces have been assessed in this Conservation Plan as being of level A (exceptional) significance. So too have Storehouses B1-8 as a group and the fine vistas from the East and West Portcullis Buildings along the Ordnance Canal and canal-side within the Storehouse Enclosure. Individually, the surviving original component parts and elements of the Storehouse Enclosure, its buildings and the Ordnance Canal have been assessed as being of level B (considerable) significance, as have views from the gateway in the Storehouse Enclosure’s end walls eastwards and westwards across the Enclosure’s lower land past the fine, three-storey rear elevations of the southern row of storehouses. So too have been the views out of the Storehouse Enclosure from the walkways of the bastions, and views northwards from Farthingstone Road across the valley towards the Storehouse Enclosure. All the surviving original component parts of the Depot and their buildings are listed Grade II*, but the site is not in a Conservation Area and it contains no Scheduled Monuments.

The Depot was completed and fully stocked with its intended complement of stores in 1816 – a year after the war with France came to an end with the defeat of Napoleon. It had already served its intended purpose in supplying weapons even whilst it was being constructed (e.g. for the expeditionary force sent to the Netherlands in 1809). Weedon continued to operate as a storage
depot for small arms for the following 150 years, with more buildings and extensions (assessed as level C (some) significance, and level D (little) significance, neutral significance or intrusive) constructed to facilitate the receiving and issuing of increasing quantities of weapons in the context of subsequent wars, but its role was never as central to national security as when it had been constructed. For a limited period the southern row of storehouses served as infantry barrack accommodation (1837 to c. 1853) and two storehouses were adapted to serve as a military prison (B7 contained the cells whilst B5 contained accommodation for prison staff and facilities, 1844-70), but little physical evidence survives to demonstrate these uses.

As it enters the twenty-first century the Conservation Plan Area faces two principal issues. First, some of the original highly significant component parts and elements are in poor condition and at risk of loss – the walls of the Storehouse Enclosure itself and its bastions, the walls of the Ordnance Canal and basin, and the West Portcullis Building B66 are on the English Heritage Buildings at Risk Register, whilst there is known to be dry rot in some of the storehouses (B3, B6 and B8) and the portes-cochères of Storehouses B2, 4, 6 and 8 are in poor structural condition. All the buildings in the Conservation Plan Area need to be cared for through an appropriate regime of regular inspection and survey, preventative maintenance and prompt repair following best conservation practice and paying careful attention to detail. Second, the buildings and areas within the Conservation Plan Area are in need of viable uses which satisfy the needs of the users and the requirements of building regulations whilst respecting the buildings and areas’ integrity, character and significances as well as key vistas and views within, to and from the site. Adaptation of the significant historic buildings (e.g. the treatment of external openings, the need for internal subdivision) to suit an existing or proposed use will need to respect significances and character, whilst new building will need to achieve a high standard of design appropriate to its context.
ABBREVIATIONS

NAM National Army Museum (Chelsea, London)
NMRC National Monuments Records Centre
NRO Northamptonshire Record Office
NSMR Northamptonshire Sites and Monuments Record
PRO Public Record Office (Kew, Richmond)
RCHME Royal Commission on the Historical Monuments of England
REL Royal Engineers’ Library (Brompton Barracks, Chatham, Kent)
VCH Victoria County History
INTRODUCTION

SCOPE
The Royal Ordnance Depot, Weedon Bec, Northamptonshire (NGR SP 625 595 centred) was constructed between 1804 and 1816 and was the first major Board of Ordnance Establishment to be built far inland in a central location well connected by canal and road, where it could efficiently receive, store in a secure environment and dispatch promptly muskets, field ordnance and gunpowder to wherever they were needed in an emergency – principally an invasion by Napoleon but also potentially civil unrest. It remained in military use as a storage depot for small arms until 1965, after which many of its component parts were demolished and their sites redeveloped (Civil Officers’ Houses, Horse Artillery Barracks and Hospital, and Residences for Workmen). Two of its original component parts survive, however – the Storehouse Enclosure (containing eight storehouses) and Magazine Enclosure (containing four magazines and traverses) and a stretch of the Ordnance Canal which runs through them – and are listed Grade II*. The area covered by this Conservation Plan (henceforth referred to as the Conservation Plan Area) is the Storehouse Enclosure and the land and buildings on it immediately to its west (extending as far as not including the Magazine Enclosure), which are currently owned by Gladedale Homes Ltd which commissioned the Conservation Plan at the suggestion of English Heritage (East Midlands Region).

AIMS OF THE CONSERVATION PLAN
A Conservation Plan is a document which seeks to understand how a site has developed through time, assesses the cultural significance of that site and its component parts (buildings and areas) and their constituent elements, and then identifies ways in which those significances are vulnerable to harm and recommends conservation policies to retain and recover cultural significance and character.

Although the majority of buildings and areas in the Conservation Plan Area at the Royal Ordnance Depot are currently in use (mostly for light storage or as offices), these uses are generally not regarded as economically viable and some are resulting in harm to significant fabric (e.g. from the articulated lorries serving the site). Viable uses need to be found for all the buildings and areas in the Conservation Plan Area which retain significances, character, vistas and views. A few of the buildings are in poor condition and are on the English Heritage Buildings at Risk Register, pointing to the need for appropriate maintenance and repair regimes to be implemented throughout the Conservation Plan Area. The policies in the Conservation Plan are intended to inform such processes.

APPROACH
The approach adopted in this Conservation Plan is based on that advocated in J.S. Kerr’s Conservation Plan. A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance (2000, 5th edn) and demonstrated in his numerous Conservation Plans. The principal difference between this Conservation Plan and Jim Kerr’s is that whereas they were single-volume and included brief lists of elements and their level of significance either within the section entitled ‘Assessment of significance’ (e.g. Sydney Opera House, 1993) or within the ‘Conservation policies’ section (e.g. Parramatta Correctional Centre, 1995), this Conservation Plan has a separately bound gazetteer which contains summary information about the site’s component parts and their elements which is designed to make the document as useful and user-friendly as possible for those managing the site. Like Kerr’s Conservation Plans but in contrast to some British examples which treat issues and policies in separate sections and do not
necessarily relate to each other, in this Conservation Plan ways in which significances may be
vulnerable to harm and recommended conservation policies to retain such significances are
discussed within a single section. The approach adopted to the Conservation Plan is consistent
with the guidance in the Heritage Lottery Fund’s Conservation Management Plans (2004) and English

METHODS

Terminology
Over time, the names given to various component parts (buildings and areas) of the site have
changed, reflecting individual changes in use and more general episodes of reorganisation and
development which the Depot underwent. In order to avoid confusion and to provide
consistency, the numbers assigned to buildings in the last phase of military use (and which still
survive painted on many of them and were used by the RCHME in its report) have been used
here (e.g. B1, B15). The original use of a building is also stated for further clarification where
appropriate (e.g. Storehouse B3, Wagon Shed B15). Some elements of the site and its areas were
not assigned numbers by the military and so are referred to here by the names used for them on
historic plans and accounts (e.g. Ordnance Canal, Scherzer Rolling Lift Bridge) or where
necessary by new names (e.g. concrete bridge, lower land).

Sources
The main sources used to compile the Conservation Plan have been the recently published
extremely useful book on the construction of the Depot,¹ the RCHME report for the site,² an
account of the history of the Depot by a former employee,³ recent transcriptions by Nick
Bridges of Ettwein Bridges Architects of unpublished primary sources and earlier drafts of a
Conservation Plan for the site also by Nick Bridges. A full list of the published sources used to
inform the Conservation Plan is set out in the section entitled Sources.

An extensive range of historic plans and maps survives for the Depot (held at a number of
repositories) covering the period from the years immediately before its construction to the mid-
twentieth century. Photocopies of these have been bound as a volume by Ettwein Bridges
Architects, a copy of which accompanies this Conservation Plan as Appendix III. A few
drawings (and engravings) showing views of the Depot were produced in the mid-nineteenth
century. The archive of historic photographs for the Depot is limited and largely confined to a
narrow range of views because access to the site by outsiders was very limited whilst it remained
in military use and as far as can be ascertained, the military themselves did not photograph it.
Photographs were taken by the RCHME of the various component parts of the Depot (except
the Horse Artillery Barracks and Hospital) shortly after it closed in 1965, but for all except the
Civil Officers’ Houses these were confined to exterior shots.

Site visits
Intermittent site visits by the Conservation Plan’s author were carried out in May 2004, during
which all buildings and areas of the site were visually inspected and a general record made using
colour prints. A further visit was made in July 2004.

¹ Williams 2003.
² Menuge and Williams 1999.
³ King 1965, republished with notes by Rumbold 1997.
UNDERSTANDING THE DEVELOPMENT OF THE SITE

EARLY HISTORY
Standing uphill today looking northwards across the steep-sided valley of the tributary of the River Nene known as Fawsley Stream towards the Storehouse Enclosure and Magazine Enclosure of Weedon Bec Royal Ordnance Depot, the tremendous impact on the view which construction of the Depot in the earlier nineteenth century would have had is still clearly evident, in spite of twentieth-century adjacent development. Before the Depot was constructed, however, the settlement there had been on a much smaller scale. Watling Street, the Roman road from London to Wroxeter, passed close by to the east of an area which has yielded Roman coins. The name Weedon comes from the Anglo-Saxon Weoh, meaning a Shrine or Holy Place, and Dun, meaning Hill, the earliest-known written occurrence relating to this particular Weedon being in an Anglo-Saxon Charter dated AD 944. Bec is the name of a village where the abbey of St Mary of Bec-Hellouin in the diocese of Rouen was founded in 1034. Some years after the Norman Conquest, the manor of Weedon was added to the considerable list of possessions in England held by the abbey of Bec. Henceforth it became known as Weedon Bec. When the ‘alien priories’ were suppressed in 1414, Weedon, along with the other English possessions of the abbey of Bec, escheated to the crown. Henry VI granted the manor of Weedon to the provost and fellows of the newly formed Eton College, who became the Lords of the Manor. The Valor Ecclesiasticus of 1535 estimated the annual value to Eton College of the manor and appurtenances of Weedon Bec as £40, a considerable sum.

Visiting in the period 1535-43, the antiquarian John Leland wrote that

‘The tounlet of it self is very meane and hath no market. And the paroche churche is as meane. A little from the south side of the churche yarde ys a faire chapel dedicate to S. Werburge, that sum tyme was a nunne at Wedon, wher was a monasterie yn Bede’s tyme, syns destroied by the Danes. … There apparith on the south si de of S. Werburges chapelle, wher in hominem memoria was an area and fair building about it, and a chapel withyn it : now there is nothing but great barnes longging to the fermar.’

Britton’s History of Northampton, written in 1810, cast a little more light on this chapel of Werburgh.

‘It is related that Wulfere, one of the Kings of Mercia, had a palace here and that his daughter Werburgh, who was canonised as a Saint, founded at this place a Nunnery, which was endowed with singular privileges. This religious house and probably the Royal Mansion was burnt by the Danes.’

Wulfhere died in 675 and Werburgh (or Werburga) in c. 700. No physical evidence of this nunnery or royal mansion has been found as yet.

A census of 1801 of the Parish of Weedon Bec recorded 750 people living in 148 houses in three separate locations – a main, linear cluster extending along the valley bottom south of the stream, known as Weedon Village or Lower Weedon; further west a cluster high up on the south side of the valley, referred to as Upper Weedon; and a smaller cluster around the junction of the

1 Stukeley 1724: 114.
3 Toulmin-Smith 1964, I: 10.
Turnpike roads in the north-east corner of the parish, later known as Road Weedon. The Parish of Weedon Bec was essentially a rural village with a farming community – its open fields had been enclosed by an Act of Parliament in 1776. Its location, however, brought it considerable advantages, being near to two major transport routes – the Old Stratford to Dunchurch Turnpike passed close to Weedon, where it was joined by the Turnpike from Northampton, and allowed access to all parts of the country, whilst to the east of the village the Grand Junction Canal (built between 1793 and 1805, and already completed north of Weedon by 1796) was intended to act as the major north-south waterway link for the bulk transport of cargo between London and the canals of the Midlands.

In later 1802, a stranger arrived in Weedon and inconspicuously started making enquiries about the ownership and possibility of purchasing certain fields near the canal (it was feared that if the owners knew who the prospective purchaser was to be, the prices demanded would be raised). This stranger was Major-General Alexander Ross, the Board of Ordnance Surveyor-General. A Government Department separate from the War Office, the main function of the Board of Ordnance was to obtain and maintain supplies of arms, ammunition and related stores for the country’s fighting forces on land and at sea. The Board wished to acquire the land in order to construct an Establishment – a manufactory and/or store for arms, ammunition and gunpowder – but why was an Establishment needed, and why was Weedon chosen as the location?

The country had been at war with revolutionary France since 1793, and although the Peace of Amiens signed on 27 March 1802 was initially met with enthusiasm, it was soon realised that it would be imprudent to trust Napoleon. It was therefore deemed vital to make preparations so that if Napoleon succeeded in invading England, his forces could be countered successfully. If such an invasion took place on the south-east coast, the five Board of Ordnance Establishments which were manufacturing and storing the country’s major reserves of arms, ammunition and gunpowder in a relatively small area around the Thames Estuary would be at risk of being destroyed or captured. These five Establishments comprised the Tower of London (small arms store), Woolwich Warren (known as the Woolwich Arsenal from 1805, manufacture and storage, artillery and ammunition), Faversham Powder Mills, Waltham Abbey Royal Gunpowder Factory and Purfleet Magazines.

The King (George III) and Parliament were also concerned that any incidents of civil unrest could be contained quickly before they escalated and spread, whether these were in Ireland (where troops needed to be stationed in large numbers to keep the peace since the Act of Union of 1800 had satisfied neither the Roman Catholics nor the Protestants), or in the northern manufacturing districts of England (where workers were starting to protest as they realised they had lost control over their working conditions and were being exploited following the industrial revolution when production had been moved from small-scale ‘cottage’ workshops into large factories), or in the rural areas of England (where the Enclosure Acts had resulted in agricultural labourers who had previously worked their own strips in open fields became employees and thereby lost their independence, which change coincided with prolonged bad weather resulting in poor harvests, serious food shortages and widespread pockets of unrest).

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1 This account of the construction of, and subsequent changes to and use of the Royal Ordnance Depot at Weedon is principally based on Williams (2003), Menuge & Williams (1999) and King (1965, republished by Rumbold 1996) and unpublished primary sources analysed by Nick Bridges of Ettwein Bridges Architects and Beryl Williams, supplemented by visual inspection of the site’s buildings, structures and areas by the Conservation Plan’s author. Further details of the buildings including sources of evidence are provided in the Gazetteer. A volume of copies of historic plans and maps of the site (CP/) compiled by Nick Bridges accompanies the Conservation Plan.
Preparations to counter such eventualities were hampered by problems with supplying the army with muskets. These and other small arms were usually made for the Board of Ordnance by independent armourers in London and Birmingham (there were 78 such contractors in 1802), either as complete muskets or individual components to be assembled elsewhere, to the same ‘India’ pattern (so they could be repaired relatively easily) and to exacting standards. As the numbers of soldiers steadily increased during the war with France, the Board’s reserves of muskets fell. At the same time, the number of workshops able to fulfil these contracts to supply the Board on time and to the required standard was declining. More supplies, which had not been subjected to the Board’s rigorous inspections, had to be bought in from merchants in the trade. Some muskets were even manufactured for the Board of Ordnance in Europe (e.g. Liege and Hamburg), but proved to be of inferior quality. The system had become so close to collapse that in 1802 plans were made to improve the supply of small arms, including the construction of a new Small Arms Department in Birmingham (with staff to liaise with contractors to ensure a regular supply of high-quality components), more workshops in and near the Tower of London (to assemble musket components manufactured in Birmingham), and the construction of a new, purpose-built small arms manufactory for the Board of Ordnance (which would manufacture its own muskets there), which was to be part of a new major inland Depot for Ordnance stores (small arms, field ordnance and gunpowder).

This new Depot was to be built in the Northamptonshire village of Weedon Bec and was to be the first major Board of Ordnance Establishment to be built inland far from the coast and therefore away from areas deemed most at risk from invasion – Weedon is said to be at the centre of the country, and as we have seen, was well connected to the country’s road and canal transport networks. The Board of Ordnance needed to be able to move heavy Royal Artillery field guns using teams of horses from the Woolwich Arsenal to the Depot at Weedon efficiently by road. It also wanted to use the canal network to transport large numbers of muskets to the Depot (e.g. from Birmingham), as well as wooden barrels containing gunpowder (made in the Board of Ordnance factories at Waltham Abbey and Faversham, then stored in magazines at Purfleet on the north bank of the Thames Estuary before being taken on a river barge on the tidal Thames to the canal basin at Brentford, where the barrels were transferred onto canal boats on the Grand Junction Canal for the journey to Weedon). Subsequently these same networks would be required to enable field ordnance, small arms and gunpowder to be dispatched promptly and safely to wherever they were needed in the event of an emergency.

**CONSTRUCTION OF THE ROYAL ORDNANCE DEPOT**

The area which the Board of Ordnance sought to acquire at Weedon centred on Fawsley Stream, which was vital to its plans to build a small arms manufactory since it would provide the power. Major-General Ross’s report thus stated that ‘it will be necessary to include all the Ground on the South side of the Stream of Water, so near as possible to the little Gardens or Inclosure of the Cottages on the North Side of the Village of Weedon, so that the most compleat possession of the Run of the Stream and adjoining ground for the space described may be obtained’. The land to the north of the stream was fields, which had been enclosed by an Act of Parliament in 1776. By December 1802 the task of making further investigations and carrying out negotiations over the purchase of lands had been delegated to Robert Abbey, an attorney in Northampton, who ascertained that with the exception of two areas of land by the canal, the remainder needed was copyhold, and was customary land held (by Proprietors) of the Provost and Fellows of Eton College, Lords of the Manor of Weedon, who refused to enfranchise any lands on terms. Thus the Board of Ordnance would need an Act of Parliament to be passed so it could obtain freehold possession of the lands from Eton College and ensure a fair purchase price for them. ‘An Act for vesting in Trustees, certain Lands and Hereditaments at Weedon Beck, in the County of
Northampton, for erecting Buildings thereon for the Service of His Majesty’s Ordnance’ was therefore passed on 24 June 1803. It also gave the Board the right to alter the course of Fawsley Stream and to excavate stone and gravel on the lands. A second Act was passed on 14 July 1804 entitled ‘An Act for making Compensation to the Proprietors of certain Lands and Hereditaments, situate at Weedon Beck …’. It enabled the Surveyor-General of the Board of Ordnance to obtain money from the Treasury to compensate Proprietors for the loss of their lands, the amount due to each being determined by a Commission set up on 5 October 1803. The Proprietors were duly paid on 20 August 1804, although it was 17 May 1805 before Eton College received payment for the enfranchisement of its copyhold lands. It had taken nearly two years between the incognito visit by the Surveyor-General to assess the site in 1802 to the legal completion of the purchase of the land by the Board of Ordnance.

Whilst lands at Weedon were being purchased, the Peace of Amiens had ended on 18 March 1803 when Britain declared war again on France and the threat of invasion rose as Napoleon massed his armies at Boulogne. As soon as the 1803 Act was passed and the Board of Ordnance was therefore sure of obtaining the lands at Weedon, planning the Depot commenced in earnest. A detailed survey was made (dated 24 October 1803) showing the land recently purchased by the Board of Ordnance at Weedon.

Survey dated 24 October 1803. Source: PRO MPH 582 Sheet 9, CP/A/1.

Showed the names of the fields as well as the position of Fawsley Stream and part of the village of Weedon Bec (to the south side), the Grand Junction Canal (to the east) and the roads (south, east and north sides).

In January 1804 Captain Robert Pilkington (1765-1834) was brought to Weedon to work on the proposed layout and design of the Depot. Pilkington had previously served as an Officer with the Corps of Royal Engineers in Canada 1790-1802, and on his return to England was posted to the Southern District to be the Commanding Royal Engineer at the Faversham Powder Mills,
Kent. In late 1803 he had taken on the engineering responsibilities for the Board of Ordnance smaller stores and gunpowder magazines in the North Western District at Chester, Liverpool and Carmarthen. On 29 March 1804, two months after arriving at Weedon, Captain Pilkington was appointed as the Commanding Royal Engineer for the site. He was to be responsible for all the construction and other works on the site, answering directly to the Inspector-General of Fortifications, Lieutenant-General Robert Morse. Captain Pilkington was to retain his former responsibilities for the smaller depots in the North Western District, although most of his time would be taken up with the Weedon project.

There was a lot to be done by Captain Pilkington before construction could start on a project of this intended great scale. Fundamental was planning the layout of the Depot and designing its buildings and structures, under the watchful eye and with considerable feedback from Lieutenant-General Morse. Correspondence and the surviving fabric indicate that both men took great pride in the appearance as well as the fitness for purpose of the Ordnance buildings and structures which they were creating. Captain Pilkington was required to consider exactly where and how to construct a wide range of buildings and structures – two-storey storehouses (to store field ordnance and small arms); gunpowder magazines (fitted out for standard 100 lb barrels of gunpowder); a branch canal with an entrance basin, turning basins and wharves for unloading; a small arms manufactory (its workshops to be powered by a water wheel fed by the Fawsley Stream); a barracks and hospital for a Company of Horse Artillery; appropriate houses for Civil Officers and lower-grade clerks, foremen and master artificers; workshops and offices (for site maintenance and administration); wells (to provide water for domestic and other uses); high walls and gates (for the security of the stores); boundary fences and hedges (for the security of the site); and roads and pathways (to allow access to all parts of the Depot).

Captain Pilkington was also responsible for identifying and recommending the appointment of skilled and experienced civilian workmen for his small Royal Engineers’ Department at Weedon, as well as an Overseer and Clerk of Works (Mr Thomas Lepard was appointed) and an Assistant Clerk of Works (William Carpenter) to ensure the satisfactory progress and standard of work carried out by the workmen and contractors. These civilian workmen would be permanent employees of the Board of Ordnance and would be provided with housing or lodgings on or near the site, and a coal and candle allowance in accordance with the grade. In return they carried out tasks including digging foundations, moving earth to level the ground, unloading construction materials from canal boats, repairing tools and other equipment, constructing roads, footpaths, drains, fences, gates and setting out quickthorn hedges, and carrying out maintenance and repairs on buildings and structures already completed. Specialist contractors were to carry out the construction of the Depot buildings and structures. A wide range of skills was needed – bricklayers and labourers, carpenters, joiners, wood sawyers, stone masons, stone sawyers, paviors, roofers, slaters, plumbers, glaziers, smiths, plasterers, painters, well diggers, canal diggers, and carting teams (usually four horses, carts and one driver to move materials around the Depot).

Suppliers of suitable building materials needed to be identified and provisional prices agreed. It was calculated that huge quantities of red bricks would be needed for the various buildings and structures. Investigations revealed that there was suitable brick earth in the Weedon district, so most of the red bricks could be produced locally. Light-coloured bricks were also required but were not available locally – a source was identified at Brinklow in Warwickshire. Stone would be needed for dressings on the brick buildings. Since the local Northamptonshire stone was not deemed suitable, sources of stone were found at Attleborough and Wharton in Warwickshire. All these materials (except the local red brick) would be transported to the Depot by canal. Other
building materials (e.g. timber, slate, lead, glass, iron) were not needed immediately and would probably be provided by the individuals or companies who supplied the specialist labour.

![Diagram of canal routes](image)

**The canal routes used for transporting brick and stone to Weedon.**


In addition to sourcing the materials, Captain Pilkington was required to calculate the quantities which would be needed for each building and structure, on which basis he worked out probable costs, drew up estimates (in triplicate) to be sent to the Surveyor-General for approval, and answered any queries about them. A formal Order to start work on a Board of Ordnance building or structure (which also made the funds available so provisional contracts for materials and labour could be confirmed and the contractors could start work) was not usually issued by the Board until the Surveyor-General was satisfied that the materials were suitable and fairly priced, estimated quantities of materials and days' labour were appropriate, and that contractors' rates were reasonable. Captain Pilkington's first estimates were produced on 6 August 1804. Although they did not contain the necessary level of detail for them to be scrutinised by the Office of the Surveyor-General, owing to the urgency of the Weedon project the usual procedures appear not to have been followed.

Preparatory work at the Depot commenced well before 15 August 1804 when the Board gave official permission for construction work to start. The first buildings were marked out on the ground and foundations dug by June 1804 and supplies of material started to be delivered to the Depot during June and July. It then took twelve years for the Depot to be built. It was clearly a major project, and plans for the exact composition and extent of the Depot altered and grew over the years, but why did it take so long to build? After the defeat of the French Navy at the Battle of Trafalgar in October 1805, the threat of an imminent invasion on the English south coast receded and with it the urgency to complete the Depot at Weedon. Almost straightaway there were cuts to its funding, and start dates for commencing construction of major buildings were postponed. Nevertheless construction proceeded albeit at a slow pace, more land was
purchased to provide space for Depot buildings and to ensure their security, and gradually small arms, field ordnance, related equipment and gunpowder were brought to, stored and dispatched from Weedon as planned.

Throughout this period Captain Pilkington (promoted to Lieutenant-Colonel in 1809) remained in charge of the works at Weedon, but from July 1809 he was no longer resident at Weedon. Sent to the Netherlands as one of the Commanding Royal Engineers to accompany the Grand Expedition, in his absence the civilian Clerk of Works (Thomas Lepard) was left in day-to-day charge of the important construction works at Weedon (as well as those at Chester, Liverpool and Carmarthen) – a highly irregular situation because of the unprecedented gap in the chain of authority (he was left with all the responsibility but no authority) which delayed progress further. In December 1809 the Surveyor-General proposed that a Royal Engineer Officer should be sent to Weedon to supervise the works, but no such posting was made and Mr Lepard was left with this great responsibility. It appears that it was expected that Lieutenant-Colonel Pilkington would return to his duties at Weedon, but shortly after his return to England in January 1810 the post of Commanding Royal Engineer at the Royal Arsenal in Woolwich unexpectedly fell vacant, and Lieutenant-Colonel Pilkington was appointed to take over on 13 March 1810. He remained in charge of the works at Weedon, Chester, Liverpool and Carmarthen (which became part of the Woolwich Division), but was never resident at Weedon again. The Clerk of Works remained in day-to-day charge of the Engineering Department and the completion of the Weedon Depot.

When construction started in summer 1804, the overall layout of the Depot had been decided and some of the buildings designed in detail and approved (e.g. the storehouses and Civil Officers’ houses), construction of which was able to start. Detailed plans and approval for the other component parts of the Depot followed, such that at any one time in the subsequent years, a number of buildings and/or structures were usually being built. Only the parts of the Depot within the Conservation Plan Area will be considered in detail here – the other components will be mentioned briefly in order to provide an indication of the changing form of the whole Depot.

The best line for a private branch canal owned by the Board of Ordnance (which became known as the Ordnance Canal) to be constructed to run westwards from the Grand Junction Canal across the Depot had to be decided before the positions of some buildings could be considered, since they needed to be located in relation to the canal. In the first instance the canal would allow construction materials to be brought to the site, and ultimately muskets and gunpowder for storage to be loaded and unloaded at secure wharves on Ordnance land. In order to avoid having to build a lock, the branch canal needed to be at the same level as the main Grand Junction Canal, hence the easiest line to cut was along the 295 ft contour. This line would cross the former public gravel pit in Jemson’s Close immediately adjacent to the Grand Junction Canal within the area of land purchased by the Board of Ordnance. It was proposed that this gravel pit could be partially filled in to form a convenient private entrance basin sufficiently large to accommodate a number of canal boats each 70 ft long and provide enough space for others to be turned around. An application was made to the Grand Junction Canal on 3 February 1804 to make a junction with, and take water from, the main-line canal at Weedon, and the proposed route of the branch canal was shown on a plan of 29 February 1804, but the Board did not issue an order for it to be built until 27 February 1805 – just a few weeks before the Grand Junction Canal was finally opened as a through-route from London to Braunston on 25 March 1805. The entrance basin, first stretch of Ordnance Canal and a turning basin to serve the storehouses were constructed between May and November 1805. By mid-1806 the canal had been extended westwards and a turning basin constructed for the magazines. When completed the Ordnance Canal was 1,140 yards long. To construct the canal and basins, earth was dug out and a bed of
puddle clay (i.e. clay mixed with water) was laid along the bottom and sides of the canal to prevent the water leaking away. The sides were lined with a stone-coped wall of variegated red brick laid in English bond on foundation clay, buttressed at regular intervals by counterforts (on puddle clay) for lateral support.

The position of the storehouses was to a large extent determined by the line of the branch canal, to which they needed to be sufficiently close for easy unloading and loading from the boats, but they also needed to have good access to the roads because the field ordnance was transported by this means, so being sited towards the east end of the land purchased was desirable. The plan of 29 February 1804 suggests that initially it was envisaged that the storehouses would be placed in a line just along the northern side of the canal very close to the entrance basin, but by November 1804 it had been decided to construct them slightly further west and with some south of the canal as well in order to maximise the number of storehouses with access to the canal. Between later 1804 and 1808 four storehouses were built (B1-4) facing onto the canal – two on the north side of the proposed branch canal first, followed by two opposite – and following the purchase of more land to the west a further group of four (B5-8, two on the north and two on the south

1 The numbering system used in this Conservation Plan to refer to the buildings at the Depot is that adopted in the last period of military use and by the RCHME in their report (Menage and Williams 1999) – hence Building 1 or B1. Other structures and spaces were not assigned a number in this system and so are referred to by name.
side of the proposed branch canal) was built between 1807 and 1812. Fire (and in particular arson) posed a major threat to the storehouses and their contents. One of the measures taken to reduce the risk was to leave a sizeable gap between each storehouse as a firebreak. It also ensured sufficient turning room so field ordnance could be pulled through the doorway in the end walls, and enabled access between the front and rear doorways of the storehouses.

A plan of November 1804. Source: PRO MPH 582 Sheet 7, CP/A/3. Shows the first two storehouses started north of the proposed branch canal, two more proposed south of it, a Tool House and Call Office north of the entrance basin (which was later replaced by a Guard House), and workshops for blacksmiths, masons, carpenters etc. Some distance further west along the canal is an area 'Suggested as a Site for Powder Magazines'.
A plan drawn in November 1807. Source: PRO WO55/2354, CP/A/6. Shows the position of all eight storehouses in relation to the Ordnance Canal, and the central turning basin between the two groups of four storehouses.

All eight storehouses were rectangular, measured 167 ft by 40 ft and were of a single classical design in terms of their elevations and plan, the only variations being minor and in the implementation of details. Each storehouse had a ground floor and a first floor, whilst on the south side of the canal the slope was sufficiently steep for the storehouses there to have a basement storey too (visible externally only on the rear, south elevation). The ground immediately to the north sloped upwards, whilst that to the south sloped away so that, in order to make the site level, vast quantities of earth had to be moved by the labourers.

Diagram showing that the land to the north of the canal sloped upwards, whilst that to the south sloped away, so that in order to level the site, vast quantities of earth had to be moved. Source: Williams 2003: 75.
Understanding the Development of the Site

The long front and rear (north and south) elevations of the storehouses each comprised eleven bays, arranged symmetrically either side of three central bays which projected forward as a group with the very centre bay breaking forward even further, whilst the bay at each end of the elevation also projected forward. Both the end east and west elevations comprised a single bay with a central projection. The walls were made of red brick laid in Flemish bond (brick was chosen in preference to timber for its fireproof qualities), the bricks between the plinth and the sill band being orange and unevenly fired (they may have been covered with a wash intended to resemble stone, at least when viewed from a distance), whereas those above the sill band were dark red and more evenly fired. All four elevations were afforded stone dressings to enhance the brickwork – a sandstone ashlar plinth, first-floor sill band, moulded string-course above the first-floor windows, moulded eaves cornice and parapet. On the storehouses south of the canal (B2, 4, 6 and 8) the brickwork of the basement storey (on the south elevation) was faced with coarsely vermiculated ashlar which had dressed margins and a projecting tooled band dividing the vermiculated masonry from the ground-floor plinth above. A stone-faced brick wall extended southwards from the end walls of these storehouses, retaining the sloping ground between the storehouses. Footpaths adjacent to the end walls of the storehouses may have allowed access between the lower land and the canal-side.

On the front and rear elevations, in the central bay was a large doorway 10 ft high by 10 ft wide with a gauged brick segmental head and framed by an ashlar Doric entablature and pilasters. It contained a timber two-leaf, harr-hung door (each leaf with six panels boldly fielded externally and flush-beaded internally) beneath a timber tympanum (comprising two panels matching those of the door in style). This doorway was flanked on each side by five gauged brick semi-circular-headed recesses, each containing a window (probably a semi-circular-headed sash window) set high on the wall and with iron window guards to enhance the security of the buildings. A recommendation by Captain Haytor, the Commanding Royal Engineer at Woolwich, that two of the windows should be replaced by doorways, was rejected by Captain Pilkington and Lieutenant-General Morse on the grounds that although it would have improved access to the ground-floor storerooms, the amount of storage space available there would have been unacceptably reduced. On the first floor of the front and rear elevations was a central large window opening with a gauged brick shallow segmental arch and plain brick jambs. This window opening, fitted with timber flush-beaded panels in the soffit and reveals, contained a tripartite sash window (glazing arrangement unknown). It was flanked to each side by five gauged brick flat-arched window openings, each containing a sash window (unknown glazing arrangement).

Second design for the front and rear elevation of the storehouses. c. 1804-6.
Source: PRO MPH 763 Sheet 7, CP/A/49.

On the end (east and west elevations) of each storehouse, on the ground floor was a central doorway, door and tympanum which matched in size and form those on the long elevations. On
the first floor was a large, internally-panelled window opening containing a tripartite sash window. In the second group of four storehouses built (B5-8), ready-made patent sash windows supplied by Jordan & Co. of Birmingham with small panes of high-quality Newcastle Crown glass held by copper glazing bars were fitted on the first floor, whilst iron-framed sash windows made in Birmingham but glazed on site were installed in other window openings. The large number of windows on the ground floor and first floor were designed to provide ample ventilation to minimise the risk of the muskets and field ordnance stored there becoming corroded, whilst also affording natural light so that they could be checked frequently for signs of such deterioration.

On each of the storehouses south of the Ordnance Canal (B2, 4, 6 and 8), the basement storey of the south elevation contained twelve doorways, each providing access to a casemate. All the doorways had a semi-circular head and all except those to the two central casemates contained a timber two-leaf, pintle-hung (on substantial Z-hinges), nail-studded door (with vertically-boarded front, horizontal-boarded rear and ventilation perforations) beneath a timber louvred tympanum. The doorways to the two central casemates of the row of twelve in each building – which were slightly narrower than the others, being beneath the wide central bay above – both contained a timber single-leaf version of the same door as in the adjacent casemates beneath a studded and perforated timber tympanum which matched the door (rather than one of louvred form). All the doors were fitted with iron door furniture designed to ensure the security of items in the casemates – a locking draw-bar, a handle and on the two-leaf doors an internal stay-bar. The central two casemates were fronted by a structure resembling a porte-cochère made of brick faced with smooth ashlar and containing a semi-circular-headed opening on its east and west sides and a brick barrel vault groined at the intersection with the vault and the central casemate. On top were iron railings with widely spaced horizontal bars, ball finials on the standards and a gate in the south side suggesting that access via this route was required, perhaps using a pulley system to move items between the ground and top of the porte-cochère, which gave access to the ground-floor rear doorway.

The great width of each storehouse (40 ft) meant that it was too wide to be spanned by a single roof, so the first four storehouses to be built (B1-4) were each afforded a hopper-style roof.
drained through the roof by a gutter from the long central valley, which was supported by a central east-west row of timber storey-posts on the first floor. Captain Pilkington soon realised the problem with the design, however – there was no easy means of access to the central valley to clear heavy snow – and therefore constructed the second group of storehouses (B5-8) with two east-west parallel ranges, each with hipped ends. The ends of the roofs of Storehouses B1-4 were altered to this form in 1807. In each of the two hipped parallel ranges was a fir frame and oak king posts. Set-backs on the cross-walls suggest there may have been a ceiling. Slate was used to cover the roofs of all the storehouses. From the ground the roofs were barely visible, largely hidden behind the stone eaves cornice and parapet.

Inside the storehouses, the casemates in the basement storey of B2, 4, 6 and 8 were designed to provide twelve separate, fireproof storage areas and to provide a strong foundation for the floor above. Access to this storey was independent from that to the ground floor and first floor above to prevent fire in one part spreading throughout the building. Brick cross-walls separated the casemates from each other, corresponding to the bay divisions on the levels above and incorporating large brick piers supporting the ground-floor storey-posts. There was no internal intercommunication or window openings, but a circular opening towards the rear fitted with an iron grille for cross-ventilation. Each casemate had a fireproof, transverse semi-circular (i.e. barrel) brick vault, and a herringbone brick floor (the ground beneath the porte-cochère was also covered with herringbone brickwork to provide a durable surface in the area leading to the doorways of the central two casemates). Headroom in each casemate was 10 ft, which maximised the flexibility of storage arrangements there. According to Captain Pilkington, these casemates were designed to provide extra storage space ‘proper for any description of stores’, but by 1810 many had been fitted out with racks to store barrels of unrefined salt-petre ready to be sent to the Royal Powder Mills at Faversham or the Royal Gunpowder Factory at Waltham Abbey where it would be refined and then used to make gunpowder.

Plan of the casemates in the basement storey of Storehouses B2, 4, 6 and 8. The ash pit was added later. Source: 1874 plan, REL W130 802 (D11), CP/A/78.

Both the ground floor and first floor of each storehouse were afforded a symmetrical plan, with two brick cross-walls forming a single-bay, wide central vestibule/landing flanked to the east and west by a five-bay large storeroom measuring ε. 70 ft long and 38 ft wide and with good

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1 The distance between the current level of the first floor and the set-backs is ε. 15 ft. Measurements of the rooms on the upper floors of Storehouses B2, 4, 6 and 8 made in 1846 (8 rooms 69 ft 9 in. x 35 ft 9 in. x 15 ft 6 in.) suggest that these storehouses had ceilings at least at this point (Return to an Order of the Honourable The House of Commons, dated 14 August 1846:- for a Return from each Barrack in the United Kingdom).
Understanding the Development of the Site

A headroom of 16 ft. The fire walls were intended to contain the spread of fire, although these did not extend up into the roof-space so their efficacy would have been compromised. Stone flags laid throughout the ground floor were both fireproof and durable, but otherwise the interiors were entirely timber-built and the use of structural iron for fireproofing or otherwise was eschewed. A timber, modest open-string stair with chamfered and scroll-stopped newels, two diamond-set square balusters per tread and a moulded handrail rose from the ground-floor vestibule to the first-floor landing. It started near the front of the building with a straight flight against both the east and west cross walls, and then took a quarter turn so that a shorter flight rose against the rear wall to the landing.

Within the ground-floor vestibule, a doorway at both the front and rear (i.e. north and south) ends of the two cross walls led to the east and west storerooms. Each doorway was set in a matching recess with a gauged brick semi-circular-headed arch and contained a timber two-leaf door (each leaf had three flush-beaded panels) beneath a timber tympanum (comprising two flush-beaded panels), all set within a chamfered and stopped frame. Inside each storeroom, set on stone bases were three rows of four timber chamfered and stopped storey posts. The chamfers were narrow except in B5 and B6 (opposite each other in the second group of storehouses built), where in each case one storeroom contained wide-chamfered posts. On top of the storey posts were scroll-ended timber bolsters, which supported heavy axial beams (there were lesser transverse beams staggered on either side of the posts). There were no fixed internal partitions within these storerooms, maximising the storage space and possible storage arrangements.

![Second design for the ground-floor and first-floor plan of the storehouses.](source: c. 1804-6 PRO MPH 763 Sheet 7, CP/A/49.)

The ground-floor storerooms were intended for the storage of field ordnance – heavy brass guns, carriages and limbers, iron-framed ammunition wagons, stores wagons with tools and equipment, mobile forge wagons, for use by the Royal Artillery. In this period the Royal Artillery was organised into Field Brigades of six guns (usually five guns and a howitzer), mounted on manoeuvrable carriages and moved by teams of horses. The Field Brigades were brought to Weedon from Woolwich by road using horses under the supervision of the Board of Ordnance Field Train Department. At least six horses pulled each gun, although fewer were needed for ammunition and stores wagons. Hence a single Brigade comprised a convoy of c. 15 carriages and wagons with c. 100 horses, including some spares. A Brigade could cover c. 20 miles a day and therefore took 3-4 days to reach Weedon. The guns on their carriages and wagons were drawn into the ground-floor storerooms through the large doorways in the end walls, the guns were then dismantled and the component parts stacked in the minimum space possible that would allow for regular inspection for evidence of deterioration. When Mr Thomas Pink of the
Field Train Department visited Weedon in 1808 at the instruction of Lieutenant-Colonel Neville, the Inspector of Ordnance Barracks, he recommended in his report that a total of 24 Brigades could be accommodated in dismantled form in the sixteen ground-floor storerooms constructed at Weedon (i.e. two such storerooms in eight storehouses). By August 1809, 22 of the 24 Brigades had arrived at Weedon, of which about one third were mounted (i.e. arranged so that each was separate and could be moved out promptly if required), even though Captain Pilkington had emphasised in a letter to Lieutenant-Colonel Neville in 1808 that none of the storehouses had been constructed for Brigades of mounted Artillery.

The first floor of each storehouse was covered with timber floorboards throughout. Access to the east and west storerooms at this level was from the central landing through a doorway at the canal end of each cross wall. Each doorway and the door and tympanum it contained matched in form the two doorways on each cross wall on the ground floor. At the non-canal end of the landing’s two cross walls was a blind doorway (at the wrong height to be accessible from the stair), set in a recess and with a semi-circular gauged brick arch like the real doorway at the canal end of the cross wall. These blind doorways had a timber mock version of the real panelled door and tympanum fixed against their storeroom face so that when viewed from within the storeroom, the real doorway and the blind doorway matched. When the walls of the first floor were built, horizontal timbers were incorporated to act both as bonding timbers for the brickwork and to enable timber racks to be attached to them which would hold muskets and other small arms so these first-floor storerooms could serve as armouries.

The armouries in the storehouses were fitted out over a period of years – seven out of eight in B1-4 were ready to receive small arms by 1808, and all eight storehouses were built before the end of 1809, but it was 1811 before fitting out commenced in B5-8 (B5 was completed in early 1812). Once fitted out, the sixteen armouries in the eight storehouses held more than 200,000 muskets, which arrived packed in boxes of 20 on canal boats from the Birmingham manufactories and were either carried up the stairs to the armouries or may possibly have been hauled up within the central stairwell using a block and tackle. The Weedon Depot was expected to be able to store large quantities of muskets and be able to dispatch them at short notice – when the expeditionary force of 40,000 men was sent to the Netherlands to destroy Napoleon’s fleet, dockyards and arsenals in Antwerp and Flushing on 28 July 1809, the Northampton Mercury reported the following day that ‘such has been the demand for small arms for the Grand Expedition’ that 22,000 muskets had been packed into cases in a short space of time by men of the Bedfordshire Militia and sent by canal to Paddington (London) and thence by road to the Tower of London. A Company of the Bedfordshire Militia had been based at Weedon since August 1808 to assist the Civil Department with unpacking the tens of thousands of muskets being received from Birmingham for the armouries.
With muskets and field ordnance starting to arrive at Weedon from 1808, attention turned to the need to ensure their security through the construction of an Enclosure around the storehouses. In April 1809 Captain Pilkington wrote to General Morse explaining his ideas about the design of such a Storehouse Enclosure including the buildings which would span the canal at either end of the Enclosure and thus connect the Enclosure walls and control access along the Ordnance Canal, although it was 1810 before the money was allocated to allow construction of the Enclosure walls to proceed.

The East and West Portcullis Buildings (B90 and B66 respectively) would be seen by people entering and leaving the Storehouse Enclosure by canal boats and road, so they needed to be of suitably dignified appearance. Captain Pilkington used the same design and materials for both buildings, the only difference being that the east building contained a clock in its cupola. Both buildings were rectangular, measured 55 ft by 21 ft and were two-storey comprising a ground floor and first floor. Positioned symmetrically over the canal, they comprised three bays on the front elevation (facing into the Enclosure) and rear elevation, and one bay on their end elevations. Captain Pilkington decided to use light-coloured brick (in Flemish bond) and stone for the dressings (a sandstone ashlar plinth, moulded stone eaves cornice and low ashlar parapet) so that they gave the impression of being entirely of stone from a distance. The central bay at ground-floor level comprised a semi-circular brick arch containing ‘two portcullises, one in case of necessity to descend into the water and touch the bottom of the canal’, according to Captain Pilkington. On the front elevation at ground-floor level either side of this arch was a window opening containing a timber 3/6 sash window. At first-floor level was a central doorway containing a timber door with six flush-beaded panels (it was therefore plainer than the storehouses’ external doors), flanked to each side by two large window openings each containing a 6/6 timber sash window. Access to this first-floor door was via a pedestrian bridge of matching brick with stone treads to the steps and a simple iron balustrade and handrail. The bridge was constructed against the building and rested on the canal arch which extended into the Enclosure. It therefore served three purposes – it provided access to the first-floor rooms of the portcullis building, it allowed pedestrian access over the canal (the only other places where it could be crossed within the Enclosure were over an arched bridge at each end of the central basin suitable for handcarts as well as pedestrians), and it performed an aesthetic role in effectively acting as a perron, emphasising the portcullis building’s piano nobile (the main floor of the building containing its best rooms).

The rear elevation of both portcullis buildings faced out of the Enclosure and therefore did not contain windows, since these would have posed a security weakness. Captain Pilkington could have made these elevations plain, but instead he chose to afford them blind window openings, at ground-floor level mimicking the arrangement on the front elevation but on the first floor simplifying it (in the absence of a doorway) into one blind window opening in each of the three bays. On both end elevations on the ground floor was a central doorway containing a timber single-leaf door (with twelve-pane glazed upper section and panelled (flush-beaded) lower section), fitted with an iron Suffolk latch. Above it on the first floor was a single large window opening containing a timber 6/6 sash window. All the window and doorway openings on both portcullis buildings were afforded gauged brick flat arches.

The roof of both portcullis buildings was shallow-pitched (and therefore barely visible above the parapet), hipped and covered with slate, with an internal structure of timber king posts and axial trusses. In the centre of the ridge was a fine timber square cupola, with sunken panels on cantilevered corners, a similarly decorated entablature and a circular timber louvred opening on each face except the front face of the East Portcullis Building’s cupola, which contained a dark clock face.
The cupola was covered by a leaded dome, which on the East Portcullis Building supported a wind-vane. To either side of the cupola on both buildings was a ridge-mounted brick stack bearing two chimney pots.

In his letter to General Morse in April 1809, Captain Pilkington stated that he wanted these portcullis buildings to include a number of rooms to ‘provide for Public Offices, Guard Rooms etc.’ As built, on the ground floor each building contained a room either side of the canal arch, which may have functioned as guard rooms as Captain Pilkington intended – the glazed upper section of the external doors in the end elevations would have allowed the occupants to see who was approaching, whilst a fireplace in each room would have kept the guards warm. On the first floor, the central room contained the winding mechanism for the portcullises (concealed by timber tongue-and-groove panelling) operated by a windlass. The weight of the mechanism and the frequency of its use required the floor to be covered with stone flags (all the other floors in the buildings comprised timber floorboards). This central room was fitted with storage cupboards, their doors having flush-beaded panels. In the East Portcullis Building one of these cupboards contained the weights and pendulum for the clock mechanism – the latter was housed in the roof space and was supported on two timber octagonal, tapering posts in the first-floor central room. The maker’s plate on the clock mechanism was marked ‘JN THWAITES & CO. LTD, CLERKENWELL, LONDON 1814’ – Thwaites was the official Board of Ordnance clock maker. Access to the clock mechanism was via a simple timber ladder. In both buildings a single-leaf door (with six flush-beaded panels and therefore of similar form to the doors inside the storehouses, although here without the matching tympanum and single- rather than double-leaf) led from the central room to a north and a south room (perhaps used as offices as Captain Pilkington intended). Both rooms were well lit by their large windows (which also had splayed reveals to increase the amount of natural light entering) and heated by a fireplace on the cross wall. Decoration was limited to timber skirting and a plain dado rail. Construction of the two portcullis buildings was complete by the end of April 1811, but their interiors including the portcullises had not been fitted by June 1813, and it seems likely that the buildings were not ready for use until 1814 when the clock was installed in the East Portcullis Building’s cupola.

The Storehouse Enclosure itself was rectangular in plan, with high (12 ft) walls constructed of red brick laid in Flemish bond and with external pilaster buttresses and stone coping. The east wall was built immediately west of a bridge over the canal which had been constructed immediately north of the bend in the road from Weedon to the Turnpike (shown on a plan of 30 April 1806) to facilitate access by road to the north side of the site. In his letter of April 1809 to General Morse, Captain Pilkington suggested replacing this bridge with a swing bridge which ‘as well as a communication across the canal’ would also ‘form a barrier against the improper entry of boats’ and ‘protect the first archway [of the portcullis building] against the violence the Boatmen sometimes exercise, if not arrested in their progress’. It was not built, however, until 1811. The Enclosure’s west wall was positioned a similar distance from the storehouses. Both the east and west walls of the Enclosure were ramped along the top, mirroring the slope of the land. Indeed the steep slope of the land meant that large quantities of earth had to be moved from the north side before the foundations could be constructed for the north wall, and a bed of hard rock near the north-east corner caused the north wall to be stopped 10 yds short. To make the Enclosure appear symmetrical, the north-east corner was built a few degrees wider than a right angle and the south-east corner the same number of degrees narrower. Hence the east and west walls of the enclosure were not exactly parallel. It may have been the difficulty of excavating the rock to the north of Storehouses B1, 3, 5 and 7 to level the land within the Storehouse Enclosure which determined the position of its north wall.
The south wall of the Enclosure was built a relatively greater distance to the south of Storehouses B2, 4, 6, 8, and was attached to the rear wall of the large, rectangular workshop which had been built for the Royal Engineers Department south of the central basin in 1804/5. This workshop measured 120 ft by 40 ft, and had red-brick walls and a slate-covered roof comprising two parallel east-west ranges, all reminiscent of the storehouses. To the east and west was a small privy. Slightly further to the north-east a smaller (temporary) workshop for smiths’ work (measuring 44 ft by 15 ft and of similar materials) was constructed. These buildings were shown as ‘a’ and ‘b’ respectively on a plan of 30 April 1806. It has been suggested that the position of the proposed Enclosure walls had already been decided when the larger workshop was built, and that the intention was to produce a large secure space south of the storehouses in case Napoleon invaded and it became necessary to evacuate the artillery and stores from Woolwich up the Grand Junction Canal to Weedon. Although the threat of invasion declined following the Battle of Trafalgar in 1805, on a visit to the Depot in November 1806 the Master-General of Ordnance told Captain Pilkington to direct ‘his views to a great extension of the establishment’, suggesting that he may have intended to utilise the space south of the storehouses in the Enclosure. Such ‘extension’ did not take place, however, and it was some years before the Enclosure walls were built.

In due course a large amount of dedicated workshop space would also be required by the Field Train Department (for wheelers, smiths and painters to work on field artillery) and the Civil Department (for armourers to work on the small arms). In his letter of 4 April 1809 to General Morse, Captain Pilkington suggested that additional workshops should be built ‘on the lower side of the canal attached to the enclosing wall’. Construction of these additional workshops was delayed by the departure of Lieutenant-Colonel Pilkington in July 1809 (he had been promoted in June 1809) for the Netherlands in his role accompanying the Grand Expedition, leaving his Clerk of Works with all the responsibility but none of the necessary authority. By the end of 1809 the Field Train Department was close to being fully operational and the Civil Department had already received over 100,000 muskets, so specialist workshop accommodation was becoming urgent. By 1 January 1810, however, when Pilkington returned England, the additional workshops were under construction – one to the east of the central workshop and one to the west, both being very similar in their dimensions and materials to the central workshop (according to later plans and 1965 RCHME photographs). As Captain Pilkington had intended, the workshops were attached to the Enclosure’s south wall. This Enclosure wall projected by c. 10 ft southwards around the central workshop, perhaps to give the impression that a bastion lay behind it. In September 1810 Lieutenant-General Farrington, Commandant of the Field Train,

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1 B. Williams and M. Rumbold pers. comm.
made an unsuccessful bid to take over all three workshops for use by the Field Train Department. Instead the Royal Engineers remained in the centre workshop, which would already have been organised to suit their needs, the Civil Department was allocated the east workshop and the Field Train Department was given the west workshop.

At each of the four corners of the Storehouse Enclosure was a structure of identical plan which Captain Pilkington wrote was intended to ‘convey some form of defence’ and be a simple precaution ‘against common depredations’. From the tops of these bastion-like structures (henceforth referred to here as bastions) guards could see and if necessary defend the external approaches to the Enclosure, and they could also monitor the movement of stores and people within the interior of the Enclosure as well. The bastions were all built of red brick in Flemish bond like the wall, from which they projected c. 10 ft – the same distance as the projection around the central workshop, which suggests that the wall around the workshop was intended to create the appearance of a central bastion when viewed from the outside. At the west and east ends of each bastion was a large casemate, the entrance to which comprised a semi-circular-arched gateway containing a timber two-leaf slatted gate (either with a matching head or a flat head with a slatted tympanum with semi-circular head), hung on pintle hinges mounted in stone anchor blocks, and locked with an iron draw-bar. The slatted form of the gate may have been intended to facilitate ventilation in the casemates. A wall linking the fronts of the large casemates closed off the open inner area or gorge of the bastion, access to which was controlled through a central gateway with a semi-circular-headed arch and containing a timber two-leaf slatted gate. The open inner area of the bastion provided access to ten smaller casemates – a group of six and a group of four along the two sides of the angle formed by the Enclosure wall, all apparently without gates at their entrances. All the casemates had a brick semi-circular vault, above which was sand and gravel compacted in a thick layer (capped by a layer of bricks) forming a defensive layer against artillery fire. Captain Pilkington envisaged ‘a couple of loop holes’ in the casemates – it is possible that groupings of three small loop holes may have been part of the original construction – muskets may have been fired through two of the holes, whilst the third may have acted as a ventilation hole to allow smoke and fumes to disperse when the musket was fired. The purpose of these casemates is not known, but may have been for secure storage (e.g. of weapons and ammunition).

Flanking each of the two groups of small casemates was a flight of twelve stone steps with an adjacent smooth, brick ramp (possibly to allow small pieces of artillery to be wheeled up) bounded on the outer edge by a stone-capped brick side-wall, both of which routes provided access to a stone-flagged walkway. On both edges of this walkway was a low (c. 3 ft high) brick parapet with stone coping. In his letter to General Morse, Captain Pilkington explained how this arrangement was to be used – ‘... by ascending a few steps to a landing will serve to give a view along the several fronts, the landings being occupied by men having loaded musquets handed to them’.

Detail from a 1914 plan. Source: PRO WO78/2922, CP/A/28. Shows the layout of the Storehouse Enclosure’s South-east Bastion (B93).
Access to and from the Enclosure for vehicles and pedestrians was through three gateways in each of these end walls, as follows. Immediately to the north and south of the portcullis buildings was a gateway well placed for the guards (based in the guard rooms) to monitor comings and goings to the front and side entrances to the storehouses, whilst further south another gateway allowed access to the lower ground south of the storehouses (e.g. to the casemates in the basements of B2, 4, 6 and 8). All the gates were two-leaf (their material and exact form is unknown) and harp-hung on pints set in stone jambs in stone-capped brick piers. The main entrance by road and canal to the Storehouse Enclosure was at the east end. The gates opposite in the west wall were shown on a plan of 2 April 1811 as leading to sentry paths extending westwards around the outside of the magazines. The Storehouse Enclosure wall including its bastions and gateways were completed by May 1812, some two years before the portcullis buildings were in a fit state to be used. An Estimate for proposed works in 1811 indicated that 1,000 tons of granite paving stone and 3,000 yds of paving would be required for ‘paving all the wharfs, landing places and roads about the storehouses’.

Like the storehouses, the gunpowder magazines also needed to be located close to the Ordnance Canal, in this case so that when canal boats each containing as many as 200 barrels (covered with hides to prevent accidental damage or sparks igniting the gunpowder during transit) arrived at the magazine wharf in the Depot, the barrels could be unloaded onto wheelbarrows on a wooden wheeling platform and moved directly into the magazines by experienced magazine labourers. The risk of sparks igniting the gunpowder and causing an explosion was a factor not only when gunpowder was being transported, but also when it was being stored, and was therefore a determining factor in the location of the magazines in the Depot. Although the plan of November 1804 showed a proposed site for one magazine either side of the canal a relatively short distance west of the storehouses, the purchase of more land to the west between 1805 and 1807 ensured that there was to be a greater safe distance between the magazines and the storehouses and that private buildings could not be built too close to the magazines. Construction of the magazines commenced in late summer 1806, but the shells of the buildings were not finished and the interiors fitted out with racks until 1810.

Initially built were two double magazines (comprising two storage areas each 64 ft by 24 ft), with an earth-filled brick traverse (24 ft wide) to the east of each magazine (to limit the damaging effects of an accidental explosion) and at both ends of the traverse a shifting room with windows and a doorway in the end walls. According to Pilkington, the south shifting room was ‘to
examine shift, air and weigh powder in’ (where shift means moving a gunpowder barrel lid if the barrel was dropped or if the powder became damp), whilst the north was to store spare barrels etc. – because the wooden wheeling platform did not extend round the traverses to the north side, the north shifting rooms could not be used for work with gunpowder. In late 1807, it was decided to construct two more magazines and traverses adjacent to the east, and the Order to build them was issued in February 1808.

Weedon’s magazines shared many construction features with the other Board of Ordnance magazines being erected in this period, which were intended to minimise the risk of accidental explosion and to keep the gunpowder in good condition (e.g. prevent it becoming damp) whilst it was being stored. These features included thick walls of brick with baffled ventilation slits and double shuttered windows in the gable ends (to maximise ventilation whilst preventing direct sunlight entering), soft wood lining the walls internally so when barrels were moved they would not bump against the brick walls and produce sparks (the barrels were stored horizontally on wooden racks), wooden floors dowelled onto oak joists supported by brick piers (for ventilation), a brick vault (to contain an explosion and afford protection against bombardment) above which was a slate roof on a timber frame (which would give way easily in the event of an explosion), and internal and external doors in the end walls for maximum security. All metal components were copper rather than iron to reduce the risk of sparks igniting the gunpowder. Captain Pilkington disguised the traverses by covering them with a slate roof on a timber frame, and by adding the shifting room at each end, which also had slate roofs. The stone-capped gable walls of the magazines, traverses and shifting rooms all matched – once again appearance was being considered as well as fitness for purpose.

A transverse section through a double magazine and traverse. Source: redrawn in Williams 2003: 102 from a plan of 7 May ?1816, REL W140 (D38) 810 or REL 420/N/5, CP/A/112.

The south elevation of a double magazine and traverse with shifting room. Source: redrawn in Williams 2003: 102 from a plan of 7 May ?1816, REL W140 (D38) 810 or REL 420/N/5, CP/A/112.

Security for the magazines was achieved in January 1809 by constructing a high boundary wall of red brick in Flemish bond topped by stone coping around the magazines and traverses on the
north side of the Ordnance Canal forming a Magazine Enclosure. It was afforded external pilaster buttresses and the corners of the Enclosure were thickened for strength, but they were not afforded the bastion-like structures of the Storehouse Enclosure. Pedestrian access to the Magazine Enclosure was through two doorways in the north wall.

The Magazine Enclosure wall was extended across the canal onto the south side in 1810. Where the wall crossed the canal at the west and east ends of the Enclosure a simple lean-to structure of red brick in Flemish bond was built against and keyed into the Enclosure wall. These structures were supported on a semi-circular arch large enough for the canal boats bringing the gunpowder to pass beneath. The north and south end walls of each structure rose above the roof slope as stone-coped parapets. On both sides of the canal a set of external brick steps with stone-coped balustrade led to a doorway (with semi-circular head) in the end wall of the lean-to, which provided access to a covered passage lit by three low segmental-headed windows (with simple header arches) on the long wall facing into the Enclosure. In a letter to General Morse in April 1809, Captain Pilkington suggested that this passage should be ‘sufficiently wide for men to pass to attend to the portcullis’. Of morticed-and-tenoned construction, the timber portcullis was raised and lowered in a stone slot against the Enclosure wall. A trussed timber trestle supported the winding drum for the chain, which was set between pulleys to either side. Thus the lean-to structures at the west and east ends of the Magazine Enclosure and their portcullis mechanisms were far simpler and less ostentatious than the fine portcullis buildings of the Storehouse Enclosure. West of the Magazine Enclosure a small guard house was also built to control access to the Enclosure in the absence of guard rooms in the portcullis structures. The first consignment of gunpowder arrived on canal boats in late 1810.

A plan of the completed Magazine Enclosure. Source: redrawn in Williams 2003: 103 from a plan of 7 May 1816, REL W140 (D38) 810 or REL 420/N/5, CP/A/112.

It will be recalled that the major difficulties being experienced by the Board of Ordnance in obtaining large quantities of high-quality muskets and other small arms in 1802 led the Board of Ordnance to decide to construct its own small arms manufactory as part of the Weedon Depot. It was to be powered by Fawsley Stream (a tributary of the River Nene). The detailed survey of the land purchased by the Board at Weedon shown on a plan of 24 October 1803 included measurements recording the fall of the Fawsley Stream as it passed eastwards through the site and indicated a possible route for a leat to divert water from the stream. This water would be used to turn the water-wheel required to power the workshops of the small arms manufactory before it was returned to the stream near the road bridge in the field known as Mill Butts. The measurements revealed that the total height by which the water fell, as it passed eastwards from ‘a’ to ‘e’, was 6 ft 10 in., sufficient to turn a wheel located near ‘e’ in Mill Butts. West of ‘b’ the ground rose steeply making it an ideal place to construct a dam 10 ft high which would hold back sufficient water to ensure a continuous supply to power the wheel.
The threat of invasion and therefore the urgency for small arms declined after the defeat of the French Navy at the Battle of Trafalgar in October 1805, but the intention to build a small arms manufactory at Weedon remained, even when the Board of Ordnance issued an Order on 27 May 1807 to set up a small arms manufactory in a semi-derelict armoury mill on the Ravensbourne River in Lewisham, close to River Thames. In October 1807 Captain Pilkington was instructed by Lieutenant-General Morse to carry out further investigations on whether the water flow of the Fawsley Stream would be adequate to power a water-wheel and whether a steam engine would be needed, the best location for a dam and whether there was sufficient space on the land purchased by the Board for the necessary buildings. As part of his investigations Captain Pilkington even visited Dodford Mill a mile upstream to investigate how the power was produced there, as well as Birmingham to see how steam engines were being used in small arms manufacture. He calculated that 50 Horse Power would be needed to drive the machinery in the proposed small arms manufactory and that it could be generated by a 15 ft fall of water onto a wheel from a reservoir covering 8-10 acres on the Weedon site. In times of drought, however, the flow of water would be inadequate so a steam engine would be needed.

All appeared to be proceeding towards more detailed plans for the manufactory being drawn up, but in a letter of 4 November 1807 to Captain Pilkington, Lieutenant-General Morse wrote ‘The only doubt now remaining in my mind, upon the propriety of carrying on the Manufactory of small arms at Weedon, is how far it may be advisable to have any Manufactory in the Vicinity of so large a depot of Gun Powder and other Stores’. It appears that the Master-General and Board of Ordnance shared Morse’s concern and perhaps had others too with the result that they decided to abandon the plan to build a small arms manufactory at Weedon. Since the combination of small arms manufactory, and stores of gunpowder and small arms at Weedon had been planned from the start, it is difficult to see this as the real reason for the decision, but if there was an underlying reason, it has yet to be ascertained.
It was Board of Ordnance policy to provide accommodation for its permanent employees appropriate to their grade which was at, or close to, their places of work. At Weedon this was to comprise houses for the Civil Officers, and residences for the more senior workmen. The location selected for the Civil Officers’ Houses was the high ground in the north-east part of the area purchased, where they would have convenient access to the nearby Turnpike road to Daventry. Captain Pilkington was working on designs for these houses as early as February 1804, and Lieutenant-General Morse approved them in June of that year when the foundations started to be dug. Contemporary plans and accounts provide evidence of the plans of these houses, and photographs taken by the RCHME in 1965 shortly before the buildings were demolished, provide an insight into the details of their original appearance. Three separate buildings were constructed, linked together by high walls along the front, which were all faced in light-coloured brick and dressed with stone whilst only the centre building had its grand entrance on the front elevation (the others had side entrances) so that when viewed from a distance (particularly Flore Hill to the east), the group would appear to be a single grand house of white stone. A closer external inspection by a visitor would have revealed that the fronts and sides of the three buildings were of distinguished appearance, with Doric entablatures and fluted columns on the porches (Pilkington used the same classical order for the doorways of the storehouses but with plain pilasters), fashionable radial fanlights and railings of geometric form, and windows of similar form to those on the storehouses (semi-circular-arched recessed and flat-arched openings containing sash windows). The rear of the houses contained tripartite sash windows, also reminiscent of the storehouses. Captain Pilkington took great care with the design of all aspects of these buildings – the form of the area around the basement, for example, was inspired by the Infirmary in Northampton, which he admired.

In fact the unified external appearance of these buildings belied internal differentiation of accommodation designed to be appropriate for the grade of the intended five occupants. The three buildings comprised a South Wing (semi-detached houses, each 3,450 sq. ft, comprising two floors and basement), a Centre Building (semi-detached, each 5,700 sq. ft, three floors and basement), and a North Wing (detached house, 6,900 sq. ft, two floors and basement). Internally, the stairs were of open string form with plain stick balusters and chamfered newels, but the wooden mouldings (e.g. door and window architraves, cornice) included the reeded form and corner paterae fashionable at the time, and were therefore more elaborate than the joinery in the storehouses or portcullis buildings.

To the rear of each house was a private yard enclosed by a brick wall. Those belonging to the houses of the South Wing and Centre Building each contained a wash-house, one house of the South Wing but both of those behind the Centre Building had a stable and lofts, and each pair shared a well. The North Wing’s yard contained its own bake-house, wash-house, stable and lofts, and well. Beyond these yards was a large walled-garden, in which each occupant of the houses had a share. The area in front of the houses and behind the walled-garden appears to have been laid out as shaped lawns or woodland, as was done at fine residences in this period.

Four of the houses were occupied by officers of the appropriate grade, as planned, by the end of 1806 – in the South Wing was the Clerk of Works and Assistant Clerk of Works, in the Centre Building (north half) was the Clerk of Cheque, and in the North Wing was the Storekeeper. The unoccupied southern half of the Centre Building was being used by Captain Pilkington as a temporary office for the Royal Engineering Department (it is not known where Captain Pilkington lived or lodged whilst resident at Weedon), in the expectation that it would eventually be occupied by a Clerk of Deliveries.
As for the residences for workmen, a plan of November 1804 showed a ‘Site proposed for Residences of Workmen’ on the low ground some distance to the south of the storehouses on the west side of the road leading northwards from Weedon village to the Turnpike. The Order approving construction of ‘accommodation for master artificers and foremen’ was approved in February 1805, the foundations were laid in October 1805 and the row of four houses was habitable by Spring 1806. Plans made in 1874 (by which time they were called ‘Ordnance Row’) and photographs taken by the RCHME in 1965 shortly before their demolition indicate that the houses comprised a ground and first floor plus a basement containing cellars, that they were built of red brick, and like the other storehouses were afforded stone dressings (plinth, sill band,
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cornice, parapet and pedimented doorcases) and a low roof comprising two parallel, hipped ranges. Other aspects of their design shared with the storehouses included round-arched recessed window openings on the ground floor and flat-arched window openings on the first floor, all containing sash windows. They were substantial houses, each with a private yard containing outbuildings and a share in a garden of c. ¾ acre to the rear. The first occupants of these houses were senior construction staff, but by 1811 when the Depot was partly in operation all four were occupied by senior staff responsible for stores (e.g. Master Armourer in the Civil Department and Clerk in the Civil Establishment).

Reconstruction drawing of the front (east) elevation of the Residences for Workmen.
Source: Williams 2003: 56. The original glazing arrangement is unknown.

Detail from a plan of November 1807. Source: PRO WO55/2354, CP/A/6.
Shows the Residences for Workmen with their yards and garden behind.

The other main component of the Depot which Captain Pilkington was required by the Board of Ordnance to design and have built was a Horse Artillery Establishment. It would need to be located near the Turnpike road so that Artillery Brigades (equipped with their guns from the storehouses) could depart quickly when called upon, and to be near a reliable water supply for the hundreds of men and horses to be accommodated there. A suitable location was identified at an early stage in the north-west part of the land purchased by the Board of Ordnance, west of the Houses for Civil Officers on the northern slope of the valley uphill from the storehouses (see plan of November 1804 above). In March 1805 Captain Pilkington was instructed to draw up the necessary plans and estimates, and that the Master-General of Ordnance wished the design to be similar to that constructed at Warley from 1803. The estimate for building the Horse Artillery Establishment was approved and the Order issued allowing construction to start in September 1805. Preparatory works had commenced before the Order was issued, since the wells needed to be sunk so they could supply the bricklayers with water. The location of the site on sloping high ground caused considerable difficulties – the wells had to be sunk very deep to reach the water, large quantities of earth had to be moved to make the ground level, and extra labour was needed.
to carry the building materials up the hill once they had been delivered on canal boats. It was November 1805 before the main construction works could start.

The buildings of the Horse Artillery Establishment at Weedon were arranged around the four sides of a parade. A brick boundary wall enclosed the Establishment. On its north side was a building designed as quarters for nine officers, with a flanking gateway and gun-carriage building to either side. On both the east and west sides of the courtyard was a stable block, which together would accommodate up to 160 horses. Above the stables were haylofts occupying the entire length of each building, behind them (to west and east against the courtyard wall) was an exercising shed, and south of them were a total of four ancillary buildings in two groups of two – sick-horse stables, collar-makers’ shop, wheelwrights’ shop and smiths’ shop. Opposite the officers’ quarters, on the south side of the yard, were two barrack blocks for a total of 150 gunners and drivers, and south of these were two cook-houses. Further downhill to the south was a hospital to accommodate 40 patients.

Floor plans, elevations, sections, other drawings and early photographs survive providing an indication of the detail of these buildings. The form of the windows, doorways etc. appears to have been similar to those used on the Storehouse Enclosure’s storehouses and portcullis buildings and the Civil Officers’ Houses (semi-circular recessed and flat arches, sash windows, radial glazed fanlights). As for the materials used, in a letter to Lieutenant-General Morse in October 1805 Captain Pilkington recommended that ‘the Men’s Barracks and Stables should be built of the same coloured stone and brick as the Storehouses’ because ‘making use of red brick for the subordinate buildings would forward the work.’
It wasn’t until June 1808 that the buildings of the Horse Artillery Establishment (Barracks and Hospital) were structurally complete and being furnished ready for occupation – the first occupants of the Barracks were a Company of Bedfordshire Militia who arrived in August 1808 to help with the receipt of the muskets destined for the armouries in the storehouses. A few months later in April 1809 discussions took place about providing extra accommodation by converting the hay lofts over the stables into temporary barrack accommodation, but there was a fundamental difficulty – there were no stairs for access. This was remedied after the Bedfordshire Militia left, when in early 1810 the new access was created and the extra accommodation was furnished before the Westmorland Militia arrived in the autumn of that year. An estimate for 1811 indicated that improvements were to be made to the six pumps serving the wells – guaranteeing the water supply for the Establishment on the hilltop was evidently still proving problematic – and a shed for laundry facilities was to be built against the enclosing wall of the Barracks Yard. Up to then the soldiers’ wives had washed clothes in the barrack rooms.

Whilst the residential components were completed in the first few years of the works, it was 1812 before the main work of constructing the various store buildings at the Depot was at an end, 1814 before the process of fitting out the interiors had been finished, and 1816 before a range of landscaping tasks was completed such as levelling the various parts of the site, planting hedges and building fences, roads and footways (routes to connect the Storehouse and Magazine Enclosures with the Horse Artillery Establishment and the Civil Officers’ Houses, carriage ways from the Daventry Road to the main entrances of the Civil Officers’ Houses, pathways for the ornamental grounds around the Civil Officers’ Houses, and a public road around the south and west boundaries of the Depot replacing the former footpaths and bridleways between Weedon Village and the Daventry Road). Lieutenant-Colonel Pilkington’s overall responsibility for the Weedon Depot finally came to an end in 1818 two years after its completion, when he was posted to Gibraltar. A Clerk of Works was no longer required so Thomas Lepard, who had been in day-to-day charge of the Engineering Department at Weedon and overseeing the remainder of the works since Pilkington was sent to the Netherlands in 1809 and then Woolwich Arsenal.
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from 1810, ceased to be employed by the Board of Ordnance at Weedon and emigrated to Ontario, Upper Canada to settle land bought by Pilkington there in 1799. Instead Lepard’s assistant at Weedon, William Carpenter, was made Overseer of Works in charge of the eighteen men who were still employed in the Engineering Department there.

A plan showing the layout of the Royal Ordnance Depot and Ordnance Canal, Horse Artillery Establishment (Barracks and Hospitals), Civil Officers’ Houses and Residences for Workmen as completed in 1816.


AFTER WATERLOO – DIVERSIFICATION OF USE

On 18 June 1815 – the year before the Weedon Depot was completed – the war with France finally came to an end with the defeat of Napoleon at the Battle of Waterloo. Since the Board of Ordnance was no longer likely to need large quantities of weapons and ammunition at short notice, the amount of arms and gunpowder manufactured in the Ordnance Establishments was immediately reduced, but the Departments at the Weedon Depot were still required to ensure that all the muskets, field ordnance and gunpowder stored there were maintained in good condition and ready for prompt dispatch in an emergency.

After the initial euphoria following the end of the Napoleonic War, over the subsequent years throughout the country there was an economic slump, and mass unemployment and industrial discontent spread. It was feared that if simultaneous civil uprisings occurred and were not checked, large-scale unrest could ensue, so the Army was required to be prepared to be able to move quickly to quell riots. The Ordnance Depot and Barracks at Weedon were ideally located to be able to dispatch weapons, men and ammunition promptly by road or canal to any trouble spots – indeed it will be recalled that back in 1802 Weedon had been chosen as the place where the first major inland Depot would be built precisely because of its central location and excellent road and canal connections so that it could serve such a role against civil unrest as well as in the event of an invasion by Napoleon.
Documentary sources provide an indication of the role of the Depot and the use of its buildings at Weedon in this period. A list of Ordnance Stations under the Civil Department dated 23 February 1819, for example, cited Weedon as being ‘A Depot of Gunpowder, Small Arms and every other Article of Land Service Stores from whence the Troops in Northamptonshire, Leicestershire, Rutlandshire, Huntingdonshire, Warwickshire, Worcestershire receive their Arms and Ammunition. A Depot of Brigades of Field Ordnance for immediate Service is retained at this Store. In charge of it is Storekeeper J. Wheeler Esq.’ A total of 420 men and 160 horses were stationed there. Statements for 1821 and 1831 indicated that all the Depot buildings and the barracks were being used for the intended purposes and occupants for which they had been constructed.

As the fear of civil unrest increased in the early 1830s, a range of works was carried out to improve the defences at Weedon, which were described as follows in the *Northampton Mercury* on 29 October 1831:

‘Major Harris, of the Royal Engineers, has received instructions from the Board of Ordnance, to strengthen, fortify and put into an efficient state of defence the vast magazines of Gunpowder, and other war stores at the above Arsenal [Weedon], and a large body of workmen are actively engaged in throwing up and erecting temporary batteries on surrounding heights for planting cannon, excavating for the formation of redoubts, cutting embrasures in bastions, and in a variety of other defensive preparations. A large quantity of bedsteads, bedding and barrack furniture adapted to the wants of a garrison, has also been received at the Arsenal.’

Also in 1831 it was deemed necessary to station a much larger force at Weedon’s barracks. Accommodation was prepared for 800 men by increasing the number of men in each barrack room, and accommodating some officers in rooms ‘not adapted for them’ and others in the Civil Officers’ Houses, which resulted in frequent complaints from officers and men alike. In 1833-4 the Board of Ordnance decided that all the Ordnance stores should be removed from Weedon’s storehouses ‘to other stations’. The reason for this decision and the destination of the stores is not currently known (one possibility is the new armoury at the Tower of London), but it is documented that it took place in early 1835. At this time it was proposed that infantry and cavalry should be accommodated at Weedon as well as artillery. On 5 March 1835 the Commanding Royal Engineer for the Weedon District wrote to the Inspector-General of Fortifications suggesting that the lofts over the barracks’ stables and harness rooms could be altered to accommodate the cavalry, and that the Depot’s empty storehouses might be converted as barrack accommodation for infantry and the workshops against the Storehouse Enclosure’s south wall adapted to serve as their outbuildings. Plans and estimates were accordingly drawn up and amended from later 1835 to 1837 for alterations to the stables and storehouses.

It was ultimately decided that only the first floor of the four storehouses south of the canal (B2, 4, 6, 8) would be converted for infantry barrack accommodation, leaving their ground floors and the four storehouses north of the canal for storage. A plan of 8 September 1837 showed the proposed internal layout of the first-floor storerooms. Each storeroom was to be equipped with 66 iron bedsteads, arranged in a single row along the outer and cross walls and in a double row (the rows separated by an east-west partition wall) along the middle of the room. A brick stack was to be built against the middle of each end wall (masking all but the side-lights of the tripartite sash window, which remained glazed) and cross wall, supported on two stone corbels just below the first floor and containing a large fireplace (of unknown form) to heat the rooms.
Timber vertically-boarded panelling was installed as a wide band at dado level, probably to protect the walls from being damaged by the bedsteads.

A plan drawn in 1874, some twenty years after the storehouses had ceased to be used as barrack accommodation for infantry, showed a number of other elements which are also thought to have been constructed either in relation to their use as barracks. In the first-floor storerooms, in the corner against the cross-wall (i.e. at the opposite end from the doorway) was a ‘bunk’ room, which may have been added to provide some privacy for the highest-ranking soldier in the room. Outside the four storehouses, at ground level a urinal was constructed immediately against the west and east walls immediately south of the doorway. At basement level an ash pit (for the remains from fires in the fireplaces) was built against the east face of the west revetting wall – the ash was probably retained for use in earth closets. A statement dated 15 February 1844 indicated that the ‘Lower Barracks’ (i.e. B2, 4, 6 and 8) were accommodating 3 Field Officers, 29 Officers and 528 Rank and file, whilst the ‘Upper Barracks’ (i.e. those uphill) contained 1 Field Officer, 18 Officers and 444 Rank and file.

As had been suggested in 1835, the three workshops against the Storehouse Enclosure’s south wall were adapted to allow them to perform a variety of roles to support the use of B2, 4, 6 and 8 as the ‘Lower Barracks’ (the barracks uphill became known as the ‘Upper Barracks’). Alterations included the insertion of windows in their south wall for the first time (i.e. the Storehouse Enclosure wall) and of internal partition walls. A plan of 9 February 1844 showed the east workshop as containing a ‘Guard Room and Cells’, the central workshop as ‘Canteen and Cook House’ and the west workshop as ‘Reading Room, Sergeant’s Mess and Wash House’. The provision of a ‘Guard room and Cells’ was part of the wider phenomenon in England of blocks of separate cells being erected in barrack stations and garrisons in the late 1830s at the instruction of the Inspectors of Prisons for the Home District, William Crawford and Whitworth Russell, following the sharp rise during the early 1830s in the number of military prisoners (found guilty by courts martial of mutiny, desertion and other crimes against military discipline)

1 REL W130 (D11) 802, CP/A/78.
Understanding the Development of the Site

1 A plan of the Weedon Depot dated 4 October 1847 showed that in order to facilitate access between the canal-side entrances to Storehouses B2, 4, 6 and 8 and the lower land and thus the converted workshops, paths had been constructed running diagonally across the ramped land between the storehouses. Privies had also been built on the lower land against the Storehouse Enclosure’s east and west walls to serve the three converted workshops.

In 1844/5 a military prison was established within the Weedon Depot – one of nine British military prisons (four of them in England) set up following the recommendations of a committee under the chairmanship of Earl Cathcart which was asked to examine the issue of military imprisonment since the cells at barrack stations and garrisons had not been widely used. Cathcart recommended the establishment of exclusively military prisons, in which offenders would be classified by their character rather than their crime, and would undertake hard labour (e.g. shot and knapsack drill and working heavy guns) as part of sentences which lasted less than six months. Schooling was to be provided for first- and second-class prisoners. The three other military prisons established in England were Fort Clarence at Chatham, Southsea Castle at Portsmouth (replaced by the first purpose-built military prison at Gosport in 1849) and a block of garrison cells at Devonport, Plymouth; by the 1860s three other military prisons had been established in England (at Aldershot in Hampshire, Shorncliffe and Southwark in the former Queen’s Bench prison). 2

The military prison at the Weedon Depot began to receive prisoners on 7 August 1845 following necessary alterations. It occupied Storehouses B7 and B5 and the zone around them in the north-west quarter of the Storehouse Enclosure, which was separated off from the rest of the Enclosure by new high red-brick walls extending between the canal and the Storehouse Enclosure’s north wall. Initially access to this prison zone was through the Storehouse Enclosure itself via a gateway in a wall extending southwards from B5’s south-west corner to the canal.

1 Brodie, Croom and Davies 2002: 141.
2 Brodie, Croom and Davies 2002: 141 & 143.
Independent access to the military prison zone, replacing the previous arrangement, had been achieved by the time a plan of December 1853 was drawn – a gateway had been formed for the first time in the Storehouse Enclosure’s north perimeter wall just east of B5 (the creation of which caused the garden there to be re-established to the south and west of B7). East of this gateway just beyond the ‘Ball Courts’ a complex of buildings had been constructed comprising a lodge, stable and coach house, wash house, wood/coal house and a closet. This may have built as accommodation for the prison gatekeeper, with the stable and coach house serving the prison Governor.

Major alterations were carried out to the interior of Storehouse B7 to enable it to hold prisoners. Plans indicate that the first floor and both original stairs were removed and two new floors inserted instead to provide a total of three floors served by one new stair which rose against the east cross-wall. The original doorways from the vestibule and landing into the storerooms were blocked up, and instead on all three floors a doorway (with segmental arch) was inserted in the middle of each of the cross walls which provided access to a new passage running east-west across the middle of the east room and west room. In each room, to the north and south of this passage were constructed brick walls to form ten separate one-man cells. There were therefore 40 one-man cells per floor, making a total of 120 cells on the three floors. Each pair of cells shared a window. The original window openings were partly filled in and new windows were installed so that there were small windows lighting the cells on all three floors. Behind B7 (i.e.
between it and the Storehouse Enclosure’s north wall) was the prison yard, in which an Exercising Shed was built (probably for use in bad weather).

![Detail from a 1914 plan. Source: PRO WO 78/2922, CP/A/29. Shows the layout on the second floor of B7 (forty one-man cells) as a military prison (1844/5-70). The layout of the other two floors was identical.]

![Detail from a 1937 plan showing the south elevation of B7. Source: NMR BHM-515 95-08690, CP/A/95). The infill in the window openings to form windows on three floor levels dates from the military prison phase. The crane was installed in 1886 after the building had reverted to use as a storehouse.]

A Report on the Discipline and Management of Military Prisons produced in 1848\(^1\) set out a daily routine for the first-class, second- and third-class prisoners held in the military prisons, which casts some light on the regime at Weedon. Having risen at 6 a.m., the prisoners cleaned their cells, turned up bedding and beds, spread out bed-clothes to be aired, washed and shaved etc., then emptied slops, did general fatigue duty or picked oakum and attended drill etc. before breakfast at 8 a.m. Beds were then made before a parade for chapel was held and walking exercise, followed by attending chapel at 9.15 a.m. There was then a general parade, governor’s inspection, drill and medical inspection. Shot exercise was then performed (carrying round shot from a heap at one end of the drill yard to a heap at the other end before returning it to the first heap), followed by a parade for dinner and more walking exercise. Dinner was at 1 p.m., followed by cleaning and mending clothes, more walking exercise, shot exercise, picking oakum, breaking stones, attending drill or general fatigue duty. Supper was at 6 p.m. After supper the first- and second-class prisoners were employed in reading, writing and receiving school instruction under the chaplain’s supervision, whereas the third-class prisoners picked oakum or did work of a similar nature. Prisoners then made their beds, and went to bed at 8 p.m. In 1857 Weedon’s Governor successfully applied for permission for the third-class prisoners to receive schooling as well on the grounds that on their release the prisoners might follow up the work and perhaps become non-commissioned officers. Breaches of discipline by prisoners were

\(^1\) An extract from this report was reproduced in Goldsmith 1998: Appendix IV.
punished in a variety of ways – a return to the House of Commons in May 1846 gave details of the number of instances of punishments inflicted since Weedon had opened - corporal punishment (3 instances: 36 lashes for ‘violent assault on a warder’, 50 lashes for ‘outrageous and insubordinate conduct’, 100 lashes for ‘continued grossly insubordinate conduct and outrageous language’), handcuffs used (2), dark cell on bread and water (76), separate confinement on bread and water (8), extra work (56), deprived of bed (26), deprived of bed and supper (40), reduced from class (31), admonishment (23) – total 265. This was the only report of this type made for Weedon. Flogging in the Army was abolished in 1867.

Against the west end of B7 a single-storey hospital block (B70) was constructed in red brick with a roof comprising two parallel ranges gabled north-south (shown on an 1853 plan). Lit by sash windows on the north and south elevations, external access to the hospital was via a doorway at the east end of the south wall (all the openings were afforded gauged brick flat arches). The original layout of its interior is currently unknown, but reports of the Medical Officer survive.

Storehouse B5 was adapted to contain accommodation for the Governor of the military prison, the Deputy Governor, Warders, their families and servants, as well as a prison chapel (the building was labelled ‘Chapel’ on an 1853 plan) and probably facilities for the staff and prisoners (kitchens, privies, washing facilities, etc.). Plans drawn in 1874, four years after the buildings had ceased to be a prison, showed the internal layout when it closed, but the use of the rooms was not indicated and so is a matter of speculation. On the ground floor, access into the west room (former storeroom) was through the two doorways in the west wall of the vestibule – the doorway in the building’s west end-wall was no longer used. The west room was left undivided, and it is thought that this was the room converted for use as the prison chapel – a semi-circular-headed niche (with raised moulded surround) inserted at the east end of the south wall is thought to have been a piscina, there was a font (a miniature copy of one in Winchester Cathedral was discovered in a bricked-up recess in this room in 1919 and removed to Weedon Parish Church, and a christening by a military chaplain was recorded on 10 January 1869), and the two outer rows of storey posts were removed, perhaps to provide more space for seating. Access to the east room (former storeroom) was also through the two doorways in the east wall of the vestibule. This east room was divided into two main areas – the three western bays formed a large room separated from the area further east by a solid partition wall and with an east-west partition at its southern end (the room may have served as an assembly or dining area). The east end of this east room was subdivided by partitions into a number of smaller rooms (perhaps kitchens etc.) accessed via the doorway in the east end wall, where a vestibule and an external porch were built.

In this new (east) vestibule was constructed a timber dogleg stair which rose to the first-floor east room (former armoury). This room was now subdivided along its length by partitions into a central corridor, which provided access to rooms along its north and south side (perhaps accommodation for prison personnel) and at its west end led through a new central doorway in the east cross-wall into the landing (the doorway at the canal end of this cross-wall was blocked up). The landing was now divided by a north-south solid partition into east and west halves, each with access from the original timber stair from the vestibule below, and each containing an east-west partition and doorway so that a room was formed at the south (canal) end of the landing. From the west of these two rooms on the landing the original doorway in the landing’s west cross-wall provided access to the west room (former armoury), which was now subdivided by partitions two self-contained apartments – at the east end was a suite of three rooms, whilst a larger apartment covered the western two-thirds of the room where a central corridor ran west-east providing access to rooms of various size along its north and south sides (possibly
accommodation for the prison governor. Access to this corridor was via a new doorway in the west end wall (replacing the tripartite window), which was reached from a new timber dog-leg stair in a new external brick lean-to. To heat the new accommodation on the first floor, on each of the end-walls and cross-walls two brick stacks were installed (supported on stone corbels immediately beneath the first floor), each of which contained a fireplace (of unknown form) in an opening with a segmental arch.

Details from an 1874 plan of B5. Source: REL W131 (D8) 802, CP/A/77. Showed the layout of the ground and first floor when the military prison closed in 1870.

Between B7 and B5 and to the north of B5 there were sizeable yards containing privies and other outbuildings (e.g. wash-houses?) around their perimeter, some of which may have been used by prisoners whilst others were for the prison staff and their families and servants. The 1847 and 1853 plans and a drawing of the Storehouse Enclosure made in c. 1853-4 showed a high tower between B7 and B5, the purpose of which is not known.

The Weedon Depot appears to have functioned as a combined military prison, barracks and store until c. 1854, when it is thought that the infantry stationed in the Lower Barracks (B2, 4, 6
and 8) left for the Crimea leaving these buildings empty, but the buildings north of the canal remained in use as a military prison and storehouses. An interim report of 3 June 1859 by the Barrack and Hospital Improvement Committee indicated that the Upper Barracks and Hospital were still occupied for this purpose but the accommodation there was deemed inadequate.

Drawing of c. 1853-4 looking west along the Ordnance Canal within the Storehouse Enclosure.

CRIMEA TO BOER WAR – MECHANISATION AT WEEDON

The evidence for the changing form and use of Weedon Depot from this point onwards becomes far more fragmentary. In June 1855, towards the end of the Crimean War, Weedon was chosen to be a Depot for storing cloth, uniforms, saddlery and miscellaneous items for the whole Army except the Royal Engineers and Artillery. The main reason for Weedon being chosen appears to have been to take advantage of the empty storehouses in the Storehouse Enclosure (B7 and B5 were still in use as a military prison), but another factor may have been its proximity to the towns of Northamptonshire which supplied much of the footwear for the Army. This use lasted only five years – parliamentary enquiries were held into allegations of mis-management at Weedon, including that the storekeeper had absconded to Canada with an actress (the Select Committee on Contracts discussed Weedon in 1858 and the Royal Commission on the State of the Stores at Weedon, Woolwich and the Tower reported in 1859), as a result of which the stores were moved from Weedon to Woolwich and the Tower in 1860. By 1861 the storehouses at Weedon (except B7 and B5) were being used as a store for small arms, field ordnance, harness and saddles.

Plans suggest that in 1857 the Magazine Enclosure was extended westwards on the north side of the canal to accommodate an additional magazine and traverse there. In 1865 Weedon was classified as a ‘Great Reserve Depot’, the highest of four classes of magazine, capable of storing loose powder as well as made-up ammunition and connected to the canal network.
During the 1860s, pressure on accommodation in the country’s military prisons grew to a point where there were insufficient cells for the prisoners to be held separately rather than in association. In 1868 a commission of inquiry examined the system of military imprisonment and recommended that a new central military prison should be constructed and placed under the control of the Board of Directors of Convict Prisons and that its regime should conform to the standards of separation and hard labour set out in the 1865 Prison Act. As a result, all the English military prisons except that at Gosport but including the Weedon military prison were closed on 31 March 1870. Instead of a new central military prison being constructed, most military prisoners were sent to Millbank prison in London where three pentagons containing 540 cells were set aside for them.¹

The year 1874 saw floor plans, sections and roof plans being drawn of various buildings at the Depot including the magazines, Ordnance Row (then in use as Married Quarters), the Storehouse Enclosure’s West Portcullis Building and former workshops against the Enclosure’s south wall (serving as military stores), and Storehouses B2, 4, 6, 8, 1 and 3 which were still in use for storage of small arms and saddles. The reason for these drawings being produced is not clear from their titles in most cases, but it is likely that various works were intended (e.g. the addition of an extra floor on the top of B1 was suggested but not implemented). The plans included a set for Storehouse B5, which with B7 had recently ceased to be used as a military prison (in 1870) and which still contained all the partitions, fireplaces etc. installed in 1844/5 to enable it to be used as staff accommodation and a chapel for the prison. It is not known when these partitions etc. were removed from B5 to allow it to be used to store small arms again. Plans indicate that the brick walls forming the cells in B7 were not removed until the later 1930s, but anecdotal evidence suggests that cell-doors were removed to enable it to act as a storehouse again in the later nineteenth century.

A plan of 1877 indicated that the high walls around the prison zone and the Exercising Shed had been removed and a ‘New Shed for Wagons’ had been built north of B7 against the Storehouse Enclosure’s north wall. The ground in front of the North-west Bastion (B95) was being used as a Yard by the Royal Engineers. On the lower land south of Storehouses B2, 4, 6 and 8, a network of paths had been constructed linking the buildings against the Storehouse Enclosure’s south wall with the ramp south of the central basin whilst another route led up towards the East Portcullis Building. A Smith’s Store had also been constructed between the centre and east buildings against the Enclosure’s south wall. On the land uphill to the north of the Magazine Enclosure and west of the Upper Barracks a Redoubt had been constructed in the large field labelled ‘New Militia Camping Ground’, perhaps for practice use by the soldiers living in the Barracks. To the south of the Storehouse Enclosure a Gas Works had been constructed by the Government and leased to a private company. Gas supplied by this works lit the Depot (e.g. the lamp-posts and the storehouses) until the installation of electricity in the 1930s.

¹ Brodie, Croom and Davies 2002: 143.
From the 1870s onwards through to the 1890s the Army was re-equipped with progressively improved rifles which required a new infrastructure for their storage and maintenance, whilst the weapons they replaced had to be returned, accounted for and disposed of. Weedon had been serving as a store for small arms, field ordnance, harness and saddles since 1861, and increasingly played a major role in this re-equipping process. This was facilitated by a number of measures taken. Plans of 1879 showed the details of a proposed large, rectangular, single-storey ‘Wagon Shed’ (B15) to be built on the flat ground north of B1 and B3 and relatively near the east (main) entrance to the Storehouse Enclosure, and using its north wall as its back wall (which it would extend upwards). The original role of this building is not fully understood, but it was probably designed to serve as a trans-shipment building where boxes of rifles would be transferred under cover from wagons arriving on a standard-gauge railway line to smaller wagons on a narrow-gauge (18 in.) tramway system serving the storehouses. Although the main line railway from London to Birmingham running to the east of Weedon had been constructed some years beforehand, a spur from it into the Storehouse Enclosure and an internal tramway system had not been constructed at this point (they were first shown on a map of 1890), but it is possible that the Wagon Shed was built in anticipation of this happening.

The Wagon Shed was built of red brick using the cost-saving pier-and-panel construction method but with some decorative touches (e.g. blue brick dressings, stepped decoration on the gables) typical of the period. There were no windows – instead it was lit from above by long roof lights in the twin parallel ranges and ventilated by ridge-mounted louvres and by louvred vents in the gables on the front and end walls. The roof comprised an elegant fireproof structure of cast and wrought iron with the valley of the two ranges supported on tall, cast-iron circular columns. Both the east and west end walls of the building were punctuated by a pair of very tall doorways each containing a timber two-leaf vertically boarded door (split horizontally so the leaves could be opened separately) which allowed wagons to pass through, whilst in the centre of the front (south) elevation there was a shorter doorway with a two-door of similar style.
Inside the Wagon Shed an oval standard-gauge loop was eventually set in the floor, the ends of which were originally intended to lie within the building but the plans were amended within 1879 to indicate that they were to lie outside the east and west walls (for reasons that are not understood). An annotation on one of the plans dated February 1879 stated that the rail of the oval loop was ‘not to be provided until further notice’, supporting the theory that the construction of the railway and tramway lines was awaited. It is not known exactly when the oval loop was built, but the Wagon Shed and its oval loop were both shown as built on the 1st edition OS map surveyed in 1884 (printed 1885). In the period before the railway and tramway were constructed, the Wagon Shed may have processed goods arriving and departing by road.

Details from plans showing the Wagon Shed as constructed (front south elevation, end east/west elevation, roof structure, floor plan). Source: ?1879, REL W36 805, CP/A/167 and REL W29 805, CP/A/161.
In 1885 Weedon was upgraded and re-designated as a Small-Arms Depot, and four years later by the Select Committee on Ordnance Questions issued on 25 February 1889 stated that ‘the main small-arms reserve in the Kingdom’ was kept at Weedon. A plan of 1886 indicates that shortly after Weedon was re-designated as a Small-Arms Depot, alterations were made to the storehouses to improve the efficiency of handling goods. On the front wall of all the storehouses except B5 (for reasons currently unknown), a taking-in doorway – containing a prosaic, vertically-boarded door and glazed fanlight above and therefore of different form from the original panelled doors and tympana on the storehouses – was inserted through the upper part of the original ground-floor doorway and the first-floor tripartite window above it. An hydraulic jib crane (i.e. mechanically powered) was mounted next to this taking-in door, probably to facilitate transferring the heavy boxes of rifles between ground level and the first-floor storerooms – previously they had to be carried up and down the internal stairs or possibly hoisted up using a hand-operated pulley-system. The jib cranes were all connected to and powered by an hydraulic accumulator and associated steam plant in the Engine House complex on the north side of the Storehouse Enclosure.
A couple of years later in 1888 the ground-floor storerooms of Storehouse B3, and probably also those in B4, 6, 8, 1 and 5, were fitted out with timber flooring, freestanding timber arms racks in three east-west rows, and a stove (with external corbelled brick flue) in the non-canal-side corners of the storerooms to maintain an even temperature and humidity in the rooms and thus minimise the risk of the small arms becoming corroded.

This period also saw various elements on the Storehouse Enclosure buildings being replaced and altered as part of schemes of repairs and improvements. On Storehouses B1-8 (except B7), the ground-floor ?sash windows were replaced with timber casements, and the first-floor sash windows were replaced with timber versions of similar form but with horns. Some original panelled external and internal doors were replaced with prosaic, vertically-boarded versions. The solid timber panels of the tympana over the rear doorways were replaced with glazing bars and glass, probably to increase the amount of natural light in the vestibule. The doorways in the end walls were bricked up (perhaps to enhance security), although in some cases the doors and tympana were also left in situ. On the East and West Portcullis Buildings some of the sash windows were also replaced with ones of similar but not of identical form to the originals, and a porch (of similar coloured brick to the original building) was added to the north wall of the east portcullis building.

By 1889 (according to an 1885 map signed 1887&9), a fine new Offices building (B86) had been built just inside the Storehouse Enclosure’s main east entrance on the north side where it would create a good impression to those entering the Depot. Of quasi-domestic character, this two-storey building was built of red brick in English bond and afforded extensive ornate external detailing (including limestone dressings and on the roof cruciform-shaped brick stacks with star-shaped heads and on the ridges terracotta cresting and finials) as well as a well-appointed interior (encaustic tiles on the floor of the porch, moulded cornice and architraves, fine open string stair with turned balusters and faceted pendants) and heated offices for those who worked there. Just inside the north gateway in the Storehouse Enclosure’s east wall a Weigh House had also been constructed to weigh incoming and outgoing consignments on their way to and from the Wagon Shed.

On 3 March 1889 fire damaged the western half and vestibule of Storehouse B2. Later that year, the affected parts were repaired and some alterations were made. A new west stone stair with
iron stick balusters was constructed, and a trap-door was installed on the site of the former east stair, perhaps as an additional aide to transferring goods between the ground and first floor. In the ground-floor west storeroom the timber storey-posts which had supported the first floor were replaced with a fireproof structure comprising a single east-west row of cast-iron columns supporting north-south iron joists and east-west concrete jack arches. On the first floor, the barracks-phase stacks on the end-walls and cross-walls were removed, the original central row of timber posts and roof were removed and an elegant cast and wrought iron fireproof roof structure similar to that used in the Wagon Shed (B15) but comprising a single range rather than a pair of parallel ranges was constructed to cover the whole building. The original slates were re-laid. Drawings of the proposed repairs and alterations suggest that three east-west rows of timber arms racks were extant in the first-floor east storeroom before the fire (perhaps installed in 1888?), and that this arrangement was now to be copied in the west storeroom. Stoves (with external corbelled stacks) to reduce the risk of the rifles becoming corroded were not shown on the plans but were installed in the non-canal-side corners of these first-floor storerooms, as they had been in the ground-floor storerooms of most of the other storehouses.

Details from an 1889 north-south section through the vestibule/landing of Storehouse B2. Source: REL W7 802, CP/A/86. Shows the new west stone stair with iron stick balusters and the iron roof installed after the fire, and the original early C19 timber panelled doors and tympana.

The 1880s onwards saw the construction of buildings in the north-western quarter of the Storehouse Enclosure concerned with maintaining the small arms stored at the Depot and its power supply. In 1888, a New Workshop (B75-6) was built north of B5 against the Storehouse Enclosure’s north wall east of a long wooden shed (the latter shown on the 1885 OS map but of unknown role). This New Workshop contained a Machine Shop and a Smith’s Shop. By 1889, an Engine House (B77) comprising an Engine Room (west part) and a Pump House (east part) had been constructed on ground between the New Workshop (B75) and the gatekeeper’s accommodation complex. Both the New Workshop and the Engine House were of red brick pier-and-panel construction with blue-brick dressings and stepped decoration, vertically-boarded doors, lit by large roof lights and metal multi-pane windows each with a pivoting section, and ventilated by louvres in their metal roof structures.
An OS map reprinted in 1890 showed the route of the standard-gauge railway line which had been constructed from the main line into the Storehouse Enclosure, and the layout of the narrow-gauge tramway lines which had been installed within the Enclosure. Together they allowed the Wagon Shed to operate as intended as a trans-shipment building. It seems that the wagons bearing the small arms arrived on the standard-gauge line and entered the Wagon Shed through the doorway in the middle of its south elevation. There the boxes of rifles were transferred onto smaller wagons on a narrow-gauge line which left via the same doorway in the south wall (a 1900 OS map also showed a tramway line emanating from the west end of the Wagon Shed). The narrow-gauge tramway served all the Storehouses B1-8, crossing the canal on a bridge at the east end of the central basin. At each storehouse a short spur of the narrow-gauge line extended into the vestibule, where the goods could be unloaded under cover once again. It is possible that it was at this stage that one of the original stairs in each storehouse was removed, perhaps to create more space for unloading and loading the wagons.
Understanding the Development of the Site

BOER WAR TO WORLD WARS – TWENTIETH-CENTURY EXPANSION

The turn of the century saw the construction of the first building on the land between the Storehouse Enclosure and Magazine Enclosure which had been deliberately left empty (apart from the Ordnance Canal passing through it) when the Depot was built in the early nineteenth century because of the risk of explosion in the magazines. In order to relieve the strain on the Clothing Depot at Pimlico during the 1899-1902 Boer War, a Clothing Store (B17) was built at the Weedon Depot. Its location – adjacent to the north side of the Ordnance Canal immediately west of the Storehouse Enclosure – is likely to have been selected so that there was room for a very large building (and expansion if necessary) which could cope with the expected volume of clothes, and it was well-placed in relation to the canal, the standard-gauge railway line (already in the Storehouse Enclosure and which had been extended westwards towards the Magazine Enclosure between the south side of the Clothing Store and the canal by 1904) and the paths passing through the Storehouse Enclosure which carried vehicles. These were requirements which could not be met within the Storehouse Enclosure.

Of three storeys and once again of cost-saving red-brick pier-and-panel construction but embellished with sandstone dressings a stepped central gable on the front (north) elevation, the form of the Clothing Store building was carefully designed for its intended purpose. There were plentiful windows (of iron multi-pane form each with a pivoting section within window openings with semi-circular or segmental heads) to provide ample light and ventilation for the sorting and storage of the clothes in the three large rooms on each floor, and vertically-boarded taking-in doors (with a lucam containing a hoist on the south, canal-side wall) were arranged in vertical ranks on the long north and south walls for maximum efficiency. An internal lift facilitated the movement of stocks of clothing within the building. Fire-prevention was clearly of major importance – the cross-walls were intended to prevent the spread of fire and contained double sets of metal fire-doors, the metal floor structure (covered with concrete panels) and roof structure were fireproof, and the internal stair rising against the front wall in the central section (close string, stone treads on metal bearers with wrought iron stick balusters, in a brick-walled compartment on the ground floor) and external metal fire-escapes against the end walls (served by a door on each floor) were designed to allow workers to escape quickly and safely. It is possible that a toilet block added to the west end of the Storehouse Enclosure’s North-east Bastion (B92) and further toilets created in its west casemates were provided to cater for the increase in the number of people working at the Depot during the Boer War or in the years following it.

![The north (front) elevation of the Clothing Store. Source: 1900 plan REL W15 806, CP/A/144.](image-url)
The Boer War had shown that much of the Army’s equipment was either obsolete or inadequate and that it had insufficient weapons, horses, equipment and uniforms. As a result, the Army Stores system was drastically reorganised. Weedon continued to play a major role in receiving, processing and dispatching small arms and clothes. The volume of small arms passing through the Weedon Depot in 1902 was so great that the long wooden shed west of the workshop built in 1888 was replaced by a new large building containing workshops and stores for small arms (B14) just inside the Storehouse Enclosure’s north wall. Of red brick (but not pier-and-panel construction), it comprised a three-storey central section flanked to east and west by a two-storey section. All the floors were well lit and ventilated by plentiful windows by multi-pane metal windows (each with a pivoting section) in window openings with semi-circular or flat arches on all the elevations. Goods were brought in and taken out through vertical ranks of vertically-boarded taking-in doors on the front (south) and rear walls, and an internal lift in both front corners of the central section facilitated the internal movement of goods. Although there were some fireproof elements, these appear to have been fewer in number than in the Clothing Store – B14 was afforded brick cross-walls, double sets of metal fire-doors, a metal roof structure and a metal floor structure, but the first- and second-floor coverings were entirely of timber (without
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cement panels), the three internal stairs were all of timber in timber compartments (rising against the back wall within each of the building's three sections), and there were no external fire escapes. Plans indicate the original uses of the rooms in B14 – on the ground floor from west to east there was an Armourers' Shop, Examining Store and Packers' Shop, on the first floor there was a Carpenter's Shop in the central section and a store in the end sections, and the second-floor central section was also a store.


Front (south) elevation (top), side elevation (middle), ground-floor plan (bottom).

The following year (1903) saw an addition to the nearby complex of buildings concerned with maintaining the Storehouse Enclosure's power supply – a Boiler House (B77, west part), with walls of inexpensive corrugated metal and a louvred steel ventilator along its roof but no windows, was built close to the west end of the Engine House. In 1904 a small, brick Offices building (B11) for the Clerk of Works (overseeing the extensive construction works on site) and the Engineer was constructed north of the central canal and west of Storehouse B3, where it was conveniently centrally placed within the Storehouse Enclosure as well as near the buildings on the north-central part of the site concerned with maintaining its power supply. That year the volume of clothes passing through the Clothing Store (B17) led to an extension being added to its north elevation, matching the original in its form and also containing a lift.

Construction of new buildings, extensions and other structures continued at a swift rate to ensure the efficient processing of the large quantities of small arms being handled there. In 1906 an east extension was added to the Wagon Shed (B15) in matching style and housing a vast 10 cwt traveller crane along its central axis to facilitate moving goods within the building. That year also saw the old roller bridge which crossed the Ordnance Canal at the east end of the central
canal basin being replaced by a Scherzer Rolling Lift Bridge, designed for Weedon by the Building Works Department of the Royal Ordnance Factories and made at Woolwich Arsenal. Of more robust and advanced form than its predecessor, the new bridge continued to carry the narrow-gauge tramway and could also tolerate heavy vehicles.

The Scherzer Bridge at the east end of the central basin, photographed shortly after it was constructed in 1906. In the background is the bridge at the west end of the central basin.

A plan of 1911 showed these and other additions and changes made to the Storehouse Enclosure’s buildings. The hospital block at the west end of Storehouse B7 had been extended and was now a Storeholder’s Quarters, whilst a small structure at the east of the building had been replaced by a single-storey Painters’ Shop of red brick with large, semi-circular-headed windows and cowled vents on the roof. The lean-to at the west of Storehouse B5 was labelled as being used for ‘Blueing’ (of rifles). The gatekeeper’s accommodation complex (lodge, stables, coach house etc., B79 north part) east of the Engine House had been converted for use as another Machine Shop. The Wagon Shed (B15) was now known as the Receipt and Issue Store. A Fire Engine House (B10) of red brick with three sets of timber double doors had been constructed south of the central basin and therefore centrally within the Enclosure – fire engines had been kept on site since 1806, but it is not known exactly where they were kept during the nineteenth century. On the lower land, a Pump House had been built north of the privies against the Storehouse Enclosure’s west wall, and a Timber Store had been constructed just south of B6 and B8 on the formerly open ground. On the land west of the Storehouse Enclosure, an Offices building had been constructed south-west of the Storehouse Enclosure’s North-west Bastion (B95).
By the time plans were drawn three years later in September 1914, a purpose-built Browning Shop (B78) for finishing the barrels of rifles had been constructed south of the Workshop (B75-6), the west part of which had also converted into a Browning Shop leaving its east part as a Smith’s Shop. B78 was of plain red brick and afforded very large window openings containing metal multi-pane windows each with a pivoting section, roof lights and louvred oculi to maximise the natural lighting and ventilation in the building. A small drying room was contained in a projection from the main building. In the Workshops and Store B14, also used for processing rifles, some internal changes had been made. In the central and east rooms at ground-floor and first-floor level, a central partition had been inserted each containing a central doorway and timber vertically-boarded doors, and the uses to which the various rooms were put had changed slightly – on the ground floor the west room and central room (both parts) now each contained a Store, whilst the east room comprised a Machine Shop (west part) and Carpenter’s Shop (east part); on the first floor, the west and central rooms (both parts) were likewise Stores, and the east part was an Armourers’ Shop; the second floor (central room) was still a Store. In addition, the gatekeeper’s accommodation/stables complex which had most recently been used as a Machine Shop had been altered again – the lodge (west part) had become or been rebuilt as a forge, and the wash house, wood/coal house and closet had been replaced by a wider, new building described as a Fitters’ Shop (B79, south part). Like its neighbour – the Engine House – this Fitters’ Shop was built of red brick using the cost-saving pier-and-panel construction method but with blue-brick dressings and stepped gables, and was lit by metal multi-pane windows (each with pivoting section) along its long, side elevations.
The 1914 ground-level plan of the Storehouse Enclosure also suggests that the area immediately around the Offices (B86) was laid out as lawns or flower-beds with paths leading to the front door and around the east side towards the toilet block at the west end of the North-east Bastion (B92). The area west of Storehouse B7 was also still gardens, probably a legacy from those formed in relation to the military prison there in the mid-nineteenth century. Improvements had been made to the site’s infrastructure. The narrow-gauge tramway had been extended westwards along the north side of the Enclosure and down to the buildings on the lower land. Adjacent to the north side of the Ordnance Canal, two Shipping Sheds had been constructed east of the central basin north of the canal, and further west a Locomotive Shed had been built to serve the standard-gauge railway line. In the Storehouse Enclosure’s east wall, a doorway had been inserted to provide convenient access to the Offices (B86) perhaps for the Commanding Officer. The original gateway south of the West Portcullis Building in the Storehouse Enclosure’s west wall, however, had been filled in.
During the First World War (1914-18), three large prefabricated Nissen Huts of corrugated iron were constructed on the ground between the Storehouse Enclosure and Magazine Enclosure and north of the Magazine Enclosure to supplement the storage capacity of the Clothing Store (B17). One of these sheds is reported to have been devoted entirely to Army Boots. From these buildings many of Kitchener’s Volunteers were fitted out with clothing in 1915, as were the drafts of conscripts from 1916. Plans suggest that it was in later 1916 that a new structure (B16) was erected just outside the Storehouse Enclosure north of B15, for which the Storehouse Enclosure wall was breached west of B15 to create access to it. This represented the extension of the Storehouse Enclosure’s functions onto land north of the Enclosure for the first time. The shed was a vast corrugated iron structure containing four concrete levels running east-west connected by north-south ramps and was designed for storing empty cases, swords, bayonets and scabbards (i.e. small arms).

To facilitate deliveries to and from all these new structures the extent of the standard-gauge railway and narrow-gauge tramway was increased and amended. This included constructing two standard-gauge lines in addition to that already entering the Storehouse Enclosure through its east wall, which necessitated the insertion of two new gateways north of the East Portcullis Building, the filling-in of the north part of the central basin and the removal of a stretch of the Enclosure’s west wall north of the West Portcullis Building to allow three lines to pass through. One of the new lines served the north side of the Storehouse Enclosure, requiring the removal of the grass and paths in front of the Offices (B86) – it passed so close to the south wall of these Offices that the doorway in the porch’s south wall was filled in and a new doorway was inserted in the porch’s east wall. A fence was erected around this corner of the Enclosure.

Demobilisation in 1919 of the largest army in British history saw vast stocks of weapons and equipment being returned to Weedon and stored in the buildings of the Storehouse Enclosure, the land to the west and the magazines (which had ceased to be used for storing gunpowder when it was generally replaced by cordite in 1891). In 1921 the need for more space in which to store small arms led to the stocks of clothing in the Clothing Store (B17) and the nearby three large Nissen Huts being transferred to Chilwell so these buildings could be used for small arms. The Army School of Equitation was formed at Weedon’s Upper Barracks in 1922, combining the Cavalry and Artillery Training establishments. New stables and an indoor riding school were constructed. The adjacent Civil Officers’ houses to the east served as the Officers’ Mess and Quarters. Two years later in 1925 the Machine Guns Section from Woolwich Arsenal was also transferred to Weedon. In order to be able to accommodate it, the arms racks in the storehouses were dismantled in favour of block-stacking of rifles. By 1926 a Blacksmith’s Shop had been built against the lean-to at the west end of Storehouse B5.
A single-storey brick extension to accommodate Group Offices was built against the east end of Storehouse B2 in 1927. Three years later in 1930 the Army Bicycle Section was transferred from Didcot to Weedon and it became the Central Ordnance Depot for Small Arms, Machine Guns and Bicycles. It is thought to have been in this period that an upper floor (supported on a new set of circular columns, steel beams and ferroconcrete joists), taking-doors, jib cranes and windows were inserted in B15 and its east extension to allow it to serve as a storehouse, and a bridge was constructed to link B15 with B16 at upper-floor level. Nearby, the railway line passing immediately south of the Offices (B86) to the Receipt and Issue Stores (B15) was removed, lawns/flower-beds were planted in front of it and trees to the west. West of Storehouse B8, a two-storey red-brick building was constructed as Storeholder’s Quarters No. 2 (B65). A brick-built extension was also added to the east end of Storehouse B3, and to the north side of B14. Outside the Storehouse Enclosure, the north extension was removed from B17. It was probably in this period that the building was refenestrated.

The later 1930s finally saw the removal of the remaining prison-related elements from Storehouse B7. Plans of 1937-8 show the nature of the works carried out to both the interior and exterior. On the interior, the cells divisions on ground, first and second floors and heating-flues were taken out and the first and second floors were removed prior to a floor being reinstated at the original level of the first floor but in ferroconcrete on concrete storey-posts rather than timber. The central doorways in the vestibule/landing cross-walls which had led to the axial corridors were filled in and new doorways with flat lintels and timber vertically-boarded doors were inserted in the reinstated ground-level and first-floor original recessed openings (four on ground floor, three on first floor). At first-floor level the cross-walls were rebuilt, removing evidence of former doorways to axial corridors there. A new brick east stair with a curving metal hand-rail was constructed from the ground to first floor. On the exterior of the building, the fill was removed from the window openings and they were refenestrated with steel-framed multi-pane windows each containing a pivoting section. Where the window opening had been extended downwards through the entablature of the original doorway on the south and north walls, the arch was rebuilt in brick but now incorporating a concrete keystone and an entablature was reinstated but in Portland stone rather than sandstone (the entablature as reinstated on the north wall’s doorway was only of minimal form, with brickwork above). The original timber panelled door on the south wall had survived all the changes, but that on the north wall was replaced with a new vertically-boarded version with a multi-pane window above as a tympanum. The hydraulic jib crane was removed from adjacent to the south doorway. A new roof of metal trusses in a single, hipped range covered with corrugated asbestos replaced the original twin, slate-covered timber ranges. In the process, the original moulded stone eaves cornice and parapet were replaced with higher eaves.

From 1938 onwards the other storehouses from the group of B1-8 – reported to have been suffering from dry rot – were also re-roofed in a similar form and materials to B7, and the stone eaves cornice and parapet were removed and replaced with higher eaves in the process except on B8. Storehouse B2 was not re-roofed since this had already been done in 1889 after the fire there, although it may have been in this period that the upper part of B2’s brick external walls was rebuilt and the stone eaves cornice and parapet were removed.
In the face of the rise of Nazi Germany, substantial amounts of money were spent on the British armed forces. At Weedon’s Depot in 1939 improvements were made to the Storehouse Enclosure’s infrastructure. The granite setts were taken up and concrete laid in their place (including on the lower land, where the tramway was removed) to enable the surface to cope with lorries. By this stage the Ordnance Canal was no longer in use as a means of transport serving the Depot (indeed from a point west of B17 it was filled in), so flat, concrete bridges were constructed within the Storehouse Enclosure in front of the East and West Portcullis Buildings and at the west end of the central basin to facilitate access within the Enclosure.

Other works were a response to the concern that Britain would come under sustained attack by German bombers. East of the central basin between the railway line and the Ordnance Canal a long platform with a thick, concrete roof designed to be capable of withstanding air attacks was constructed which was wide enough for vehicles to drive up the ramp at each end where they loaded and unloaded stores from the railway wagons. In 1940 the whole Depot was treated with camouflage paint and the Ordnance Canal was covered with camouflage netting. Casemates beneath Storehouse B2, 4, 6 and 8 were converted for use as air raid shelters, and semi-sunken brick shelters with concrete roofs and a viewing slit in all their elevations were built as protected posts for firewatchers (B67 and B88) between B6 and B8 and north of the main entrance in the Storehouse Enclosure’s east wall. Machine-gun mounts were installed on the Storehouse Enclosure’s bastions for use in air-raids. Ordnance Road leading from the London to Birmingham Road to the Magazine Enclosure was resurfaced in tarmac and the magazines were refitted so they could be used as an Intermediate Ammunition Depot supplying anti-aircraft ammunition for the band of anti-aircraft guns defending the Midlands cities, in which capacity it served until 1942 when the ammunition was moved out and the magazines once again became storehouses.

During the Second World War many new weapons were brought into use, in which Weedon played a major part. In 1940 electric cage-lifts were installed inside Storehouses B1-8, B15 and B17, replacing the external hydraulic jib cranes and thus greatly facilitating the movement of stores to and from the first floor. So great was the need for storage space that the uphill stables and riding schools of the Equitation School – which was closed as the cavalry converted to armoured cars – were taken over and used as Ordnance stores, and the Royal Army Ordnance...
Corps occupied the barracks. The influx of weapons and stores was so great that Sub (or Relief) Depots concerned with the receipt and storage of weapons were opened at a number of locations in Northamptonshire between 1940 and 1943. This dispersal of the stores also had the advantage that they were not all concentrated at Weedon itself, which represented a small, concentrated target for a bomber. It was probably for this reason that major new storage buildings were not constructed at Weedon’s Depot, whereas elsewhere new large stores depots were being built such as at Kineton in Warwickshire and Bicester in Oxfordshire comprising single-storey storehouses dispersed over a wide area, with many buildings constructed underground or camouflaged by trees and landscaping to make them less vulnerable to air attack. Nevertheless Weedon was a very busy place during the War. In 1942 Old Dalby became a shadow Depot of Weedon, and between the Battle of Alamein in October 1942 and November 1943 Weedon and Old Dalby between them issued the vast total of c. 3.5 million weapons. Weedon reached the zenith of its activity in the early months of 1944, when ‘Landing Reserves’ and ‘Beach Maintenance’ Packs’ were prepared in anticipation of D-Day. Also during 1944 large quantities of weapons were transferred to Central Ordnance Depot Bicester, and immediately after D-Day Bicester took over the issuing of small arms. In 1945 the Small Arms Provision Branch (P6) was moved from Weedon to Bicester and Weedon became 99 Ordnance Sub Depot, although the Small Arms Provision Branch was moved back to Weedon in 1947.

The War brought more clerical staff to the Depot to cope with the administration as well as the handling of the weapons and stores there and at the Sub or Relief Depots. The limited amount of office space in the Storehouse Enclosure could not cope with the increase in clerical staff, so in 1941 a large, single-storey Offices building (B45) was erected at the east end of the lower land on ground which in recent decades had been used as a bowling green and tennis court for the Depot’s workers. For speed of construction, a pre-cast reinforced concrete frame with mass concrete slab infill and a roof structure also of concrete (covered with corrugated asbestos) was used. The interior was well lit by metal casement windows and roof lights and it appears to have been undivided (to maximise the number of clerical staff who could be accommodated there) apart from a few cubicles against the west wall which served as offices. Facilities were provided for the staff working there in the form of a Fletton-brick washroom against the exterior of its east wall, and a short distance away against the Storehouse Enclosure’s east wall a block of Fletton-brick latrines. Nissen Huts were constructed in various locations on the lower land to accommodate a range of people and functions (e.g. Police Quarters, Firemen’s Quarters, RAD Centre). Existing buildings on the lower land were used as storehouses and for other roles such as rifle testing and to house the Civilian Dining Rooms. It may have been in this period that small doorways were inserted in the Storehouse Enclosure’s east wall immediately south of the East Portcullis Building to improve access to the Enclosure.

A Nissen Hut (B87) was also constructed east of the Offices (B86), for which it may have provided extra space, and a single-storey brick extension was added to the rear of B86 itself as a Traffic Office. Extra office space was also provided through the addition of a single-storey brick extension to the south end of the East Portcullis Building (B90), and small, single-storey brick buildings immediately south of the Ordnance Canal. It was probably in this period that small, brick extensions were added to the north and west side of the Browning Shop (B78) to increase its capacity.
THE POST-WAR YEARS

After the War, vast quantities of small arms and machine guns were returned to Weedon. A Returned Stores Group was formed but the volume of weapons needing to be stored inside became so great that an ex-Ministry of Food Depot at nearby Barby was taken over and became a Sub-Depot of Weedon until it was closed in 1959. Weedon became a Central Ordnance Depot once again in 1952 under the direct control of the War Office and until 1957 was involved in re-equipping the new Army with the latest weapons including the Self Loading Rifle by storing the returned Lee-Enfield rifles. In October 1957 the Small Arms Provision Branch was moved to Technical Stores Organisation Donnington (which took over all detail issues) and Weedon became a bulk holding Depot making bulk issues as a Technical Stores Sub Depot (later Technical Stores Depot). During this period works to maintain the Depot continued – for example, the last of the storehouse roofs (on B1) was finally replaced in 1955. A localised fire within B14 damaged the lift in the central room and the surrounding area. After a lengthy wait making working conditions difficult in the absence of the lift, in 1958 a new lift was installed and repairs and improvements were carried including the creation of a toilet area in the north-west part of the central room on the first floor. It is thought to have been after this episode that a brick fire escape was constructed against the building’s east and west walls and a metal version against the north wall. Other works included the replacement of the Weigh House with a small new Security Building, in B16’s west part the orientation of the ramps was amended so they rose more gently to accommodate fork-lift trucks, a New Boiler House (B77, middle part) replaced the west part of the Engine House (its front wall was later rebuilt) and subsequently the adjacent forge was demolished.

A plan of 1933-4 revised 1940s/50s. Source: WB, CP/A/37.
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A plan of 27 October 1954, showing the whole Depot. Source: NMR BHM-494 95-08669, CP/A/42.

In January 1961 it was announced that, under operation Nettlerash, Weedon’s stores would be transferred to Donnington and the Weedon Depot would be closed in April 1964, but it was 1965 before the large quantities of obsolete weapons held at Weedon were removed and the Depot finally closed on 28 February 1965. Weedon was therefore one of a number of military establishments which closed their doors in this period after many years of service.

View westwards along the Ordnance Canal within the Storehouse Enclosure. 2 September 1965. Source: RCHME BB65.961.
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View eastwards along the Storehouse Enclosure (from an upper floor of the Clothing Store B17) 2 October 1965. Source: RCHME BB65.967.

View from the South-west Bastion (B94) north-eastwards over the lower land 2 October 1965. Source: RCHME BB65.966.

View from the South-west Bastion (B94) north-westwards towards the Clothing Store (B17) and the Magazine Enclosure 2 October 1965. Source: RCHME BB65.965.
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Ordnance Row and the view along the road from Weedon village towards the East Portcullis Building and the entrance to the Storehouse Enclosure. 2 September 1965. Source: RCHME BB65.975.

The East Portcullis Building, swing bridge and Ordnance Canal from outside the Storehouse Enclosure, and Offices B86 inside the Enclosure. Source: RCHME 2 September 1965 BB65.957.

The front (east elevations) of the Civil Officers’ Houses (later known as The Pavilion). Source: RCHME 2 November 1965 BB65.932.
TOWARDS A NEW ROLE

For the next eighteen years, the site was used by a number of Government Departments – by the Ministry of Public Buildings and Works as a supply store, and by the Home Office as a Supply and Transport Store (the latter supplied a strategic reserve of vehicles including the ‘Green Goddess’ fire engines for use in a civil emergency). In 1969 the areas of the Military Estate around the Enclosures were offered for sale at auction, but none reached its reserve. Parcels of land were subsequently sold individually for redevelopment. The Upper Barracks and surrounding land was developed as the Cavalry Hill Industrial Estate, including the MoT testing station (and the Redoubt to the west was subsequently destroyed by the farmer). The Civil Officers’ Houses (later known as The Pavilion) were demolished and a housing estate (Regents Park) was built on the site. East of the Storehouse Enclosure, the swing bridge over the Ordnance Canal was removed, the Ordnance Canal was filled in an engineering works was built on the land between the mainline railway and Bridge Street. Further south, Ordnance Row was demolished and new housing built on its site and further west south of the Storehouse Enclosure (including on the site of the later-nineteenth-century gas works).

Within the Storehouse Enclosure, on the lower land south of Storehouse B2, 4, 6 and 8 all the buildings were demolished (including the three original early nineteenth-century workshops against the Enclosure’s south wall) with the exception of B45 (Offices) and B44 (Lattrines). Other demolitions included the superstructure of the vast storage shed B16 (leaving the concrete levels and ramps), the Group Offices against the east end of Storehouse B2, the railway loading platform and small buildings by the Ordnance Canal and the network of external pipework. The trees from gardens west of Storehouse B7 were removed. On the land between the Storehouse Enclosure and Magazine Enclosure, all the buildings were taken down except the Clothing Store (B17), although the latter’s south annexe (lucam) was removed. On a smaller scale, changes were made to the Storehouse Enclosure walls – the original gateway immediately south of the East Portcullis Building was filled in with brick, as were the more recent adjacent doorways. North of the East Portcullis Building, the northern of the two gateways inserted in the earlier twentieth century to allow standard-gauge railway lines to pass through was also filled in. Fire caused extensive damage to the east extension to the Wagon Shed (B15) and the southern of the two Storeholder’s Quarters (B65).

In 1983 the Property Services Agency advertised for a developer for the Storehouse Enclosure and Magazine Enclosure. Kentish Homes of St Albans bought the property in 1984 and obtained planning permission for the construction of 22 houses between the Magazine Enclosure and Storehouse Enclosure, the conversion of the magazines into residential units, and the conversion of the storehouses into offices and high technology workshops. This consent was not implemented, however, and in 1986 Kentish Homes sold the property and additional land it had bought to a local company, Thirty Eight Antiques Ltd. It occupied some of the buildings as workshops and let the others to a variety of companies – it is thought to have been in this phase that alterations were made including the removal of plant and some fittings, as well as some sets of internal metal firedoors from B14 and B17. Other elements were added to facilitate the reuse of the buildings, including fireproof boarding to some internal doors, as well as partitions to subdivide rooms and a range of reused elements brought in from other sites (e.g. in B14).

Thirty Eight Antiques was granted planning permission for 89 houses (subject to a planning obligation under a Section 52 Agreement for the repair of the Storehouse and Magazine Enclosures) on the site of the barracks’ hospital and land south of Cavalry Hill, north of the Clothing Store, west of Regents Park and east of the farmland. In 1995 Thirty Eight Antiques sold the development site to Curtbay Ltd (a company related to the Gladedale Group) and the...
Storehouse Enclosure to London and Stockholm (a commercial property development company). As these components were no longer in the same ownership, the Section 52 Agreement was rescinded and replaced by a Section 106 Agreement relating only to the housing land – there were no obligations relating to the repair and reuse of the historic buildings. Thirty Eight Antiques retained ownership of the magazines and continues to operate its business from there. London and Stockholm submitted a planning application to convert the Storehouse Enclosure into a Factory Outlet Centre. The application was called-in by the Secretary of State, following which London and Stockholm withdrew its application and sold the Storehouse Enclosure to the Gladedale Group. In 1997, the Cavalry Centre (part of Gladedale) applied for planning permission and listed building consent for use of the Storehouse Enclosure as retail, offices and a national museum for the Fire Services National Museum Trust (to be known as ‘Fireworld’). The application was called-in, but following a Public Inquiry in 1999 consent was granted in May 2000. Although detailed planning permission and listed building consent for the proposed Fireworld Museum in B15 was applied for and approved (for Phase 1) in November 2002, the scheme has not been implemented.

The year 2002 saw the Gladedale Group completing the construction of Cavalry Fields, the residential development extending southwards downhill from the site of the former barracks’ hospital onto the land between the Storehouse Enclosure and Magazine Enclosure west of the Clothing Store (B17) and north of the filled-in stretch of Ordnance Canal. Meanwhile, to ensure the security of the Storehouse Enclosure, Gladedale installed a new security gate in the original gateway north of the East Portcullis Building and in the west wall. Repairs have continued to be carried out to most of its buildings, which are let out for a range of light storage and office uses. Goods are still brought to the site, sorted and stored in the various buildings before being dispatched to wherever they are needed whilst it awaits the next chapter in its history.

![Image of the Storehouse Enclosure](image-url)

*The vista looking westwards along the Ordnance Canal within the Storehouse Enclosure.*

*Source: Liv Gibbs 2004.*
THE CULTURAL SIGNIFICANCE OF THE SITE

ASSESSING SIGNIFICANCE

According to the Burra Charter (1999, Article 1), ‘Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.’ A place or site of cultural significance often includes more than one of the categories of ‘historic asset’ as defined by the Department of Culture, Media and Sport (DCMS June 2004) in its Review of Heritage Protection: The Way Forward – buildings, archaeological remains (e.g. earthworks, excavation above/below ground, man-made deposits for example in caves), man-made landscapes (parks, gardens), historic areas, battlefields and underwater historic assets (in rivers, ponds etc.). It is now widely acknowledged that sites of cultural significance enrich people’s lives, providing a sense of connection to the past, and that this precious, irreplaceable resource should be conserved for present and future generations. Thus policies for managing a site of cultural significance need to be based on an understanding of that cultural significance, as set out in a ‘statement of significance’. It is also widely held that sites of cultural significance, their component parts and their constituent elements are not equally significant, and that they should be managed in a way which is informed by their significance.

What is a ‘statement of significance’? The DCMS (June 2004) drew a distinction between a ‘summary of importance’ drawn up as part of a designation document, and a ‘statement of significance’ produced in the context of a Conservation Plan or Management Plan, as follows:

‘Government believes that:

- a summary of importance should be short, accessible and jargon-free. It should enable the user of the document (owner, local authority official and developer) to understand what the designated item is (building or site type), its physical and cultural context and significance. It would justify the inclusion of the item on the Register [of Historic Sites and Buildings of England]. …
- … the designation document simply flag[s] the item’s special interest and importance and was the first step in a process that would manage its future;
- further down the line a full statement of significance might need to be drawn up which probed the item’s importance more fully; took other specialist and non-specialist – including community – values into account; and assessed the item’s fragility and robustness: i.e. the vulnerability of its significant elements to change.’ (pp. 14-15)

It is this ‘statement of significance’ which appears in the main volume of a Conservation Plan and is articulated in more detail in relation to the various parts of a site in the Gazetteer.

How should significance be assessed? Clearly it is a subjective process and there is still no national or international consensus on the matter, although there is growing agreement that it is wise to avoid the circularity of argument and confusion caused by using or redefining terms which are used in relation to the designation process (e.g. significance being described in terms of local, regional, national and international importance, or using grades or numbers like those used for listed buildings). What is needed is an approach which is not at odds with the statutory and non-statutory criteria used for designation of the various categories of historic asset, but which allows the full range of cultural significances of a site and its parts to be assessed using one overarching set of criteria, even when that site may include a combination of categories of historic asset (e.g. buildings, man-made landscapes and archaeological remains). Such an
approach to assessing significance was devised by J.S. Kerr based on the Burra Charter and outlined in his book *Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance* (fifth edition, 2000, National Trust of Australia NSW), and has been developed further by the author of this Conservation Plan (Dr Liv Gibbs) in the course of producing Conservation Plans for a range of different historic assets.

Since the overall purpose of this approach is to inform the future conservation management of a site, its component parts and their constituent element as they survive today, only surviving parts and elements of the site are assessed in terms of their cultural significance. There are two stages to the process of assessing the cultural significance of a site and all its parts and elements (X). In the first stage of this process, *the way (or ways) in which X is significant* is assessed in terms of three main headings – X may be significant in terms of one or more of these headings:

- **In what way(s) does X demonstrate philosophies or customs, designs, functions, techniques, processes, styles, uses, or associations with events or people? How early, seminal, intact, representative, rare or climactic was X?**

- **Are there associational links between X and a person, people or event for which there is no surviving physical evidence?**

- **What formal or aesthetic qualities does X possess in terms of scale, form, materials, textures, colour, space or relationship to other elements?**

In the second stage of the process, the question addressed is *how significant is X* (i.e. what is its level of significance?) in relation to others of the same or similar type, and/or in terms of its contribution to the site and its setting? Comparing sites, parts or elements with dissimilar ones does not produce meaningful conclusions. In order to form an opinion of the level of significance of X, one returns to the three main headings considered when assessing the way in which X is significant, and poses a supplementary series of questions:

- **How well does X demonstrate those things compared with other examples of similar date and form?**

- **How important was the associated event or person to the locality or nationally, how long did the association last and how intensive was it?**

- **How fine, or unusual, or harmful to visual amenity or character is X (in terms of its design, material, texture, colour, size)? What degree of unity has X in terms of scale, material, texture and colours? To what extent does X fit in with its setting?**

The result of deliberate slighting of a building as an act of war or for romantic, aesthetic reasons can be significant, but the level of significance is assigned to the building in its current state rather than at the time (some repairs might have been carried out subsequently). Poor condition in itself, however, does not usually detract to such an extent as to affect the level of significance of a component part or element, unless it has reached the point where the form, materials, artistic quality etc. are no longer discernible. The level of significance of a replacement element will depend on how authentic it is (i.e. how accurate a copy it is according to the evidence) and how well it demonstrates an aspect of the past, but because it lacks the historic content and character of the original element, the replacement element will not be of equivalent significance as the original. Similarly, poor construction methods may not require a low level of significance to be assigned to an element, particularly if that element is regarded highly for other qualities (e.g. **...**
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aesthetic). If an element has failed due to poor construction methods and/or the use of inappropriate materials, even if it is assigned a high level of significance on the basis of its other qualities, it may not be appropriate to replace on an exact like-for-like basis – a matter to be resolved in the conservation policies.

In articulating the level of significance of X, it can be helpful to imagine significance as a continuum or a scale of significance. In order to be able to describe where on this scale X is deemed to be, and to compare the relative significance of X with other similar examples, notional points on the scale of significance are usually grouped together to form a level, resulting in a hierarchy of levels of significance. Whilst the temptation is to seek to refine this by adding +/- or more levels, experience has shown that it is advisable to keep this hierarchy of levels of significance simple. Assessing the level of significance of a component part or element can never be a precise calculation – a building may be significant in a number of ways and each of these may be at a different level (e.g. it may demonstrate an aspect of a site’s history very well, whilst being of low architectural interest, and at the same time very harmful to the setting of another building, resulting in it being assessed as being of level D (little) significance overall). Hence to arrive at an overall level of significance for X involves weighing up all the variables and reaching a subjective conclusion. For this reason, consulting over the appropriateness of levels of significance of particular buildings and their elements can be extremely useful to ensure consensus.

The levels of significance used in this Conservation Plan are as follows:

- **A** = exceptional significance
- **B** = considerable significance
- **C** = some significance
- **D** = little significance
- **N** = neutral significance (i.e. neither positive nor negative)
- **INT.** = intrusive (i.e. has a negative impact on visual amenity, character or views).

The threshold for inclusion on a national list/schedule/register is level B or above. A site will not necessarily have parts or elements covering the entire hierarchy of levels of significance. It is important to note that these levels of significance do not correspond exactly to particular grades of listed building or garden – indeed in some instances the process of assessing significance can point to the inappropriateness of a listing grade already assigned. The resulting ‘statement of significance’ for a site and its parts should comprise an indication of the way or ways in which it is significant, and of how significant it is (i.e. its level of significance). For practical reasons, at complex sites an explanation of the nature of significance is sometimes not included for all level D or level N elements. It is important to remember that an assessment of significance may need to be revised in the light of new information.

**STATEMENT OF CULTURAL SIGNIFICANCE**

The purpose of this section is to provide a summary of the significance of the surviving component parts (buildings and areas) of the site in the Conservation Plan Area, their constituent elements (grouped where appropriate), their associations, and the site’s vistas and views. Detailed entries for all the component parts and their elements are presented in the Gazetteer (Volume II of the Conservation Plan).

The summary is arranged by level of significance and within these categories the component parts and elements are treated in broad chronological order (in contrast to the Gazetteer which is
organised by building number). Components and elements (in some cases grouped) assessed as being of level A or B significance are accompanied by a justification which explains briefly why they have been assigned that level of significance. For the sake of brevity, justifications for component parts and elements of level C, D or neutral significance and those assessed as intrusive are presented only in the Gazetteer entries.

Level of significance of component parts and elements, associations, vistas and views

Level A (Exceptional significance)

- **As a group**, the surviving original early-nineteenth-century components of the Royal Ordnance Depot at Weedon Bec (Storehouse Enclosure and Magazine Enclosure and their buildings and spaces, and the Ordnance Canal running through the Enclosures).

Demonstrate exceptionally well the strategic decision taken in 1802 to create the first major Board of Ordnance Establishment to be built far inland in a central location, where it was well connected by canal and road. It was intended to receive efficiently, store securely, and dispatch promptly muskets, field ordnance and gunpowder to wherever they were needed in an emergency, principally to counter an expected invasion by Napoleon but also potentially civil unrest. The Weedon Depot was a unique planned, military-industrial complex, complete with its own defensible transport system and surrounding walls, there being no other directly comparable site.

- **As a group**, the surviving original early-nineteenth-century components of the Storehouse Enclosure and its buildings and spaces (Enclosure walls, gateways, Bastions B92-5, East and West Portcullis Buildings B90 and B66, Ordnance Canal and central basin, Storehouses B1-8, spaces within the Enclosure).

Demonstrate exceptionally well its intended purpose – to allow small arms and Field Ordnance to be brought to Weedon by canal and road respectively, unloaded and stored in the eight storehouses in the protected environment afforded by the Storehouse Enclosure, and dispatched promptly to wherever they were needed in the event of an emergency. The original components are crucial to the understanding of the Storehouse Enclosure. The layout of the components demonstrates the concern by Captain Pilkington (Commanding Royal Engineer in charge of works to design and construct the Depot) and Lieutenant-General Morse (Board of Ordnance Inspector-General of Fortifications) to ensure the maximum efficiency and security of the operation – the Storehouses B1-8 face onto and are close to the Ordnance Canal to facilitate loading and unloading, Portcullis Buildings B90 and B66 prevent unauthorised access along the Ordnance Canal to the Storehouse Enclosure (and beyond it the Magazine Enclosure), bastions at the corners of the high Enclosure wall enable it to be defended by men with muskets, gateways in the Enclosure’s end walls and paved open spaces along the front and back of the storehouses allow teams of horses pulling field ordnance and other vehicles arriving by road access to the storehouses and workshops, whilst spaces between the storehouses act as firebreaks and allow access to the end doorways and between the front and rear doorways.

- **As a group**, the eight Storehouses B1-8 (built 1804-12).

As a planned group of eight, large storehouses, B1-8 together demonstrate exceptionally well the great scale of their intended combined storage capacity and therefore the Weedon Depot’s intended role as a strategic reserve – the total of sixteen undivided ground-floor storerooms held the guns, carriages and equipment of a total of 24 brigades of Field Artillery, and the sixteen undivided first-floor armouries held more than 200,000 muskets. In this respect they are
comparable with the Grand Store built at the Woolwich Arsenal in the same period (built 1806-13) and in the context of the same threats, which was probably intended to serve as a general depot for the Army and Navy. In contrast to the Grand Store, however, the layout of the Weedon storehouses (in a single row on the north and south sides of the Ordnance Canal) was more of its time in being carefully tailored to meet the needs of the site compared with the archaic design of ranges around quadrangles at the Grand Store. All eight Weedon storehouses survive and their layout within the Enclosure and their individual plan are almost as legible as when the Depot was completed in 1816, whereas only the principal central quadrangle of the Grand Store survives in anything like its original form. The great scale of the group of Weedon storehouses is also comparable with Chatham Dockyard's Anchor Wharf Storehouses Nos. 2-3 (south storehouse 1776-85, north 1793-1805 – ‘the largest storehouses ever built by the Navy Board’ according to Coad (1983: 90), and ‘plain, functional buildings though their enormous length [each c. 200 m long] has an imposing effect’ according to English Heritage’s thematic listing review of naval dockyards), and with late-eighteenth-century and early-nineteenth-century commercial dock warehouses, such as the 1800-3 West India Dock North Quay Import Dock warehouses in London.

The eight Weedon Storehouses B1-8 together have high formal and aesthetic value as a group of eight, identical storehouses of classical design and consistently high-quality architectural treatment externally (e.g. symmetrical configuration of openings on all elevations, red brick contrasting with abundant stone dressings, boldly panelled doors, slate roofs) and internally (e.g. timber chamfered storey-posts and bolsters with scrolled ends, timber doors and tympana with flush-beaded panels). This reflects the concern of Captain Pilkington (Commanding Royal Engineer in charge of works to design and construct the Depot) and Lieutenant-General Morse (Board of Ordnance Inspector-General of Fortifications) that the storehouses should be a source of pride for the Board of Ordnance as well as fit for purpose. As a planned group of consistently high-quality treatment the Weedon storehouses are comparable with the Portsmouth Dockyard Storehouses Nos. 9-11 built 1763-84, described as ‘arguably the most handsome of all naval storehouses’ according to Coad (1983: 86), although there is more variation among these Portsmouth storehouses. Externally, the original external and internal appearance of the Weedon and Portsmouth storehouses has been altered to an extent but still remains legible. Also comparable in terms of its fine appearance is the Woolwich Arsenal Grand Store built 1806-13 (e.g. extensive, bold use of stone dressings and Classical orders), described as ‘architecturally one of the most distinguished of the large late-eighteenth-century and early-nineteenth-century warehouses erected in both naval and civil docks’ (revised listing description), although only the central quadrangle of the three survives in anything like its original form and its interior is currently being converted for residential accommodation.

• Vistas between the East and West Portcullis Buildings and the adjacent gateways looking along the Ordnance Canal flanked on either side by the storehouses.

These two vistas demonstrate the essential relationships between the principal components of the Storehouse Enclosure (the eight storehouses, Ordnance canal and two portcullis buildings), and have high aesthetic value arising from the symmetry, unity, linearity and rhythm of the composition. The vista westwards from the East Portcullis Building was depicted in C19 drawings, this being as far as public access was allowed.
Surviving Close Comparanda for the Weedon Depot's Storehouses B1-8

Portsmouth Dockyard Storehouses 11 (built 1763), 10 (1776), 9 (1782), all Grade I


Portsmouth Dockyard Storehouse 10. A 1776 drawing of the proposed front and side elevation, floor plans (basement and ground) and sections. Source: reproduced in Coad 1983: fig. 84.
Chatham Anchor Wharf Storehouses Nos. 2-3 (south 1776-85, north 1793-1805), Scheduled Ancient Monument


Chatham Dockyard Anchor Wharf north storehouse.
A 1793 drawing showing the proposed elevation and ground plan. Source: reproduced in Coad 1983: Fig. 90.

The ‘Grand Store’ constructed at Woolwich Arsenal 1806-13, designer unknown but attributed to James Wyatt (Surveyor of the Ordnance 1782/3-1810) and his nephew Lewis, completed 1810-13 by Lieutenant-Colonel Robert Pilkington when CRE for Woolwich, Grade II*

(Left) The Grand Store, Woolwich Arsenal, from northwest. Source: 1964 RCHME, BB64/1453. (Right) Detail from an 1810 plan, showing the three quadrangles of the Grand Store at the Woolwich Arsenal.
Commercial dock warehouses, such as those built 1800-3 at West India Dock North Quay Import Dock, London


Level B (Considerable significance)
- **As a group**, the conservative internal timber construction of Storehouses B1-8.
All eight original early-nineteenth-century Storehouses B1-8 were of timber construction internally (storey-posts, stairs, floorboards on first floor, doors, roof structure), demonstrating the conservative approach taken to this aspect of their design and the eschewing of structural iron for fireproofing, which was probably regarded as too costly. This timber internal construction was typical of storehouses being built in the later eighteenth century and early nineteenth century at naval dockyards (e.g. Portsmouth Dockyard Storehouses 9-11 built 1763-84, Chatham Dockyard Anchor Wharf Storehouses built 1776-1805), the Woolwich Arsenal Grand Store (built 1806-13), and commercial dock warehouses (e.g. East India Company’s 1790s warehouses around Cutler Street and the 1800-3 West India Dock North Quay Import Dock warehouses in London). The Weedon storehouses retain most of their timber storey-posts supporting the first floor (but none in B7, only some in B2 and B5 and in others missing *passim*), but none retains the posts which supported the central valley of the roof or the original roof structure. All the storehouses retain one of the pair of original timber stairs except B2 and B7 which retain neither. Many retain at least some original doors, but the original timber floorboards are only thought to survive in one storehouse (B2).

(Left) Portsmouth Dockyard Storehouse 10. Source: Coad 1983: Fig. 86. (Right) Chatham Dockyard Anchor Wharf Storehouse. Source: Binney & Martin 1984: 11.
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- **Individually**, the surviving original early-nineteenth-century component parts of the Storehouse Enclosure and its buildings and spaces (Enclosure wall with its gateways, Bastions B92-5 and East and West Portcullis Buildings B90 and B66, Ordnance Canal and central basin, Storehouses B1-8, open spaces between the front of the Storehouses and the Canal, north of B1, 3, 5 and 7, on lower land south of B2, 4, 6 and 8, and between the Storehouses) and their constituent elements.

Demonstrate very well the care with which the component parts of the Storehouse Enclosure and its buildings and spaces were designed by Captain Pilkington to be fit for purpose (i.e. to maximise the efficiency and security of the processes of receiving muskets and field ordnance to be stored in the storehouses and dispatched to wherever they were needed, as well as the security, fire safety and storage conditions in the storehouses) and a source of pride for the Board of Ordnance (through the fine appearance of all the buildings and the layout of the Enclosure). Crucial to understanding the Storehouse Enclosure.

- **On the lower land**, views eastwards and westwards from the gateway in the Storehouse Enclosure’s end walls past the fine, three-storey rear elevations of Storehouses B2, 4, 6 and 8.

The view from the gateway in the Enclosure’s east wall was the first impression of the Storehouse Enclosure gained by those entering its lower land south of the storehouses heading for the casemates or the workshops.

- **Views out of the Storehouse Enclosure from the walkways of Bastions B92-5.**

Demonstrate their tactical dominance over the approaches to the Storehouse Enclosure. Views west from the North-west Bastion (B95) and south from the South-east Bastion (B93), however, have been compromised by later-twentieth-century housing development, whilst the view northwards from the North-east Bastion (B92) is hindered by the rising ground and trees.

- **Views northwards from Farthingstone Road across the valley towards the Storehouse Enclosure (and Magazine Enclosure), including the rear elevations of Storehouses B2, 4, 6 and 8.**

In spite of new development to the south of the Storehouse Enclosure and on the hillside to the north (the latter replacing the Civil Officers’ Houses and Barracks) in the later C20 and early C21, the vast scale of the Depot is still legible, as are the rear elevations of Storehouses B2, 4, 6 and 8 over the top of the Enclosure’s south wall.

- **Considerably valued by the local community.**
• **Considerably valued as an educational resource.** For example, the history of military storage architecture, responses to the threat of Napoleonic invasion, industrial archaeology.

**Level C (Some significance)**

• Association of the surviving original early-nineteenth-century components of the Weedon Depot (built 1804-16) with Captain (from 1809 Lieutenant-Colonel) Robert Pilkington (1765-1834), who as Commanding Royal Engineer (CRE) for the site designed and oversaw the construction of the Royal Ordnance Depot at Weedon. Association too with Lieutenant-General (from 1808 General) Robert Morse, who as Senior Engineer and Inspector-General of Fortifications had an appreciable influence on the Weedon Depot's form and other contemporary Board of Ordnance projects (resigned due to ill-health in 1811), and to a lesser extent with General Morse's successor from 1811 Lieutenant-Colonel Gother Mann, under whom the Depot was completed.

Before his involvement with Weedon, Pilkington had served as an officer with the Corps of Royal Engineers in Canada (1790-1802) where he established a fortified post on the Miamis River and was involved in reconstruction work of canalised lengths of the St Lawrence River. On his return to England he was appointed CRE at Faversham Powder Mills Kent, and from 1803 he also took on the engineering responsibilities for the smaller stores and gunpowder magazines at Chester, Liverpool and Carmarthen. In 1809 Pilkington was sent to the Netherlands as one of the CREs to accompany the Grand Expedition, where he was in charge of destroying the basin, arsenal and sea defences at Flushing. On his return to England in 1810 Pilkington was appointed as CRE at the Royal Arsenal in Woolwich, where he oversaw completion of construction of the Grand Store 1810-13 (built 1806-13 in stages, architect unknown but attributed to James Wyatt Surveyor of the Ordnance and his nephew Lewis). Pilkington remained in command of the construction works at Weedon, Chester, Liverpool and Carmarthen but the Clerk of Works at Weedon (Thomas Lepard) was left in day-to-day charge of completing the construction of the Depot 1809-16. When Pilkington was posted to Gibraltar 1818, his responsibilities for Weedon finally ceased. Following his return to England in 1830, in 1832 he was appointed Inspector-General of Fortifications, a post he held until his death in 1834.

• Elements installed in 1837 in Storehouses B2, 4, 6 and 8 to allow the first-floor storerooms to be used as infantry barracks accommodation (‘Lower Barracks’) during a period of civil unrest and used as such until c. 1854. That is, internal brick stacks (but with no fireplaces surviving) supported on stone corbels, and vertically-boarded dado-panelling. Very little evidence of such changes survive in Storehouse B2 compared with the other storehouses.

• The hospital block (B70) constructed against the west elevation of Storehouse B7 to serve the military prison there (1844/5-70).

• The relatively few mid-nineteenth-century elements surviving in Storehouse B5 which demonstrate the array of changes which plans suggest were made to enable it to be used as accommodation for the Governor of the Military Prison, his staff and their families and servants, and a chapel (1844/5-70). That is, a lean-to extension against the west wall (lacking its stair) and the associated door at first-floor level (which may have provided independent access for the Governor to his accommodation), corbels supporting stacks in the end- and cross-walls at first-floor level (but lacking any of the fireplaces which heated the accommodation), and in the ground-floor west storeroom a piscina relating to the use of the room as a chapel.
• On Storehouses B1-8 (except B5), the later nineteenth-century adaptation of the original early C19 first-floor window opening on the canal-side elevation into a taking-in doorway with adjacent hydraulic jib crane demonstrating measures taken to improve the efficiency of taking in rifles using mechanised power when Weedon was upgraded to a Small-Arms Depot.

• Wagon Shed (B15), built 1879.

• Offices (B86), built by 1889.

• Repairs (including replacement roof structure) to Storehouse B2 following 1889 fire.

• Clothing Store (B17), built 1900.

• Workshops and Store (B14), built 1902.

• B.W.D. Offices (B11) for Clerk of Works and Engineer, built 1904.

• Views eastwards and westwards along the Storehouse Enclosure’s north area including past the rear elevations of Storehouses B1, 3, 5 and 7. The combination of the storehouses along the south side and the later industrial buildings along the north side forms a street-like character. Views impeded by 1930s link building between B15 and B1.

• Views from the Bastions (B92-5) across the Enclosure. The view from the North-east Bastion (B92) is now impeded by Ordnance Offices (B86), and from the South-east Bastion (B93) by Offices (B45).

• Views southwards from the first-floor windows of the landings and armouries of Storehouses B2, 4, 6 and 8.

• View from the upper floors of the Clothing Store (B17) eastwards along the Storehouse Enclosure.

**Level D (Little significance)**

• Very limited survival of elements demonstrating poorly the conversion of Storehouse B7 for use as one of four military prisons in England 1844/5-70. Includes infilled central doorways on the cross-walls (which led to no longer extant axial corridors serving individual cells), scars on the internal face of the south wall from former cell walls, break-backs indicating the position of the prison floor levels, and a short stretch of prison yard wall leading north from the north-west corner.

• Stable and coach house from accommodation complex (B79, north part), built by 1853.

• Later-nineteenth-century replacement of some windows and doors with new forms in Storehouses B1-8 (except B7), East Portcullis Building (B90) and West Portcullis Building (B66) as part of repairs and improvement schemes.
• Engine House, Boiler House and New Boiler House (B77) and chimney shaft, built by 1889, 1903, mid-twentieth century and earlier twentieth century.

• New Workshop (B75), built 1888.

• Storeholder’s Quarters No. 1 against west end of prison hospital B70, built later nineteenth century and earlier twentieth century.

• Weigh Bridge (B89), built later nineteenth or twentieth century.

• East extension to Wagon Shed (B15), built 1906.

• ?The Scherzer Rolling Lift Bridge, built 1906. Original rarity in the UK and as a survival today requires further research and level of significance assessed accordingly.

• Painters’ Shop against east end of Storehouse B7, built by 1911.

• Fire Engine House (B10), built by 1911.

• Browning Shop (B78), built by 1914.

• Fitters’ Shop (B79, south part), built by 1914.


• Electric cage-lifts installed in B1-8, B15, B17 in 1940.

• Offices and washroom (B45), built 1941.

• Nissen Hut (B87), built 1941.

• View north-south across the central basin (e.g. when crossing the bridges at either end of the central basin) within the Storehouse Enclosure.

• Limited views between the Storehouse Enclosure and Magazine Enclosure from land between them (e.g. from adjacent to the Ordnance Canal).

• View from Cavalry Hill (site of the former Horse Artillery Establishment) southeastwards over the Storehouse Enclosure.

• Curtailed view westwards towards the East Portcullis Building and adjacent Storehouse Enclosure wall from just outside the Storehouse Enclosure along the line of the infilled stretch of Ordnance Canal.

• View northwards along the road from Weedon Village (Bridge Street) towards the Storehouse Enclosure's east wall and the East Portcullis building.
**Level N (Neutral significance)**

- Store constructed within the North-east Bastion (B92) in the later nineteenth century.

- Toilet block added to west end of B92 and toilets constructed within B92’s west casemates in early twentieth century.

- East extension (B76) to New Workshop (B75), built after 1926.

- North and west extensions to Browning Shop (B78), built after 1926.

- The upper floor, windows and taking-in doors inserted in Wagon Shed (B15), added c. 1930.

- Protected Posts for Firewatchers (B67 and B88), built 1940.

- North extension (Traffic Office) to Offices (B86), built 1941.

- Latrines (B44), built 1941.

- Security gate immediately north of East Portcullis Building B90, installed later twentieth century.

- Limited view northwards from the Storehouse Enclosure.

**INT. (Intrusive)**

- Later-nineteenth-century brick fill in the doorways on the end elevations of Storehouses B1-8 (except B7).

- Porch on north elevation of East Portcullis Building, added later nineteenth century.

- Concrete levels and ramps from former Storage Shed (B16), built 1916.

- Blacksmith’s Shop against west end of lean-to stair-tower at west elevation of Storehouse B5, built by 1926.

- North extension to Workshops and Stores (B14), built after 1926.

- Link building between Wagon Shed (B15) and Storehouse B1, and brick fill in upper parts of doorways in B15’s end walls, added c. 1930.

- East extension to Storehouse B3, built by 1939.

- Storeholder’s Quarters No. 2 (B65), built by 1939.

- Concrete bridge in front of East and West Portcullis Buildings B66 and B90 and at west end of central basin, built c. 1939.

- South extension (Office) to East Portcullis Building (B90), built c. 1941.
• Brick fire-escape against west and east elevation of Workshops and Store (B14), and metal fire-escape against its north elevation, added mid-twentieth century.

• Two northwards extensions to Wagon Shed (B15), added mid-twentieth century.

• Extension to south elevation of Fire Engine House (B10), added mid-twentieth century.

• Security Building (B89), built mid-twentieth century.

• Metal fire-escapes against the end elevations of Storehouses B1, B2 and B8, added twentieth century.

• Mid- and later-twentieth-century corrugated asbestos roof coverings, fire-doors, fireproof boarding on internal doors, internal partitions.

• Re-used elements introduced to buildings from other sites in late twentieth century.

• Security fence and gate in Storehouse Enclosure's west wall, installed late twentieth century.

• Brick infill in some of the Enclosure's original gateways, installed during twentieth century.

• Housing development between the Storehouse Enclosure and Magazine Enclosure built in late twentieth and early twenty-first century.

• Vegetation and silt in the stretch of Ordnance Canal within the Storehouse Enclosure. Infill in Ordnance Canal westwards from point west of B17, and raised level of ground level against the Magazine Enclosure's east wall.
**CONSERVATION ISSUES, VULNERABILITIES AND POLICIES**

**PURPOSE**

The purpose of this section is to identify ways in which the cultural significance of the site and its component parts (buildings and areas) and their constituent elements are vulnerable to harm, and to recommend conservation policies to retain and recover those cultural significances and character. In essence, the conservation policies provide a guide to the future development and care of the site in a way which takes into account practical requirements for its use as well as the retention of its significance and character.

Conservation issues and vulnerabilities are treated thematically here rather than in order of priority for action. Those with a general application are presented first, followed by those relating to the various areas within the Conservation Plan Area and their buildings, spaces, vistas and views, and finally those concerned with landscaping, street furniture and traffic management. The intention is that the discussion of all the main issues/vulnerabilities and policies relating to a particular area and building is presented in one place – the consequent repetition in some cases was deemed preferable to increasing the number of general policies which required accompanying lists of exceptions.

For each issue/vulnerability, there is an explanation of its nature and a discussion of possible management options, which is followed by policies which recommend how the issue should be addressed. It is therefore essential that policies are read in conjunction with their associated text on issues/vulnerabilities and management options. Even where a building is of neutral significance or a low level of significance, and it is therefore possible that there may be a case for its demolition, management options are nevertheless still included to cater for either outcome.

**CONSERVATION ISSUES, VULNERABILITIES AND POLICIES: GENERAL**

**Statutory and Non-statutory Protection**

**Planning Context**

National conservation and planning policy is set out in *Planning Policy Guidance 15: Planning and the Historic Environment* (Department of the Environment 1994) and *Planning Policy Guidance 16: Archaeology and Planning* (Department of the Environment 1990), and implemented through statutory local plans (soon to be replaced by Local Development Frameworks).

The current development plans for Weedon Bec Royal Ordnance Depot are:

*Northamptonshire Structure Plan, Adopted March 2001.*

*Daventry District Local Plan, Adopted June 1997.* To be replaced by the *Local Development Framework for the Daventry District.*

**Listed Buildings**

Under the Planning (Listed Buildings and Conservation Areas) Act 1990, a List of Buildings of Special Architectural Interest is maintained by the Secretary of State. Listed buildings are graded non-statutorily according to their significance as Grade I, II* or II. Under the 1990 Act s.7, ‘no person shall execute or cause to be executed any works for the demolition of a listed building or...
for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised through listed building consent being granted by the local planning authority prior to the works being carried out. This applies to works to the exterior and interior of listed buildings. National policy on listed buildings is set out in Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment 1994). This states that applicants ‘should provide the local planning authority with full information to enable them to assess the likely impact of their proposals on the special architectural and historic interest of the building and on its setting’ (para. 3.4).

The 42nd List of Buildings of Special Architectural or Historic Interest, District of Daventry (Northamptonshire), dated 29 April 1987, included 26 listed buildings in the ‘Former Weedon Barracks’ (i.e. the Royal Ordnance Depot), all Grade II. The 6th Amendment of the 42nd, dated 14 February 1999 and issued following a RCHME report on the site, indicated that all these listed buildings had been upgraded from Grade II to Grade II*, as follows:

- 16/171 East Lodge [portcullis building]
- 16/172 Outer wall and NW bastion
- 16/173 Outer walls and NE bastion
- 16/174 Outer wall, SE and SW bastions and gatepiers to SE
- 16/175 West Lodge [portcullis building]
- 16/176 Canal enclosure wall to N
- 16/177 Canal enclosure wall to S
- 16/178 Storehouse No. 1
- 16/179 Storehouse No. 3
- 16/180 Storehouse No. 5
- 16/181 Storehouse No. 7
- 16/182 Storehouse No. 2
- 16/183 Storehouse No. 4
- 16/184 Storehouse No. 6
- 16/185 Storehouse No. 8
- 16/186 Storehouse No. 17 [Clothing Store B17]
- 16/187 Outer walls to Magazine Enclosure
- 16/188 Large magazine to west of the series of four magazines in Magazine Enclosure
- 16/189 West magazine of series of four magazines in Magazine Enclosure
- 16/190 Inner west of series of four magazines in Magazine Enclosure
- 16/191 Inner east of series of four magazines in Magazine Enclosure
- 16/192 East magazine of series of four magazines in Magazine Enclosure
- 16/193 West blast house of series of four in Magazine Enclosure
- 16/194 Inner west of series of four blast houses in Magazine Enclosure
- 16/195 Inner east of series of four blast houses in Magazine Enclosure
- 16/196 East blast house of series of four in Magazine Enclosure.

Of these listed buildings, 16/171-86 fall within the Conservation Plan Area. Revised descriptions were subsequently drawn up for all the listed buildings at the site, but have yet to be adopted (see Appendix I for the current (1999) descriptions of the listed buildings in the Conservation Plan Area). It is not clear from the listing descriptions for the Ordnance Canal walls (16/176-7) whether this includes the surviving open stretch of Ordnance Canal on land between the Storehouse Enclosure and Magazine Enclosure as well as the stretch within the Storehouse Enclosure, but there is a strong case for the Canal between the Enclosures to be

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1 Menuge and Williams 1999.
listed, since it demonstrates that the Ordnance Canal extended across the open land to the Magazine Enclosure.

The other buildings in the curtilage of the listed buildings are treated as though they are listed for the purposes of works requiring listed building consent (including for demolition). There is some doubt as to whether the remains of the Storage Shed B16 just outside the Storehouse Enclosure’s north wall count as a curtilage structure (as seems likely), which should be resolved.

In the light of the analysis which has taken place for the Conservation Plan to assess the level of significance of all the buildings of the Storehouse Enclosure and on the land to the west, and as new information comes to light as research is carried out to fill gaps in understanding, it would be beneficial for the question to be addressed of whether any other buildings at the site should be listed in their own right to ensure their appropriate future management (e.g. the Wagon Shed B15 and Workshops and Store B14, both assessed in the Conservation Plan as being of level C or some significance, may be worthy of being listed at Grade II).

Analysis for the Conservation Plan also suggested that the Grade II* status of the Clothing Store B17 (built 1900) may be too high. When the grade of all the listed buildings at the site was raised, this was primarily intended to ensure that the listing grade of all the early-nineteenth-century buildings at the Depot was at an appropriate level, the simplest way of achieving this being to raise the grade of all the listed buildings there. This meant that the listing grade of the Clothing Store B17 was raised along with all that of all the other listed buildings at the site without its particular case being considered. More research would be advantageous to clarify whether the grade assigned to the Clothing Store B17 is appropriate.

Both the Northamptonshire Structure Plan and the Local Plan contain policies relating to listed buildings. The Structure Plan (Chapter 13, Environmental Assets and Natural Resources) states the following:

Cultural Heritage
Policy AR6
Provision will be made to conserve, and where appropriate enhance, the following environmental assets:

- nationally important archaeological sites and monuments, whether scheduled or not, or their settings;
- the character, appearance or setting of conservation areas;
- the architectural or historic interest of listed buildings, or their settings;
- the site or setting of registered parks and gardens;
- the site or setting of registered battlefields; and
- hedgerows protected under the Hedgerow Regulations.

Proposals affecting these environmental assets will be required to demonstrate that they will be conserved and, where appropriate, enhanced.

Where development affects areas of archaeological potential, the developer will be requested to provide an archaeological assessment as part of any planning application.

1 J. Lake (English Heritage) pers. comm.
Where known sites of county or local archaeological significance will be affected by development, planning permission may be granted where provision is made for preservation of remains in situ. In cases where this is neither feasible nor merited, planning permission may be granted subject to satisfactory provision being made for excavation and recording.

In the *Local Plan* there is no specific section or policy relating to the Depot, but the chapter dealing with *The Environment* contains policies which relate to works to listed buildings, as follows.

**Policy EN6**  
Listed building consent will not be granted for the demolition of buildings listed as being of special architectural or historic interest.

**Policy EN7**  
The District Council will require that any development involving or affecting a building listed of special architectural or historic interest has proper regard to the scale, form, design and setting of that building.

**Policy EN9**  
Planning permission will normally be granted for the change of use of a listed building which would either secure the future of the building or result in its restoration, provided that:

A. the architectural or historic character of the building is retained; and  
B. the amenities of neighbouring properties are not adversely affected to an unacceptable degree; and  
C. adequate parking, vehicular access and residential amenities are provided.

The *Local Plan* is to be replaced by documents forming the *Local Development Framework*, which will include Development Plan Documents (e.g. Core Strategy and Policies, a Weedon Bec Area Action Plan and Development Control Policies) and Supplementary Planning Documents (including this Conservation Plan). Since this Conservation Plan only covers part of the Depot (the Storehouse Enclosure and land between the Storehouse Enclosure and Magazine Enclosure), an equivalent Conservation Plan will need to be prepared for the other surviving part of the Depot (the Magazine Enclosure), which is under separate ownership and use. In due course and in the light of new information, the Conservation Plans will need to be reviewed and revised.

The Depot is *not* in a Conservation Area.

The Depot does *not* contain any scheduled monuments.

**Policy 1.1**  
*This Conservation Plan should be adopted as a guide to the future conservation management of the site, its component parts and their elements.*

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1 Local Development Scheme for the Daventry District, September 2004.
Policy 1.2
This Conservation Plan should be reviewed and revised as the need arises, but no later than five years after adoption.

Policy 1.3
In the light of the assessments of significance presented in the Conservation Plan and of new information, liaison with the local planning authority should seek to ensure that appropriate statutory protection is afforded to all the buildings within the Conservation Plan Area.

The Need for a Management Plan
A Conservation Plan assesses the cultural significances of a site and its component parts and elements, identifies ways in which these significances are vulnerable to harm and recommends conservation policies to retain and recover significances. It is not intended to cover the strategic development and presentation of the site, or more detailed aspects of its management (e.g., relating to maintenance and repair regimes and prioritisation of action), which are the remit of a Management Plan, although the Conservation Plan should inform the production of such a Management Plan.

Policy 2.1
A Management Plan should be prepared for the site informed by this Conservation Plan and used in conjunction with it.

Quality and Continuity of Advice
Continuity of informed conservation advice is crucial to ensuring that the condition of the fabric is monitored and maintained in good condition with repairs carried out in an appropriate fashion. Likewise, architects producing proposals for alterations and additions to the site should have sufficient relevant experience of working with historic sites so that they do not detract from significances and enhance them where possible.

Policy 3.1
The site should be managed with the benefit of continuity of relevant and experienced conservation advice. Architects working with historic components of the site should be RIBA conservation-accredited.

Quality of Workmanship and Supervision of Works
The quality of works carried out will be dependent not only on the appropriateness of the techniques used but also on the amount of relevant experience, the skill of the craftsmen and their supervision by an appropriate number of suitably trained and experienced people. Poor-quality workmanship can detract from significance and character, is costly to rectify and risks further damage to the fabric.

Policy 4.1
Craftsmen working on the site’s significant fabric should have sufficient relevant experience of working with historic fabric and techniques. Works should be carried out under the supervision of an appropriate number of suitably trained and experienced people.

Relationship between Level of Significance and Planning of Works
Generally speaking, the greater the level of significance of a component part or element of the site, the more care should be afforded to planning its future management. The aim is to retain and, where appropriate, recover or reinforce significance.
Policy 5.1
The more significant a component part or element of the site, or a vista or view, the more care should be exercised in planning works which may affect it, so that the works will not reduce, and may recover or reinforce, its significance.

Maintenance, Repair, Restoration, Reconstruction and Re-creation

Maintenance and repair
The Burra Charter (1999) defined and distinguished between maintenance and repair as follows:

‘Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration and reconstruction.’ (Article 1.5)

‘Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or reassembling existing components without the introduction of new material’. (Article 1.7)

‘Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric’. (Article 1.8)

It explained these distinctions in relation to roof gutters: maintenance – regular inspection and cleaning of gutters; repair involving restoration – returning into position of dislodged gutters; repair involving reconstruction – replacing decayed gutters in new material.

Taking maintenance and repair first, the Burra Charter emphasised the importance of maintenance as follows:

‘Maintenance is fundamental to conservation and should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance.’ (Article 16)

English Heritage has outlined the importance of regular maintenance and a set of principles of repair which have become widely accepted in the conservation management of historic buildings. It argued that ‘The best means of ensuring the continued preservation of a building is to carry out regular maintenance’, falling into two categories – that depending on the day-to-day vigilance of the owner/manager, and minor repairs carried out on an annual basis. It recommended that the best way of monitoring the need for and effectiveness of maintenance, and of assessing when major repairs are needed, is to institute a system of periodic detailed inspection and report by a suitably qualified and experienced professional at least every five years. It also advocated keeping a maintenance and repair diary including key illustrations as a valuable source of reference for those managing the building now and in the future.

In the same document English Heritage argued that ‘The primary purpose of repair is to restrain the process of decay without damaging the character of buildings and monuments, altering the features which give them their historic or architectural importance, or unnecessarily disturbing or destroying historic fabric.’ It then set out a number of principles of repair which it recommended should be followed, as follows:

1 English Heritage 1995a.
The need for repair – keep works of repair to the minimum required to stabilise and conserve buildings with the aim of achieving a sufficiently sound structural condition which will ensure their long-term survival and allow their appropriate use.

Avoiding unnecessary damage – authenticity depends on the integrity of its fabric and on its design, hence avoid the unnecessary replacement or concealment of historic fabric. Examples might include supplementing new door- and window-furniture whilst retaining redundant but significant ones in situ, avoiding permanently covering over significant elements or surfaces (e.g. doorway and window openings, unplastered exterior and interior brick and stone surfaces), and selecting the location of services to minimise harm to significant fabric and visual amenity.

Analysing historic development – a thorough understanding of the historic development of a building is a necessary preliminary to its repair. This should be based on analysis of the relevant primary and secondary documentary sources and detailed visual inspection of the site, and will therefore be greatly facilitated by a Conservation Plan with a detailed Gazetteer. It may be augmented where appropriate by more in-depth analysis such as of in situ paint layers on joinery.

Analysing the causes of defects – the detailed design of repairs should be preceded by a survey of its structural defects over as long a period as possible, combined with an investigation of the nature and condition of its materials and of the causes, processes and rates of decay.

Adopting proven techniques – repairs should aim to match existing materials and methods of construction (i.e. on a like-for-like basis, paying attention to detail) in order to preserve the appearance, historic integrity and significance of the building and to ensure that the repairs have an appropriate life-span, the exception being when the existing fabric has failed because of inherent defects of design or incorrect specification of materials. New methods and techniques should only be used when their value has been proven over a sufficient period and where traditional alternatives can not be identified, or where the use of modern methods will enable significant elements to be retained.

Truth to materials – repairs should be executed honestly, usually without attempt at disguise or artificial ageing, but should not be unnecessarily obtrusive or unsympathetic in appearance.

Done well, the repair of historic fabric enhances buildings; done poorly, character is lost, perhaps permanently.

Within the Conservation Plan Area, a number of condition surveys have been carried out of the various buildings, most recently in 2001 (see below and Appendix II) and supplemented by subsequent inspections. Although repairs are carried out to most of the buildings, a number of the early-nineteenth-century buildings (all assessed as level B or considerable significance) are on the English Heritage Buildings at Risk Register, whilst others have major problems including dry rot and elements which at risk of structural failure (some storehouses). Without prompt action in some cases there is a serious risk of extensive loss of significant fabric.
Restoration, reconstruction and re-creation

The question of whether restoration and reconstruction are acceptable has been debated at least since the later eighteenth century. Although for many years the balance of opinion was against them on the grounds that they compromise the authenticity of historic buildings (e.g. amongst the Society for the Protection of Ancient Buildings, whose members still hold this view), in more recent years it has increasingly been argued that they can be appropriate, the crucial requirement being sufficient evidence of an earlier state of the fabric. The Burra Charter stated:

‘Restoration and reconstruction should reveal culturally significant aspects of the place.’ (Article 18)

‘Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric.’ (Article 19)

‘Reconstruction is appropriate … only where there is sufficient evidence to reproduce an earlier state of the fabric.’ (Article 20.1)

‘Reconstruction should be identifiable on close inspection or through additional interpretation.’ (Article 20.2)

This does not mean that reconstruction will automatically be acceptable in all cases – subsequent elements (e.g. windows or doors) may be sufficiently significant in their own right to make reconstruction of earlier elements inappropriate even if their form is well documented. Cases will need to be judged on their individual merits.

English Heritage has defined ‘re-creation’ as follows:

‘Re-creation means speculative creation of a presumed earlier state on the basis of surviving evidence from that place and other sites and on deductions drawn from that evidence, using new materials’.

There is a consensus that re-creation is not usually acceptable. Also generally unacceptable is the introduction of re-used elements to a site from other sites if it falsifies the record. Re-using materials within a site can be acceptable provided it does not mislead.

Policy 6.1

All the buildings in the Conservation Plan Area should be cared for through an appropriate regime of regular inspection and survey, preventative maintenance and prompt repair following best conservation practice and paying careful attention to detail.

Policy 6.2

Prioritisation of repairs to buildings should be guided by their level of cultural significance (with repairs to those of higher significance being accorded a higher priority than those of lower significance) as well as their condition.

Policy 6.3

Prompt remedial action should be taken to ensure that fabric of high significance (level B or A) identified as being at risk is not lost.

1 English Heritage 2001b.
Policy 6.4
Restoration and reconstruction may be acceptable provided the purpose is to reveal culturally significant aspects of the site and there is sufficient evidence of the earlier state of the fabric. Reconstruction should be identifiable on close inspection. Speculative re-creation will not usually be acceptable.

Adaptation of Significant Fabric
According to the Burra Charter (1999, Article 1.9), ‘adaptation means modifying a place to suit the existing use or a proposed use’. This can involve alterations and additions to, and even the removal of, fabric (for demolition and removal see separate issue below). The conservation challenge is to achieve a balanced outcome which satisfies the needs of the user and the requirements of building regulations, whilst retaining the building’s integrity, character and significance.

The Burra Charter made the following recommendations in relation to adaptation:

‘Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place.’ (Article 21.1)

‘Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.’ (Article 21.2)

‘New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.’ (Article 22.1)

‘New work should be readily identifiable as such’. (Article 22.2). It clarifies this, stating that ‘New work may be sympathetic if its siting, bulk, form, scale, character, colour, texture and material are similar to the existing fabric, but imitation should be avoided.’

One of the contexts in which adaptation may be necessary is to provide disabled access to meet the requirements of the Disability Discrimination Act 1995 (DDA). Under the DDA, from October 2004 all employers have a duty to make reasonable adjustment to avoid substantial disadvantage to its employees, whilst service providers have an anticipatory duty to make reasonable adjustments to any fabric which make it impossible or unreasonably difficult for disabled people to use the service which is being provided. The requirements of the DDA do not remove the need for listed building consent or planning permission. English Heritage has recently updated its guidelines, which offer advice on assessing the requirements of properties and the needs of its users and the production of an access strategy. It points out that access can usually be improved without compromising the special interest and significance of historic buildings and areas and something can nearly always be done to improve or facilitate access. ‘The key lies in the process of gathering information about the significance and vulnerabilities of the building and about the needs of people with disabilities’. The Conservation Plan for a site is therefore highly relevant to facilitating disabled access in ways which minimise harm to significances and character.

Whilst the Conservation Plan provides basic information on the site and its component parts and their elements (e.g. in its Gazetteer), proposals to adapt fabric will need to be informed by more detailed analysis of the parts and elements concerned.

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1 English Heritage 2004a.
Policy 7.1
Adaptation should have a minimal impact on the cultural significance of the site, its component parts and their elements. Where some reduction of significance is necessary to achieve overall conservation objectives, alternative solutions should be tested to reveal the least damaging approach. Alterations and additions should be confined to fabric of lesser significance wherever possible, readily identifiable as such and appropriately detailed, with the design respecting the character of the building.

Policy 7.2
In adapting buildings and areas to facilitate disabled access, cultural significance and character should not be unreasonably compromised.

Policy 7.3
Proposals to adapt fabric and areas should be informed by the Conservation Plan and preceded by more detailed analysis of the component parts and elements to be affected.

Demolition/Removal of Fabric (Component Parts and Elements)
With regard to the demolition or removal of significant fabric, the Burra Charter stated:

‘Demolition of significant fabric of a place is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation.’ (Article 15.3)

Thus whilst there should generally be a presumption in favour of retaining significant fabric (i.e. component parts and their elements assessed as being of level A-D significance, all of which levels are of positive significance), in some instances there may be a sufficient case for demolition of significant fabric at the lower end of the significance scale (e.g. level D). Similarly, there may be sufficient case for the removal of fabric assessed as being of neutral significance (i.e. which is not of positive significance but is also not intrusive). The desirability of retaining a component part or element will depend at least in part on its level of significance – the higher up the scale of significance it is deemed to be, the greater the presumption should be in favour of its retention. Demolishing or removing intrusive component parts and elements (i.e. those assessed as being of negative significance), or at least modifying them, can recover significance, character and visual amenity.

In all cases where demolition/removal of listed and curtilage-listed buildings is proposed, listed building consent will be required and the case will need to be made in terms of the criteria set out in PPG 15 para. 3.5 and 3.16-3.19 – a Conservation Plan recommending demolition is not in itself sufficient. The cultural significance of a building and its effect on setting and views are just two of the considerations which the Secretary of State expects a local planning authority to address when considering such an application. Other considerations include the condition of the building and the cost of repairing and maintaining it in relation to its significance and to the value derived from its continued use, the adequacy of efforts made to retain the building in use, and the merits of alternative proposals for the site.

Policy 8.1
There should be a presumption in favour of the retention of culturally significant fabric (component parts and elements of level A-D), although in some instances there may be a case for the demolition of fabric of lesser significance and neutral significance. The higher the level of cultural significance of a component part or element, the greater should be the presumption in favour of its retention.
Policy 8.2
Component parts and elements assessed as being intrusive should be demolished/removed or at least modified as opportunities arise (subject to listed building consent).

Recording Prior to Alteration or Demolition
Keeping detailed written, drawn and photographic records of alterations, additions and demolitions enables a thorough understanding of the changing form of a site which can inform future works. Detailed records of works have been kept of works at the Royal Ordnance Depot throughout its long history, with the result that the development of many of its buildings is well documented. It would be highly desirable for this tradition to continue. Recording prior to alteration or demolition is often required as a condition of listed building consent being granted for such works to a listed building or curtilage-listed structure (see PPG 15 para. 3.22-3.24). Such records will need to be curated at an appropriate location and copies forwarded to the Northamptonshire Sites and Monuments Record and Daventry District Council.

Policy 9.1
Recording should be carried out prior to the substantial alteration or demolition/removal of fabric appropriate to its level of cultural significance. The resulting records should be curated appropriately and copies sent to the relevant authorities.

New Buildings and Design Quality
The approach taken to new design will be crucial if the authenticity and integrity of culturally significant sites are to be maintained. The Burra Charter (1999) recommended:

‘New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.’ (Article 22.1)

‘New work should be readily identifiable as such’. (Article 22.2). It clarifies this, stating that ‘New work may be sympathetic if its siting, bulk, form, scale, character, colour, texture and material are similar to the existing fabric, but imitation should be avoided.’

Subsequently, the Commission for Architecture and the Built Environment (CABE) and English Heritage have highlighted the need for ‘a high standard of design when development takes place in historically sensitive contexts’. They argued that

‘the right approach is to be found in examining the context for any proposed development in great detail and relating the new building to its surroundings through an informed character appraisal. This does not imply that any one architectural approach is, by its nature, more likely to succeed than any other. On the contrary, it means that as soon as the application of a simple formula is attempted a project is likely to fail, whether that formula consists of ‘fitting in’ or ‘contrasting the new with the old’.’

Instead they set out a number of objectives which new building in historic contexts should seek to achieve, which are reflected in the policies below. More recently CABE amplified its position:

‘Development should respond to and support valued local historic character. For CABE this does not mean necessarily copying or being subordinate to every component of the historic environment just for the sake of it. It means that the design statement or

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1 CABE and English Heritage 2001: 5.
contextual analysis supporting the proposal should explain and justify the relationship between existing historic buildings, street patterns or spaces and the development. Furthermore, it means being very specific about the development’s impact upon them.

… A good case needs to be made to show how the development’s design will improve its locality and how its design learns from what has gone before.

…CABE believes that good design transcends style or age. Starting from the understanding that it is generally the best from previous eras that has survived, there are many important lessons to be learnt from what already exists and is valued. The good design of today becomes the heritage of tomorrow.1

At Weedon’s Royal Ordnance Depot, over the years new buildings have continued to add new layers to the site’s architectural vocabulary, but certain themes have remained strong throughout, such as the almost exclusive use of red brick (the only other materials used for external walls having been concrete and metal and on just a few buildings), grey roofs (mostly slate) and industrial styles. Radical departure from these traditions (e.g. the extensive use of glass for external walls) would have a major impact on the character of the Storehouse Enclosure. The parameters of acceptable design and materials should be set out by the local planning authority.

Policy 10.1
New buildings should:

• relate well to the lie of the land, and to the pattern of the existing development, routes and spaces

• respect significant views and vistas, and where appropriate create new ones and juxtapositions which add to the variety and texture of the setting

• respect the scale of neighbouring buildings

• be of a high standard of design, and in their form and materials respect, complement and make reference to the character of the existing significant buildings

• use materials and construction methods which are as high in quality as those in existing significant buildings.

Policy 10.2
A Development/Design Brief should be drawn up for the site informed by the Conservation Plan and intended to guide new work at the site.

Use
PPG 15 sets out the Government’s policy relating to the use of historic buildings and areas, which includes the following:

‘Generally the best way of securing the upkeep of historic buildings and areas is to keep them in active use. For the majority this must mean economically viable uses if they are to survive, and new, and even continuing, uses will often necessitate some degree of adaptation. The range and acceptability of possible uses must therefore usually be a

1 CABE 2004: 1.
major consideration when the future of listed buildings or buildings in conservation areas is in question.’ (Para. 3.8)

‘Judging the best use … requires balancing the economic viability of possible uses against the effect of any changes they entail in the special architectural and historic interest of the building or area in question. In principle the aim should be to identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. This may not necessarily be the most profitable use if that would entail more destructive alterations than other viable uses’ (Para. 3.9)

‘The best use will very often be the use for which the building was originally designed, and the continuation or reinstatement of that use should certainly be the first option when the future of a building is considered. But not all original uses will now be viable or even necessarily appropriate: the nature of uses can change over time, so that in some cases the original use may now be less compatible with the building than an alternative…. Policies for development and listed building controls should recognise the need for flexibility where new uses have to be considered to secure a building’s survival.’ (Para. 3.10)

‘If a building is so sensitive that it cannot sustain any alterations to keep it in viable economic use, its future may nevertheless by secured … for its own sake for local people and for the visiting public.’ (Para. 3.11)

In addition, the Burra Charter (1999) stated:

‘A place should have a compatible use.’ (Article 7.2). ‘Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.’ (Article 1.11)

It is not the remit of a Conservation Plan to identify acceptable new uses for buildings and areas, although it has a locus in commending certain uses where these retain cultural significance or highlighting particular uses which would be detrimental (see below). Its assessments of significance for component parts and elements should be used to inform the process of finding compatible uses for the site’s buildings and areas.

Policy 11.1

The site as a whole and its component parts (buildings and areas) should have compatible uses which respect their cultural significance and character.

Split Ownership and Management

Since 1965 when the Depot ceased to be in military ownership and use, the surviving component parts of the Depot – the Storehouse Enclosure, Magazine Enclosure and land between them – have subsequently been sold into separate private ownerships. These component parts are now managed by a number of companies with different aims and attitudes towards the site. This has already resulted in the legibility of the Depot’s original form being compromised — for example, the intensive redevelopment of the land between the Enclosures has reduced the legibility of the originally open nature of this area and the relationship between the Enclosures. Further release of the Depot’s buildings and areas into private ownership (e.g. within the Storehouse Enclosure or Magazine Enclosure) would pose a major challenge to maintaining the legibility of the site’s original form and the coherence which still survives within the Enclosures. If the opportunity
arises, it would be advantageous for all the surviving component parts of the Depot to be managed together for the benefit of the site as a whole, perhaps through designating the area comprising the Magazine Enclosure, Storehouse Enclosure and land between them as a Conservation Area. In the meantime, the desirability of preserving and enhancing the legibility of the Depot’s original form and the surviving coherence of its Enclosures needs to be addressed in all decisions about the Conservation Plan Area’s future.

Policy 12.1
The Conservation Plan Area (Storehouse Enclosure and the land between this Enclosure and the Magazine Enclosure) should continue to be managed as a whole with the aim of maintaining the legibility of the original form and extent of the Depot and the coherence and character of its component parts.

Policy 12.2
If suitable opportunities arise, it would be desirable for all surviving component parts of the Royal Ordnance Depot (Storehouse Enclosure, Magazine Enclosure and land between them) to be managed together with the aim of conserving the significances and relationships of the site as a whole.

Gaps in Understanding
Although an appreciable amount of research has been carried out and published in relation to the original phases of construction of the Royal Ordnance Depot at Weedon, sizeable gaps in understanding remain of the details of how the buildings and areas were used subsequently. The Conservation Plan has summarised what is known and clarified some matters, but it has not been its remit to carry out new research. Where gaps in understanding mean that it is not possible to assess the level of significance of a surviving component part or element with a reasonable degree of confidence, these should be prioritised for research so that an assessment can be made to inform future works. Examples include the reason for the great size of the lower land south of the storehouses in the Storehouse Enclosure, the original window materials and glazing arrangements on Storehouses B1-8 and the Portcullis Buildings (B66 and B90) and the original paint colours used externally and internally there, and the rarity of the Scherzer Rolling Lift Bridge when constructed in the UK and as a (partial) survival today. Gaps in understanding are identified in the Gazetteer entries and in the ‘Understanding the Development of the Site’ section of the Conservation Plan. Further research may involve analysis of documentary sources, but it may also include detailed recording and analysis of above-ground buildings and below-ground excavation and recording.

Policy 13.1
Research should be prioritised to enable the assessment of the significance of all the surviving components parts of the Conservation Plan Area (buildings and areas) and their elements to inform future works to them.

CONSERVATION ISSUES, VULNERABILITIES AND POLICIES: COMPONENT PARTS AND ELEMENTS

In this section, the ways in which the cultural significance of the site’s component parts (buildings and areas) and their constituent elements are vulnerable to harm are explored, and conservation policies are recommended to retain and recover that cultural significance. Since the removal of fabric assessed as intrusive is dealt with under a general policy (see above), it has not been repeated under each entry below. A number of condition surveys of the site have been carried out in recent years, which have been summarised and updated by Nick Bridges of Ettwein Bridges Architects (see Appendix II). Only where the condition of a building is a particular cause for concern is it referred to under the relevant entry below.
Storehouse Enclosure

Storehouse Enclosure Walls and Gateways (built early C19, level B or considerable significance)

The Storehouse Enclosure is rectangular in plan and its high, red-brick walls were constructed at a distance around the group of eight storehouses flanking the north and sides of the Ordnance Canal leaving plenty of space for movement within the Enclosure. Access to the Enclosure and beyond was through six gateways – three opposite each other in its east and west walls. It was intended to provide secure wharves for unloading and loading stores being transported by canal and road to and from the storehouses and safe storage conditions there.

The four walls of the Enclosure are in poor condition and on the English Heritage Buildings at Risk Register.

Of the six original gateways in the Enclosure wall, four survive – in both the east and west walls the gateway immediately south of the Portcullis Building and that allowing access to the lower land south of Storehouses B2, 4, 6 and 8. Of these four gateways, however, over the years three have been filled in with brickwork (the exception being the east wall’s gateway onto the lower land). Of the two other gateways – immediately north of the portcullis buildings in the east and west wall – the gateway in the east wall (now the main entrance to the Enclosure) has been rebuilt broadly in the correct position, but the gateway and the adjacent stretch of Enclosure wall in the west wall were removed in the earlier twentieth century to allow the railway to pass through and there is now a metal security fence and gate in its place (assessed as intrusive). The changes to the gateways have detracted from the legibility of the original access arrangements to the Storehouse Enclosure. Restoration of the infilled gateways by removing their brick infill and where necessary accurately reconstructing the gate-piers matching the originals in form and materials, as well as adjoining section of west Enclosure wall, would recover the legibility of the original access arrangements. None of the original gates survives in situ or elsewhere on site, although it is clear from the gateways that each gate was two-leaf and hung on pintles. It is possible that an historic description or sufficiently accurate drawing surviving in the archives as yet undiscovered which may contain sufficient information to enable a reconstruction of the original gates. If not, construction of gates of new design in keeping with the character of their context would allow the gateways to function again, if so desired. If the filled-in gateways were brought back into use, it would once again allow independent access to the storehouses and areas north and south sides of the Ordnance Canal.

Detail from a plan of 2 April 1811, showing the position of the original gateways in the Storehouse Enclosure walls – three in each of the east and west end walls. Source: PRO WO55/2448, CP/A/8.
Over the years, the number of new openings inserted in the Enclosure’s walls and the removal of sections of wall have been limited and confined to certain stretches, with the result that the original form of the Enclosure and its access arrangements remain legible. The gateway inserted in the Enclosure’s north wall (assessed as level C or some significance) between 1845 and 1853 to provide independent access to the zone around Storehouses B7 and B5 when used as a military prison 1844/5-70 compromised the legibility of the original access arrangements to the Enclosure but is of intrinsic significance. Removal of this section of wall or rebuilding it would destroy the evidence.

A section of the Enclosure’s north wall west of the Wagon Shed (B15), was removed to create access to the Storage Shed (B16) built in 1916. The superstructure of this building has been taken down, leaving just the remains of its interior concrete levels and ramps. If a replacement building is not constructed on its site, careful reconstruction of this section of wall to match the original would regain the sense of enclosure in this part of the site.

As the wall containing the main entrance routes into the Storehouse Enclosure, the east wall has seen the most new access openings inserted over the years, but most of these have subsequently been filled in with brick. A doorway inserted by 1914 perhaps to provide private access to the Offices B86 for the Commanding Officer (assessed as level D or little significance) remains potentially operational, as does one of two gateways inserted by 1926 north of the original gateway in the north of the East Portcullis Building B90 to allow railway lines to be installed (assessed as level D or little significance). If more access openings in the Storehouse Enclosure walls are required, restoring the original six gateways to use and possibly also some of the subsequently inserted openings would be preferable to inserting new openings, particularly in the south wall where there have never been gateways or doorways before.

In the Enclosure’s south wall, window openings (assessed as level C or some significance) were inserted in the rear elevation of the workshops probably when they were converted for uses to support the infantry barrack accommodation in Storehouses B2, 4, 6 and 8 between 1837 and c. 1854. These openings have subsequently been filled in with brick, and the workshops themselves have been demolished. If new buildings are erected inside the Enclosure obscuring the window openings, it would be desirable for the openings to continue to remain legible on the exterior face of the Enclosure wall. If the window openings were opened up to light new buildings, care would need to be taken not to destroy their distinctive form (e.g. in the case of the cell windows) or to mislead.

**Policy 14.1**
Priority should be given to repairing the Storehouse Enclosure walls.

**Policy 14.2**
The legibility of the original access arrangements (six gateways) to the Storehouse Enclosure should be regained and retained. The six original gateways should not be incorporated in new buildings.

**Policy 14.3**
New openings should not be inserted in the Storehouse Enclosure walls.

**Policy 14.4**
The form of the gateway inserted in the Storehouse Enclosure’s north wall to provide access to the military prison should remain legible.
Policy 14.5
If access requirements permit, the missing section of the Storehouse Enclosure’s north wall west of the Wagon Shed (B15) should be reconstructed.

Policy 14.6
The window openings inserted in the Storehouse Enclosure’s south wall to serve the former workshops should remain legible at least on the exterior face of the wall.

Bastions B92-5 (built early C19, level B or considerable significance)
When the Storehouse Enclosure was built, it included a red-brick bastion-like structure at each of its corners – all of identical design – which were intended, according to Captain Pilkington, to ‘convey some form of defence’ and act as a simple precaution ‘against common depredations’. The casemates beneath the walkways are thought to have been used for storage of readily accessible muskets and ammunition. Although the principal original role of the bastions was to monitor and defend the external approaches to the site, the area in front of them within the Enclosure was kept as open space so that the guards on the walkways also had good views over the Enclosure itself and therefore of the movement of stores and people there, and so that there was unimpeded, swift access to the casemates under the bastions (and the muskets and ammunition etc. stored there) and the steps up to the walkways.

All four bastions are in poor condition and on the English Heritage Buildings at Risk Register.

Incorporating the bastions within new buildings would destroy the legibility of their relationship with the Storehouse Enclosure walls, whilst covering over the bastions’ interior open spaces would detract fundamentally from their character. Reconstructing gates to the end casemates or in the gateway leading to the sets of smaller casemates might enable the casemates to be used for storage once again, but new uses may be feasible too.

Extensions have been added to only one of the bastions – the North-east Bastion (B92), from where the field of vision and fire was impeded by the rising ground to the north-east. In the later nineteenth century a Store was constructed inside the bastion just in front of where the two rows of small casemates meet (requiring the steps to be amended) and possibly during the Boer War a toilet block was added to the bastion’s west end (the adjacent toilets were also converted into toilets). These additions and amendments have all detracted from the legibility of the bastion’s original form and role. They have been assessed as being of neutral significance. Listed building consent was granted for demolition of both the Store and the toilet block in May 2000. Adding new extensions would detract from the legibility of the bastions’ original form and role.

Policy 15.1
Priority should be given to the repair of Bastions B92-5.

Policy 15.2
The legibility of the original form of Bastions B92-5 should be recovered and retained. The bastions should not be incorporated in new buildings nor their interior open spaces covered over.

Policy 15.3
The removal of the Store, Toilet Block and toilets from Bastion B92 would be desirable.

Policy 15.4
Extensions should not be added to the exterior or interior of Bastions B92-5.
**East Portcullis Building B90 and West Portcullis Building B66 (built early C19, level B or considerable significance)**

The two portcullis buildings span the Ordnance Canal as part of the east and west walls of the Storehouse Enclosure’s circuit. They were built to control access to the Enclosure via the canal and the adjacent gateways and to provide guard rooms with office space above, and were of identical design. A stepped bridge (*perron*) incorporated in the portcullis buildings’ front wall allowed pedestrian access over the canal at the ends of the Enclosure.

There are some damp-penetration problems in the East Portcullis Building, but the condition of the West Portcullis Building is far worse and it is on the English Heritage Buildings at Risk Register – part of its first floor is starting to collapse, its pedestrian stepped bridge has been hit by articulated lorries turning to cross the adjacent bridge, and thick vegetation covers its west elevation.

Neither portcullis building is currently in use. Reusing one or both of them as guard rooms/security lodges (ground floor) and offices (first floor) would represent a continuation of their original uses which would be desirable, but new uses may be feasible.

Externally, when constructed the portcullis buildings were afforded a fine but simple appearance. In contrast to the storehouses, they were built of pale brick so that from a distance they appeared to be entirely of stone. Rendering or painting this brickwork would compromise this aspect of their significance. Openings were arranged symmetrically on all the elevations. Access was via a central doorway at first-floor level on the front elevation (i.e. facing into the Enclosure) reached by the pedestrian stepped bridge, and at ground-floor level through a doorway in each end elevation to the guard room. The first-floor front door (with its flush-beaded panels) survives *in situ* on the West Portcullis Building, but on the East Portcullis Building it has been replaced by an eighteenth-century version brought in relatively recently from another site (assessed as intrusive in this context). Sufficient evidence survives on the West Building’s front door (possibly including indications of its original paint scheme) to allow an accurate reconstruction of the original front door on the East Portcullis Building. The doors to the ground-floor guard rooms were of different form to the front doors – their upper panels were glazed to allow the guards to see who was approaching. These doors survive *in situ* on the East Portcullis Building, potentially allowing reconstruction of the equivalents on the West Portcullis Building. Replacing the original external doors with ones of different form and materials would detract from the legibility of the buildings’ original form and character.

All the rooms in the portcullis buildings were well lit, the windows being taller on the first floor (*piano nobile*) than on the ground floor. Some original sash windows (without horns) survive on the West Portcullis Building, allowing for accurate reconstruction where these have been replaced. As with the original doors, replacing original windows with ones of different form and materials would detract from the legibility of the buildings’ original form and character. On the rear elevation (facing out of the Enclosure) there were originally blind recesses intended to resemble window openings whilst retaining security. Adding new openings/recesses on any of the elevations, or adapting the purpose of external openings (e.g. from doorway to window opening or vice versa, or inserting windows in the blind recesses) would detract from the legibility and simplicity of the original design.

When constructed, the roofs were covered with slate. The cupola surmounting each roof is a distinctive feature visible across the Enclosure and from beyond it. Altering the roof covering to one of a different material and colour or removing the cupolas would harm the buildings’
character and their distinctive profile. Inserting roof lights would detract from their visual amenity. Both buildings retain metal down-pipes with their original elegant vase-shaped hoppers— their replacement with plastic versions or hoppers of a different form would detract from the buildings' visual amenity and character.

No extensions have been added to the West Portcullis Building. A north porch was added to the East Portcullis Building in the later nineteenth century and an office extension was built against the south elevation in the Second World War. Both additions have been assessed as intrusive—they detract from the building’s original symmetrical form and fine appearance, and hinder appreciation of its original access arrangements. Replacement of these extensions or the addition of others to either portcullis building would harm their visual amenity and reduce the legibility of their original form.

Inside the buildings, the original layout comprised two ground-floor rooms and three first-floor rooms, all of them small and undivided. A draught-lobby recently inserted in the first-floor central room has been assessed as intrusive. Subdivision of the rooms, or removing the walls separating them, or altering the number or position of the floor levels, would detract from the legibility of the original internal layout. All the floor-surfaces were originally of timber except that in the first-floor central room, where stone flags were laid, demonstrating well the need for this floor to be able to take the weight of the portcullis mechanism there and the frequent passage of feet as the guards came to turn the windlass. Removing the timber portcullises, the clock (in the East Portcullis Building) and their mechanisms all housed in their timber boxing and cupboards would detract greatly from the legibility of the original roles of these buildings. Some original internal doors (with their flush-beaded panels and possibly evidence of the original paint scheme) survive in both portcullis buildings, potentially allowing missing doors to be reconstructed or intrusive ones (e.g. of plywood) to be replaced so that character is enhanced. Adding or filling in original internal doorways would detract from the legibility of the original access arrangements.

Policy 16.1
Priority should be given to repairing the West Portcullis Building B66 and the East Portcullis Building B90.

Policy 16.2
The external brick walls and stone dressings of the portcullis buildings should not be rendered or painted.

Policy 16.3
New openings should not be added to the external elevations of the portcullis buildings and the role of the original external openings and blind recesses should not be adapted.

Policy 16.4
Surviving original external and internal doors and windows in both portcullis buildings should not be replaced with ones of different form and materials.

Policy 16.5
The roof of both portcullis buildings should continue to be covered with slate. The cupola (and in the East Portcullis Building the clock inside it) should be retained in situ on both buildings. Roof-lights should not be inserted.
Policy 16.6
Extensions (including porches, canopies, lean-tos etc.) and fire-escapes should not be added to any of the elevations on the portcullis buildings.

Policy 16.7
The original internal layout and access arrangements in both portcullis buildings should be recovered and retained. The rooms should not be subdivided and no new internal openings should be created.

Policy 16.8
The original differentiation in floor materials between the first-floor central room (stone flags) and the other rooms (timber floorboards) should be retained.

Policy 16.9
The portcullises and their associated original mechanism and fittings in both portcullis buildings should be retained in situ.

**Ordnance Canal and Central Basin (built early C19, level B or considerable significance)**

Constructed as a branch canal running westwards from the Grand Junction Canal, the Ordnance Canal was designed to allow canal boats carrying muskets to reach the storehouses and those carrying gunpowder to reach the magazines in the Magazine Enclosure west of the Storehouse Enclosure. The central basin in the Storehouse Enclosure was intended to allow the canal boats (each 70 ft long) to turn and possibly also unload/load there.

The brick retaining-walls of the canal are in poor condition and are on the English Heritage Buildings at Risk Register. Since the site went out of military use, the canal has filled with vegetation and in places silt, detracting both from the legibility of its original transport role and from its visual amenity, which would be recovered by cleaning it out (under appropriate archaeological supervision) during conservation followed by regular maintenance. Filling in the canal (or part of it) and/or central basin would have an immensely harmful effect not only on the legibility of the original access arrangements to the Storehouse Enclosure and beyond, but also on the character of the Storehouse Enclosure. The twentieth-century concrete bridges over the canal are in variably poor condition.

The central basin was originally symmetrical, but its northern side was filled in to allow more railway lines to be installed along the north side of the canal in the earlier twentieth century. These railway lines have now gone. Restoring the original form of the central basin through the removal of the fill would allow appreciation of its original form and role. The original canal walls are likely to survive *in situ* beneath the later surfaces.

The original access arrangements over the Ordnance Canal within the Storehouse Enclosure remain broadly legible – a pedestrian stepped footbridge built into the front wall of the East and West Portcullis Buildings (both survive), and a bridge at each end of the central basin (both replaced). Flat, concrete bridges added just in front of the pedestrian stepped footbridges in the Second World War to allow vehicular traffic to cross there detract from the visual amenity of the portcullis buildings and the vistas along the Ordnance Canal and have been assessed as intrusive (listed building consent for their demolition was granted in May 2000). Replacement of the concrete bridges with ones of a form more appropriate to their context, and designed so that vehicles crossing do not hit the original stepped bridges (as currently happens at the west end), would enable vehicles to continue to cross at the ends of the Enclosure. Replacement of the similar concrete bridge at the west end of the central basin with one of a form more appropriate...
to its context, and either the repair of the 1906 Scherzer Rolling Lift Bridge (level D or little significance) at its east end or replacement by a bridge of different but appropriate form, would allow vehicles and people to continue to cross in the centre of the Enclosure. Adding new bridges over the Canal between the central basin and the concrete bridges (e.g. to coincide with the spaces between the storehouses) would disrupt the long stretches of open canal which are fundamental to the vistas along the Canal.

Policy 17.1
Priority should be given to repairing the walls of the Ordnance Canal and its central basin.

Policy 17.2
The original open form of the Ordnance Canal and central basin within the Storehouse Enclosure should be recovered and retained. They should be kept free of vegetation and silt.

Policy 17.3
Bridges over the Ordnance Canal within the Storehouse Enclosure should be restricted in their location to the east and west ends and at the junction with the central basin.

Storehouses B1-8 (built early C19, level B or considerable significance)
The eight Storehouses B1-8 were all of identical design and were designed to store field ordnance in their ground-floor storerooms, muskets in their first-floor storerooms, and materials such as salt-petre in the basement casemates of B2, 4, 6 and 8.

Parts of some storehouses are in poor condition – notably the portes-cochères against the rear elevations of Storehouses B2, 4, 6 and 8. Dry rot is present in Storehouses B3, B6 and B8 and poses a major risk to the structural health of the buildings.

Externally, all the elevations of the storehouses were designed to be of fine appearance, their red-brick walls enhanced by stone dressings – on Storehouses B2, 4, 6 and 8 the whole of the basement storey (on the rear elevation) was faced with ashlar. The reason for the bricks below the sill band being a lighter colour and unevenly fired compared with the deeper-red bricks above this band is not properly understood, but it may have been because a wash was originally applied below the sill band – paint analysis may be able to confirm or negate this theory, and inform whether a wash should be reapplied. Matching brick colour and stone type, size, mortar type, bonding technique etc., and keeping stone replacement to the minimum necessary, will be crucial in ensuring that repairs do not detract from the fine appearance of the elevations. Rendering the elevations or painting them would obscure the original colour distinctions and harm their visual amenity. The stone eaves cornice and parapet survive to their original full height only Storehouse B8, providing sufficient information potentially to allow the reconstruction of these elements on the other storehouses. It is likely that sufficient survives in situ of the iron railings and gates on top of the portes-cochères to allow accurate reconstruction of missing elements.

Openings on all four elevations of the storehouses at ground level and first-floor level were arranged symmetrically. A ground-floor central door in the front and rear elevation allowed access to the central vestibule for men to carry muskets upstairs, whilst a door in each end elevation allowed direct access into the storerooms for the teams of horses pulling field ordnance. In the later nineteenth century, the doorways in many of the end elevations were filled in with brick (in some cases the doors were also in situ). This brick fill has been assessed as intrusive – its removal would recover the legibility of the access arrangements to the storehouses,
Although this may not be practicable in the few instances where extensions have been built against the elevations. Sufficient original ground-floor two-leaf timber doors and tympana survive in situ on the front, rear and side elevations of the storehouses to indicate that they were all of the same form (each with six panels, boldly fielded on their exterior face and flush-beaded on their face – evidence of the original paint scheme may survive too) and to enable reconstruction where doors have been removed or a replacement is required. Replacing surviving original external doors and tympana with ones of different form and materials would detract from the legibility of the storehouses’ original appearance and character.

A row of windows on the ground and first floor, and one in the end wall at first-floor level, ensured that the storerooms and landing were well-lit and well-ventilated. The detailed form and materials of the original windows on the storehouses are at present poorly understood. Some original windows may survive at first-floor level on the end elevations concealed behind barracks-phase chimney stacks and timber boarding on the southern row of storehouses (documents suggest the glazing pattern may not have been exactly the same in B1-4 compared with B5-8 built slightly later). None of the original ground-floor windows survive in situ, although comparison with similar buildings at other sites suggests they were probably originally sash rather than casement windows. Further documentary research may be able to ascertain the materials and glazing pattern of the storehouses’ original windows which would enable accurate reconstruction if required. The taking-in doorways inserted through the front elevation’s first-floor central window and the ground-floor doorway’s entablature on all the storehouses except B7 and B5 in the later nineteenth century have been assessed as level C (or some significance) since they demonstrate the mechanisation of the taking-in process, arguing against removing these doorways and reconstructing the central windows.

The basement storey of each of Storehouses B2, 4, 6 and 8 was built to be accessible only from the rear elevation. It contained twelve vertically-boarded timber doors with either a louvred or perforated tympanum, each providing access to one of the casemates. Most of these doors survive in situ (many retaining at least some of their original door furniture, in contrast to the doors at ground level), and so do a number of the tympana, providing sufficient evidence to enable reconstruction of missing examples. Replacing the original doors and tympana with ones of different form and materials would harm the legibility of the building’s original appearance and character. A few of the doors have been stripped of all former layers of paint, removing evidence of their original and subsequent paint schemes in the process and reducing their level of protection against the elements.

Converting external window-openings to doorways or vice versa, or filling in openings, or adding new openings, would detract from the legibility of the original configuration of openings on the storehouses’ external elevations, and thus evidence of the original means of access, ventilation and lighting, and would harm their visual amenity.

Most of the storehouses have had no added extensions over the years, allowing their original access arrangements and their fine appearance to continue to be appreciated. Where extensions survive today they are confined to the end elevations, where they all detract from the legibility of the original doorways and the elevations’ visual amenity. Extensions to the storehouses assessed as intrusive should be removed – the extension to the east elevation of Storehouse B3 (listed building consent for its demolition granted in May 2000) and the Blacksmith’s Shop attached to the west end of Storehouse B5’s lean-to stair-tower. In some instances, however, these extensions have intrinsic historic and architectural significance (e.g. the military prison hospital B70 attached to Storehouse B7, and the lean-to stair tower to provide private access for the
prison governor to his first-floor apartment in Storehouse B5 – both extensions assessed as level C or some significance). According to historic plans and drawings, extensions have never been added to the storehouses’ front elevations, and those against the rear elevations have been extremely limited in number with only one surviving – the link building between the Wagon Shed B15 and Storehouse B1, which has been assessed as intrusive and should be removed. Adding new extensions to any of the storehouses’ elevations (including porches or canopies etc.) would compromise the legibility of original access arrangements and visual amenity.

Metal fire-escapes were added to the end elevations of Storehouses B1, B2 and B8 in the twentieth century which detract from the visual amenity of these elevations and have been assessed as intrusive. Their removal would recover this visual amenity. The addition of fire-escapes would have a negative impact.

None of the original timber roof structures survives on the storehouses, that on B2 having been replaced with an elegant iron structure after the 1889 fire (assessed as level C or some significance) and the remainder having been replaced with metal trusses of a standard design between 1938 and 1955 (assessed as level D or little significance). All the replacement roof structures comprise a single range hipped at both ends rather than two parallel ranges, so whilst they continue to present a unified appearance, it is not that of the original arrangement. Two storehouses (B2 and B8) are covered with slates, which may be the originals re-laid (level C or some significance), whereas the remainder are covered with corrugated asbestos, which still retains a semblance of unity in that the asbestos is grey like the slates, but the asbestos detracts from the visual amenity of the storehouses individually and as a group when viewed along the canal and so has been assessed as intrusive. Replacing the corrugated asbestos covering on the storehouses with slates to match those surviving on B2 and B8 would enhance the visual amenity of the storehouses concerned and regain unity of roof covering within the group of eight storehouses. Sufficient evidence may survive in drawings of the original timber roof structures (e.g. made of some storehouses in 1874) to enable their reconstruction, but the design had a valley gutter between the two parallel ranges, which would once again present maintenance difficulties if this form of roof was reconstructed. The insertion of roof-lights on any of the storehouses would detract from their visual amenity and character and the unity of appearance of the group of eight storehouses.

Internally, Captain Pilkington designed the storehouses so that the northern row of storehouses (B1, 3, 5 and 7) comprised a ground floor and a first floor, whereas the southern row (B2, 4, 6 and 8) also had a basement storey allowed by the ground-level falling away more sharply there. To enable Storehouse B7 to be used as a military prison 1844/5-70, the first floor was removed and two floors inserted instead, but these were removed and the original arrangement reinstated in 1937-8, so all eight storehouses now have their original distribution of floors again. Altering the number and/or position of the floor levels/storeys in the storehouses (e.g. by adding a mezzanine) would detract from the legibility of the original arrangement of internal space in the storehouses.

When built, there was no internal communication between the twelve casemates in the basement storey of Storehouses B2, 4, 6 and 8 (merely a ventilation grille in the dividing wall) to ensure their security and reduce the risk of fire spreading, nor was there internal access between any of the casemates and the ground floor above. Direct access between some casemates has been created subsequently by inserting an internal doorway in the dividing wall, thereby detracting from the original access and security arrangements. To create access between the basement storey and the ground floor would represent a fundamental change from the original
Conservation Issues, Vulnerabilities and Policies

Conservation Plan for Storehouse Enclosure, Royal Ordnance Depot, Weedon Bec, Northants. © Liv Gibbs BA MA (Cantab.) Ph.D.
Adopted 2005
The Historic Environment Consultancy

arrangement which would require the damaging penetration of the casemates’ brick vaults. The casemates were built without any internal subdivisions. To insert partition-walls would detract from the legibility of their original form. The casemates were originally fitted with storage racks, which could be accommodated once again to enable their reuse. The walls and vaults of the casemates were originally unplastered (but limewashed) – to plaster or dry-line them would harm their character. In many of the casemates and under the portes-cochères the original brick, hard-wearing floors survive. These make an important contribution to the casemates’ character which would be compromised by their removal. Covering these floors risks exacerbating damp problems. Finding uses which allow the original brick floors to remain uncovered would therefore be desirable. If it becomes necessary to lift the original bricks to install a damp-proof membrane underneath, care would need to be taken to re-lay them in the original pattern.

On the ground and first floor, the original layout comprised a central vestibule and landing defined by two north-south cross-walls, with a large storeroom to the east and west on each floor. Access from the ground floor to the first floor was originally via a timber staircase rising from the vestibule to the landing against each cross-wall from the front of the building towards the rear. Only one staircase now survives in each of the storehouses, the other probably having been removed in the later nineteenth century to facilitate access by the tramway which entered the vestibules (in Storehouse B2 the surviving original staircase was replaced after the 1889 fire, and Storehouse B7’s was replaced in 1937-8). In the place of the missing staircase is an electric cage-lift (for moving stores rather than people) installed in 1940 (assessed as level D or little significance). Sufficient evidence of the original form of the staircases survives to inform reconstruction of the missing staircases if this was required to improve pedestrian access to the first-floor storerooms. If the cage-lifts are removed to facilitate reuse of the buildings, it would be desirable to retain one in situ as evidence of this phase (perhaps that in Storehouse B7, which has been modified more internally than the other storehouses). If lifts for people rather than stores are required in the storehouses, replacing the cage-lifts with versions suitable for people would restrict their impact on the buildings, but given the prominent position in the building, great care would need to be taken to ensure that their form and materials respect the character of the storehouses. If the cage-lifts are retained but disabled access to the first floor is required, any adaptation of the original timber staircases would need to retain the legibility of their original form.

The site of the former stair/lift against the cross-wall in the vestibule and landing also provides a potential location for partitions to be inserted to accommodate services (e.g. toilets). Alternatively, there may be sufficient space beneath the surviving staircase (and a reconstructed staircase opposite) for limited services. In either case, such partitions would need to be located so they do not hinder direct access and visibility along the vestibule between the front doorway and the rear doorway.

Access into the east and west storerooms from the ground-floor vestibule was through two doorways in each cross-wall, and from the first-floor landing through one doorway in each cross-wall at the canal end – the position of the stair meant that it could not provide access to the doorway at the non-canal end of the cross-wall at first-floor level, so these doorways were blind. Most of the doorways at the non-canal end of the cross-walls from the vestibule into the storerooms have subsequently been filled in with brick, detracting from the legibility of the original access arrangements to the ground-floor storerooms. Removing the brickwork infill from these ground-floor doorways would recover this legibility. In some cases there are currently blockwork toilet-blocks etc. located in front of these doorways, which have been assessed as intrusive. Sufficient examples of the original internal doors and tympana to the storerooms
survive in situ (with their flush-beaded panels and possibly evidence of their original paint scheme) potentially to allow the reconstruction of missing examples. Replacing the original doors and tympana with ones of different form and materials would detract from the legibility of the original internal appearance of the storehouses. A few examples also survive in situ (in Storehouses B1 and B3) of the blind doors and tympana which matched the working versions and were located in the first-floor storerooms within the blind doorway’s recess at the non-canal end of the cross-wall. Such survivals could potentially inform the reconstruction of blind doors and tympana in the first-floor storerooms of the other storehouses. Existing fireproofing measures on doors (fireproof boarding attached to the rear face) harm their visual amenity and have been assessed as intrusive. Guidance is available on methods of fireproofing historic doors which do not harm their visual amenity or require such extensive physical intervention that their significance is diminished.¹

The four storerooms in each storehouse were each originally undivided. Those on the first floor were fitted with storage racks (for the muskets) which were attached to horizontal timbers set in the brickwork of the walls, and there have been subsequent schemes of storage racks installed in both the ground-floor and first-floor storerooms attached to the walls and freestanding in the middle of the rooms, but none survive in situ. Plastering (or dry-lining etc.) the original brickwork of the storehouses’ interiors would obscure such evidence and that of alterations subsequently made to the buildings, such as the central doorways inserted in the cross-walls of Storehouse B7 in 1844/5 (filled in 1937-8) when it was used as a military prison. The physical and visual impact of any necessary pipework and cabling on the internal walls should be kept to a minimum so it does not detract from the building’s character. In some storerooms, in recent years partitions have been inserted to form offices, which have been assessed as intrusive and should be removed. Subdividing the storerooms would detract from the legibility of their original undivided nature and their character, as would inserting staircases there to connect the ground-floor storerooms directly with those on the first floor. This points to their unsuitability for residential accommodation.

If it is deemed necessary to add internal draught-lobbies or doors in relation to the original external doorways in the vestibule or ground-floor storerooms’ end walls, they should allow the original doorways and their doors to remain visible (e.g. through the use of glass for the lobbies).

The first floor and the roof of each storehouse were originally supported on timber storey-posts. Those supporting the roof were removed when the roof structures were replaced with metal versions, but most of the original posts with their stone bases and scroll-ended timber bolsters supporting the first floor survive in situ and potentially allow the accurate reconstruction of missing posts (including the few storerooms in B5 and B6 where the posts have wide rather than narrow chamfers).

Originally, stone flags covered the ground-floor vestibule and storerooms of the storehouses, with wide floorboards on timber joists at first-floor level. Only a few patches appear to survive of the stone flags, and the original timber floorboards are only visible in one storehouse (B2, east storeroom), although more may survive beneath subsequent floor-layers. Evidence surviving in situ of the original floor surfaces should be retained wherever feasible. If later floors are replaced, the choice of materials and covering will need to be considered carefully so they retain the storehouses’ character – fitted carpets would have a negative impact, for example. It may be possible to run services immediately above the existing floors and to float suitably designed floors over them. Running pipework or cabling across the underside of the first floor or the

¹ English Heritage 1997a and 1997b.
exposed roof structure so that they are highly visible from below would detract from the building’s character.

The presence of set-backs on the cross-walls at eaves level c. 15 ft above the level of the first floor in the storehouses suggests that the first-floor storerooms may have been ceiled originally. An 1846 Return provided measurements for the upper rooms of Storehouses B2, 4, 6 and 8 (height 15 ft 6 in.) which suggest that these rooms were ceiled at least at this stage. Ceiling the first-floor storerooms would improve the visual amenity of the rooms (and reduce heat-loss), where the twentieth-century metal roof structures detract from their character. The elegant iron structure in Storehouse B2 may merit being left visible.

When the first-floor storerooms of Storehouses B2, 4, 6 and 8 were used as infantry barrack accommodation 1837 to c. 1854, fireplaces were inserted to heat the rooms. Although the chimney stacks and their supporting corbels survive in situ (assessed as level C or some significance), none has its original fireplace, so reconstruction would only be possible if detailed evidence of their form was found in documentary sources or the removed originals come to light. Timber panelling (level C or some significance) was attached to the walls at dado level to protect them from being damaged by the iron bedsteads and may provide information on the paint schemes on the joinery during that phase. Fireplaces were also inserted in Storehouse B5 when it was used as accommodation for military prison staff 1844/5-70, but only their stacks and corbels survives in situ, presenting a similar problem in relation to reconstruction as occurs in the southern row of storehouses. Although not many in number, other elements which do survive in situ relating to the use of B5 and B7 as a military prison may cast some light on their decorative schemes (e.g. the lean-to stair tower and prison hospital).

**Policy 18.1**
Priority should be given to repairing Storehouses B1-8. In particular, prompt action should be taken to eradicate any dry rot and to ensure the structural stability of the portes-cochères.

**Policy 18.2**
The external brick walls and stone dressings of Storehouses B1-8 should not be rendered or painted.

**Policy 18.3**
Wherever practicable, significant external and internal joinery of Storehouses B1-8 should not be stripped of its historic paint layers during redecoration. Such joinery should not be left bare.

**Policy 18.4**
The legibility of the original external access arrangements to Storehouses B1-8 should be retained and regained where practicable. Any internal draught lobbies constructed should allow the original doorways and doors to remain visible when viewed from inside the buildings.

**Policy 18.5**
Original external openings on Storehouse B1-8 should not be adapted to different uses or filled in. New openings should not be inserted in any of the elevations.

**Policy 18.6**
Surviving original external and internal doors and windows on Storehouses B1-8 should not be replaced with ones of different form and materials.
Policy 18.7
Extensions (including porches, canopies, lean-tos etc.) and fire-escapes should not be added to any of the elevations of Storehouses B1-8.

Policy 18.8
Storehouses B1-8 should not be attached to or incorporated into new buildings.

Policy 18.9
There should continue to be a unity of roof form (currently single range with hipped ends) throughout the group of eight storehouses. Unity should be regained amongst the roofs of all eight storehouses in terms of their roof covering, which should be grey and preferably slate. Roof-lights should not be inserted on any of the storehouses.

Policy 18.10
The number and position of floor levels in Storehouses B1-8 should not be altered.

Policy 18.11
In Storehouses B2, 4, 6 and 8, internal access should not be created between the casemates or between the casemates and the ground floor. The casemates should not be subdivided.

Policy 18.12
Original brick floors in the casemates and under the portes-cochères of Storehouses B2, 4, 6 and 8 should remain uncovered.

Policy 18.13
The original internal brickwork of Storehouses B1-8, at basement, ground-floor and first-floor level, and of significant alterations to it, should not be plastered or otherwise obscured from view. The physical and visual impact of any new cabling and pipework on the interior should be kept to a minimum.

Policy 18.14
The legibility of the original internal access arrangements in Storehouses B1-8 should be recovered and retained.

Policy 18.15
Any subdivision of the ground-floor vestibule in Storehouses B1-8 should not hinder direct access and visibility between the front doorway and the rear doorway, or obstruct the doorways to the storerooms.

Policy 18.16
Replacement internal lifts should be confined to the footprint of the existing cage-lifts and in their form and materials should respect the character of the storehouses. Lifts should not be installed elsewhere within the storehouses or against the exterior elevations.

Policy 18.17
The storerooms in Storehouses B1-8 should not be subdivided nor staircases installed there.

Policy 18.18
The materials and coverings of floors in Storehouses B1-8 should respect the buildings’ character.

Policy 18.19
If the first-floor storerooms of Storehouses B1-8 are ceiled again, such ceilings should be at the level of the existing set-backs in the cross-walls (i.e. at eaves level). The materials and colour of new ceilings should respect the buildings’ character.
**Fire Engine House B10 (built by 1911, level D or little significance)**

This small building was constructed in the central part of the enclosure and close to the readily available supply of water in the central basin so fire engines could be deployed rapidly to wherever they were needed on site.

Its location between Storehouses B4 and B6 and in line with their front edges means that it is visible as part of the east-west vistas along the Ordnance Canal (level A or exceptional significance), from which it detracts by interrupting the rhythm of regularly spaced storehouses with open spaces between them. Its position south of the central basin means that it also detracts from the north-south view in the enclosure, for example, when crossing the bridges over the Ordnance Canal at either end of the central basin (this view assessed as level D or little significance).

Externally, the building was constructed of red brick in a garage style. The limited brickwork on its front (north) elevation has subsequently been painted, which detracts from its character. The timber folding doors in the large doorway which occupy almost the entire the front elevation make a crucial contribution to its character and legibility of its original role, which would be compromised by filling in this opening (even partly) or altering the doors to ones of a different form.

Openings made in the end elevations or extensions to them (or the front elevation) would be visible from the enclosure’s central area and would detract from the east-west vistas along the canal. New openings inserted in the building’s rear (south) elevation or extensions to that elevation would detract from the east-west views past the rear elevations of the storehouses.

The building was constructed with a slate roof and lit by a roof-light on the ridge (instead of windows in the walls). Altering the roof covering to one of a different material and colour would detract from the building’s character, whilst removing the roof-light would detract from the legibility of the building’s original lighting arrangement.

Internally, the interior was originally undivided to ensure sufficient space for the storage of the fire engines and speed of access. The legibility of the original arrangement would be harmed by subdivision of the space.

**Policy 19.1**
The external brickwork of the Fire Engine House B10 should not be rendered or painted.

**Policy 19.2**
The original folding doors in the front (north) elevation of the Fire Engine House B10 should not be replaced with ones of different form and materials.

**Policy 19.3**
New openings should not be inserted in the rear (south) or end elevations of the Fire Engine House B10.

**Policy 19.4**
Extensions should not be added to any of the elevations of Fire Engine House B10.

**Policy 19.5**
The roof of Fire Engine House B10 should continue to be covered with slate. The building should continue to be lit by a roof-light, which should be restricted to the ridge.
Policy 19.6
The interior of the Fire Engine House B10 should remain undivided.

**B.W.D. Offices B11 (built 1904, level C or some significance)**

This small building was constructed as Offices for the Clerk of Works and Engineer – hence their convenient location centrally in the Enclosure and within easy reach of the power supply buildings (Engine House and Boiler House B77) in the middle of the Enclosure’s north side.

The building is positioned sufficiently far back from the front elevations of the Storehouses B3 and B5 for it not to detract from the east-west vistas along the Ordnance Canal (level A or exceptional significance), although it does detract from the less significant north-south view across the central basin (level D or little significance).

The timber floors of the building are in poor condition and in need of urgent repair to allow the continued use of the building.

Of quasi-domestic style, externally the building was constructed of red brick with stone and blue-brick dressings. Rendering or painting the exterior would detract from its character. Its original access and lighting arrangements survive unaltered. Access was through a doorway in the north-east re-entrant. It would be desirable for no new doorways to be inserted, but if one is deemed essential for safety reasons, it would be preferable to convert an existing window opening into a doorway rather than to insert a new opening. All elevations are well-endowed with sash windows, indicating the importance of natural light to those working in the offices and visibility across the Enclosure in all directions. Filling in these window openings or altering the form of the windows would detract from the legibility and unity of the original arrangement.

There are no extensions to the building. Adding an extension to any of the elevations would detract from the legibility of the original configuration of openings and the regularity of its plan.

The building was constructed with a slate roof. Replacing the roof covering with one of different material and colour would harm the building’s character, as would inserting roof-lights.

Internally, historic plans indicate that a lobby running north-south from the north-east doorway provided access to a north room with a walk-in cupboard (for the Engineer) and a south room with a walk-in lavatory and cupboard (for the Clerk of Works). This internal layout survives well, as do fixtures and fittings such as the fireplaces. Adding partitions, or removing or moving internal walls, would detract from the legibility of the original internal use of space and its character.

**Policy 20.1**
Priority should be given to repairing the floors of the B.W.D. Offices B11.

**Policy 20.2**
The external brickwork of the B.W.D. Offices B11 should not be rendered or painted.

**Policy 20.3**
The legibility of the original configuration of openings (doorway and windows) on the B.W.D. Offices B11 should be retained. The original doors and windows should not be replaced with ones of different form and materials.
Policy 20.4
*Extensions should not be added to any of the elevations of the B.W.D. Offices B11.*

Policy 20.5
*The roof of the B.W.D. Offices B11 should continue to be covered with slate. Roof-lights should not be inserted.*

Policy 20.6
*The original internal layout of the B.W.D. Offices B11 and its original fixtures and fittings should be retained. Partitions should not be inserted.*

**Workshops and Store B14 (built 1902, level C or some significance)**

This large building was constructed in the west part of the Enclosure’s north area to expand the facilities available for inspecting, repairing and storing small arms.

Externally, the building was constructed of red brick in three blocks, the central being three-storey and the ends two-storey. Rendering or painting the external brickwork would detract from its character. All elevations were afforded symmetrical configurations of openings. Access to the building comprised three vertically-arranged ranks of taking-in doors on the front (south) elevation (one in each block), whereas on the rear elevation there was one rank of taking-in doors in the central block and a ground-floor door incorporated within an otherwise glazed window opening in all three blocks. All external doors were of timber and vertically boarded. Window openings on all elevations were afforded round heads on the lower floors and flat heads on the upper floor, and all windows were of the same form – metal multi-pane with a pivoting section. Replacing original windows and external doors with ones of different form and materials (either piecemeal or as a group) would detract from the legibility of the building’s original appearance and harm the building’s integrity and character, as would filling in window openings or doorways.

The configuration of original openings survives virtually unaltered on all elevations – for example, on the front elevation, in the central block one crude conversion of a ground-floor window opening into a doorway with concertina door and brick fill above the lintel has been assessed as intrusive and should be removed and a window matching the original reconstructed. Similarly, a reused French door inserted in the top of the central rank of taking-in doors has also been assessed as intrusive and should be removed prior to an accurate reconstruction of an original taking-in door. Brick fire-escapes added to the end elevations and a metal fire-escape constructed against the taking-in doors on the rear elevation have detracted from their visual amenity and integrity and have been assessed as intrusive. The removal of these fire-escapes would allow the reconstruction of the first-floor central windows in the end elevations which have been converted to doors, thereby recovering the openings’ original configuration and character.

There is no doubt that altering the original use of the openings on the front (south) and end elevations in order to increase the number of points of access would detract not only from their symmetry and character but also to an extent from the east-west views along the Enclosure’s north area. If more doorways on the front elevation are deemed essential for the reuse of the building, a relatively discreet way of achieving this would be to follow the same technique of incorporating a door within the glazing of a window opening as occurs on the original openings on the rear elevation (perhaps centrally within the opening rather than against its side, thus drawing a distinction between the original and new arrangement). The number of new doorways would still need to be kept to a minimum and the opening(s) for conversion selected to retain...
the symmetry of each block and the elevation as a whole. Inserting a doorway in all the ground-floor window openings would alter the character of the elevation fundamentally and detrimentally.

Adding extensions to the front (south) or end elevations of the building would detract from their clean lines and the east-west views along the area and would therefore be undesirable. The limited remains of an extension extending between the north elevation and the Storehouse Enclosure wall have been assessed as being intrusive and should be removed, but there is scope for a replacement of this extension and possibly others along this north side (preferably using the existing original doorways in north elevation as the means of access to such extensions). In connecting such an extension or extensions to the Storehouse Enclosure’s north wall, the form and height of the Enclosure wall should remain legible when viewed from inside and outside the Enclosure.

When constructed, the roof of the building was covered with slate. Replacing this with a covering of different material and colour would harm the building’s character. A roof-light has been introduced on the ridge of the east block. If a roof-light is introduced on the west and/or central block, it should be restricted to the ridge.

Internally, the original brickwork of the walls remains unplastered. The building’s character would be harmed by plastering it or otherwise obscuring it. When constructed, the building contained three undivided rooms on the ground and first floor (one per block), and one undivided room in the central block on the second floor. Altering the number and position of the floor levels would detract from the legibility of the original arrangement, although this should not preclude the possibility of introducing floating floors directly above the originals to cover new pipework and cabling. Internal access between the rooms on the ground and first floor was originally via doorways in the cross-wall – a central doorway (to allow efficient access along the building) and a southern doorway (to allow access from the end rooms to lifts in the southern corners of the central room). Each doorway contained two sets of metal fire-doors. Within a few years, brick partition walls had been added on the ground and first floors dividing the central and east rooms equally in two (adjacent to the taking-in doorways), with a central doorway in each partition wall (shown on 1914 plans). Given the original great length of the rooms, this subdivision of rooms into halves has not overly harmed the sense of space there. Greater flexibility of the use of space on the ground and first floor of the west block (if required) could therefore be achieved by adding a similar central partition wall (also with a central doorway), but it would be desirable for at least one room to retain its original undivided form. Any alterations made to subdivide rooms should be non-structural and reversible. On the ground floor, the insertion of a southern doorway in these partition walls (matching those in the original cross-walls) would potentially allow for a lobby arrangement to be constructed around them to create independent access to the east and west rooms just inside the taking-in doorways. Further major subdivision of the rooms, however, would compromise the sense of space which is fundamental to the internal character of the building. Reused partition walls and other fittings introduced from other sites in relatively recent years in the central room on the second floor have been assessed as intrusive on the grounds of their inappropriateness for the context and should be removed. The original metal fire-doors make an important contribution to the character of the building and should not be removed or replaced with doors of a different form and materials. When constructed, there was one staircase in its own timber lobby per block rising against the rear (north) wall and serving all the floors. The staircase and lobby in the west block was removed shortly after 1925 (its original location is still legible), but since plans indicate that it was of the same form as that in the east block (but not the central block), a staircase and lobby to
match the original could be reconstructed on the same spot, thus providing staircase access between the floors in each of the three blocks. If further staircases are deemed necessary (e.g. to serve each half of a subdivided original room), restricting them to rising against the rear wall would conserve the original principle of staircase position within the building.

Plans of 1902 showing the proposed building depicted two (hydraulic) lifts located in the south-east and south-west corners of the central block. Plans of the 1930s showed one in the south-east corner of the central block. Following a fire in the 1950s, this lift was replaced by an electric lift slightly further west along the same south wall in the central block. If further internal lifts are deemed essential for the reuse of the building, confining them to this south wall would continue the principle of the original arrangement and would reduce their impact on the internal spaces.

The fireproof internal structure of the building makes an important contribution to its character and should remain visible. Some of the original timber floor coverings survive in situ and should be retained although they do not necessarily need to remain visible. Any new floor materials and coverings should respect the character of the building.

**Policy 21.1**
The external brickwork of the Workshops and Store B14 should not be rendered or painted.

**Policy 21.2**
Where practicable, the original external configuration of window and doorway openings on the Workshops and Store B14 should be recovered.

**Policy 21.3**
Original openings on the external elevations of Workshops and Store B14 should not be filled in.

**Policy 21.4**
The original external windows and doors on the Workshops and Store B14 should not be replaced with ones of different form and materials.

**Policy 21.5**
Any new doorways inserted on the front or end elevations of the Workshops and Store B14 should be kept to a minimum, inserted within existing window openings retaining the original glazing arrangement in those openings rather than in new openings, retain the symmetry of each block and the building as a whole, and in their form and materials should respect the character of the building.

**Policy 21.6**
Extensions (including porches, canopies, lean-tos etc.) should not be added to the front (south) or end elevations of Workshops and Store B14. Any extensions added to the rear (north) elevation should respect the character of the building and should ensure that the form and height of the Storehouse Enclosure’s north wall remain legible when viewed from inside and outside the Enclosure.

**Policy 21.7**
The roof of Workshops and Store B14 should continue to be covered with slate. Roof-lights should be restricted to the ridge.

**Policy 21.8**
The number and position of floor levels in the Workshops and Store B14 should not be altered.
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Policy 21.9
The original internal brickwork of the Workshops and Store B14 should not be plastered or otherwise obscured from view.

Policy 21.10
Within Workshops and Store B14, at least one room should retain its original undivided form. The other rooms should not be subdivided more than equally in half with north-south partitions. Any alterations made to subdivide rooms should be non-structural and reversible. Access between rooms should be confined to a central doorway and a southern doorway in each cross-wall and partition wall to maintain two east-west lines of communication along the building.

Policy 21.11
The original metal fire-doors in Workshops and Store B14 should not be replaced by doors of different form and materials.

Policy 21.12
If additional internal staircases are constructed, they should be confined to rising against the rear (north) wall and in their form and materials should respect the character of the building.

Policy 21.13
If new internal lifts are constructed in the Workshops and Store B14, they should be confined to the south wall and in their form and materials should respect the character of the building. If external lifts are constructed, they should be confined to the north elevation.

Policy 21.14
The fireproof internal structure of the Workshops and Store B14 should remain visible.

Policy 21.15
New floor coverings should respect the character of the Workshops and Store B14.

Wagon Shed B15 (built 1879, level C or some significance)
The original purpose of the building labelled on contemporary plans as the ‘Wagon Shed’ is not entirely clear, but plans showing its original form suggest that it was designed as a trans-shipment shed to facilitate the receiving and issuing of small arms and was built in anticipation of a standard-gauge spur railway line being installed from the main line into the Storehouse Enclosure, where small arms would be transferred within the Wagon Shed onto a narrow-gauge tramway system to be laid within the Enclosure which would serve the storehouses. This happened shortly afterwards.

The building currently has detailed planning permission and listed building consent (granted November 2002) for conversion to a Fireworld Museum. This scheme has not been implemented.

Externally, the building was constructed of red brick using the cost-saving pier-and-panel technique but with some decorative touches (e.g. stepped eaves, blue-brick dressings). The lower part of the building’s north elevation was formed by the Storehouse Enclosure’s north wall. Rendering or painting the external brickwork would obscure the legibility of the Enclosure wall’s original form and role and would detract from the visual amenity and character of the building.
When constructed, the Wagon Shed’s east and west end elevations were identical and each contained two tall doorways designed to allow railway wagons to pass through them to turn just outside the building. On the front (south) elevation the bays and panels were arranged symmetrically, with a central doorway allowing access for the standard-gauge and narrow-gauge lines. There were no windows in any of the elevations. Probably in the 1930s in connection with the insertion of a first floor in the building, the upper parts of the doorways in the end elevations were filled in with brick, vertical ranks of taking-in doors were inserted in the front elevation, and window openings containing metal multi-pane windows were inserted in the walls to serve the ground floor and the first floor. All these alterations detract from the legibility of the building’s original access and lighting arrangements, but the extent to which they do so differs. The inserted windows and taking-in doors have been assessed as being of neutral significance, but the brick fill (incorporating windows) inserted in the doorways in the end (east and west) elevations hinders the legibility of the building’s original access arrangements and has been assessed as intrusive. Removing this brick fill (and its windows), and the doors below them from these end doorways, and reconstructing the doors to match the original arrangement, would recover the legibility of the original access arrangements in the end elevations whilst allowing the ground floor and first floor to remain in use. Restoration of the original form of the central doorway in the front (south) elevation and reconstruction of its door would be similarly beneficial in recovering the legibility of the access arrangements there.

If future uses of the building require more light and points of external access in the front (south) elevation, this could be achieved through enlarging the inserted window openings within the brick panels and inserting new window openings and doorways within the other panels, although care would need to be taken when designing these elements to ensure that the new openings respect the building’s character and the original central doorway in this elevation remains legible and dominant. In contrast, if future uses of the building requires there to be no windows, retaining the inserted multi-pane windows in situ but filling in their openings with brickwork would continue the time-honoured tradition at the site whilst retaining evidence of this phase. The insertion of new openings in the lower part of the building’s rear (north) wall, formed by the Enclosure wall, would harm the legibility of its original form and role. The Wagon Shed was afforded an elegant iron roof structure, with a long roof-light and four ridge-mounted louvres on each of the two parallel ranges providing the lighting and ventilation for the building. Ceiling the roof structure or removing the roof-lights and louvres would detract from the legibility of the original arrangement and the structure’s visual amenity, which can still be appreciated from the inserted first floor although originally it would have been visible only at a greater distance from the ground. The building was constructed with a slate roof. Replacing this with a covering of a different material and colour would detract from its character.

In 1906 a large extension housing a traveller crane was added to the east end of the Wagon Shed, matching it closely in materials and form but nevertheless detracting from the building’s original symmetrical form. This extension was severely damaged by fire in the later twentieth century – its roof and the upper parts of its walls are missing, although the ground floor remains in use. Debate in recent years has focussed on whether the extension should be removed without replacement, rebuilt in a different form or retained and repaired. The Conservation Plan has assessed this east extension as being of level D or little (but positive) significance. If practicable, it may therefore merit repair and reuse. If it were to be demolished, not replacing it would recover the legibility of the Wagon Shed’s original form and access arrangements and the space around the Offices B86 (built by 1889 and therefore before the 1906 extension to the Wagon Shed). If a replacement for the extension is required, the high degree of visibility of an extension...
in this location when viewed from the main entrance to the Enclosure (north of the East Portcullis Building B90) and the need for such an extension not to dominate or detract from existing significant buildings would need to be taken into account in designing its form and materials. Space eastwards is limited by the need to retain the visual amenity of the Offices (B86) and the legibility of the North-east Bastion (B92).

Two single-storey brick-built extensions constructed in the mid-twentieth century against the Storehouse Enclosure’s north wall where it forms the Wagon Shed’s north wall (i.e. outside the Enclosure) detract from the legibility of the Enclosure wall’s original form and have been assessed as intrusive. They should be removed (listed building consent was granted for their demolition in May 2000) and not replaced.

As part of the changes to the Wagon Shed made in the 1930s a link building was created connecting the east end of the Wagon Shed’s front elevation with the central part of Storehouse B1’s rear elevation. This link building detracts from both buildings’ visual amenity and from east-west views along the Enclosure north of Storehouses B1, 3, 5 and 7 – it has been assessed as intrusive and should be removed (listed building consent was granted for its demolition in May 2000). Adding new extensions to the end or front elevations of the Wagon Shed would detract from the legibility of its original form, access arrangements and visual amenity, as well as having a negative impact on the east-west views along the north area of the Storehouse Enclosure.

Internally, the original brickwork remains unplastered. Although it would be desirable for this internal brickwork to remain unplastered and otherwise unobscured (at least in part, such as on the first floor) to retain the building’s character, it is less critical here than in some other cases on site. Any new covering added to the internal walls would need to respect the building’s character.

When constructed the Wagon Shed was tall but single-storey and contained no subdivisions. This remained the case until the 1930s, when a first floor was inserted within the main building and the east extension. This inserted floor level is of intrinsic significance in that it demonstrates measures taken to allow the building to function more efficiently as a storehouse, but it also detracts from the legibility of the original single-storey layout of the Wagon Shed and its extension – hence it has been assessed as being of neutral significance. Removing the inserted floor – at least in the main building – would recover the original layout and might be more appropriate for uses requiring internal height, whereas for other uses retaining the first floor might be more beneficial. In recent years subdivisions have been created on both the ground floor and the first floor of the main building which have been assessed as intrusive and should be removed. Whilst retaining both floors as undivided open spaces would be the most desirable option, if subdivision is required to enable the building to be reused, it would be preferable for this to be confined to the ground floor, since the legibility of the original scale of the building’s interior is more apparent on the first floor (with its open roof structure) than on the ground floor. There may be scope for subdivision on the ground floor and first floor of the east extension.

Traces of the original standard-gauge oval loop and the line leading to it, as well as the narrow-gauge line, are thought to survive at least in places set in the floor. These should be retained as evidence of the building’s original use, but they do not necessarily need to remain visible.

Policy 22.1
The external brickwork of the Wagon Shed B15, including the lower part of its north wall formed by the Storehouse Enclosure’s north wall, should not be rendered or painted.
Policy 22.2
The legibility of the original access arrangements in the end (east and west) elevations and the front (south) elevation of the Wagon Shed should be recovered and retained.

Policy 22.3
If existing inserted window openings on the Wagon Shed’s front (south) elevation are adapted to new forms and new windows and doorways are inserted in the adjacent panels, the original dominance of solid over void in this wall should be retained and the form and materials of the windows/doors should respect the character of the building.

Policy 22.4
New openings should not be inserted in the lower part of the Wagon Shed’s rear (north) wall formed by the Storehouse Enclosure wall.

Policy 22.5
The Wagon Shed should not be ceiled. The building should continue to be lit by roof-lights and ventilated by louvres, which should be restricted to the ridge of each range. The roof should continue to be covered with slates.

Policy 22.6
If a replacement for the east extension to the Wagon Shed B15 is built, it should be confined to the footprint of the current east extension and no higher than the Wagon Shed itself. The gable wall and its original openings between the Wagon Shed and any east extension should be retained.

Policy 22.7
New extensions should not be added to any of the elevations of the Wagon Shed B15.

Policy 22.8
At least some of the internal brickwork of the Wagon Shed B15 should remain unplastered and otherwise unobscured. Any new covering added to the internal walls should respect the building’s character.

Policy 22.9
The first floor of the Wagon Shed’s main building should not be subdivided.

Latrines B44 (built 1941, neutral significance)
This rectangular toilet block was constructed against the Storehouse Enclosure’s east wall south the gateway onto the lower land probably for use by male and female clerical staff working in the nearby Offices building (B45) built in the same period.

The building has been vandalised internally. Listed building consent for its demolition was granted in May 2000.

Externally, the building was constructed of Fletton brick. Access was via a doorway at each end, and the building was lit by a row of pivoting windows along the entire length of the west elevation. The location of the building against the Storehouse Enclosure’s east wall adjacent to the gateway means that it would visible to those leaving the lower land by this route, so if the building is retained, any alterations to the exterior would need to respect not only the character of the building but also that of the Enclosure wall. If further points of access to the building are required, there is scope for converting one or more window openings on the west elevation into doorways. The building is well-lit. If fewer windows are required, filling in a group or groups of
window openings would be preferable to selecting random individual openings so that the visual amenity of the elevation is retained. The lean-to roof is of corrugated asbestos and should continue to be covered with a grey covering to maintain the unity of roof colour in the Enclosure.

Internally, the building was afforded a north-south corridor along its east side with an east-west partition wall separating the men’s urinals and cubicles from the women’s cubicles. There is considerable scope for adapting the internal layout and fittings.

Policy 23.1
Alterations to the exterior of Latrines B44 should retain the symmetry of the openings' configuration and should respect the building’s character and that of the Storehouse Enclosure wall. The building should continue to be covered by a grey roof-covering.

Policy 23.2
The interior of the Latrines B44 may be adapted to accommodate a continuation of its original use as a toilet block or new uses.

**Offices and Washroom B45 (built 1941, level D or little significance)**

This large, single-storey building was constructed at the east end of the Enclosure’s lower land to provide office space and washroom facilities for the great influx of clerical staff to monitor the movement of small arms to and from the Depot and other stores within the region in the Second World War. It is therefore of historic interest. Its position hinders views from and to Bastion B93 across the Enclosure’s lower land.

The structural condition of the building is a cause for concern. In 2001 a condition survey reported that the structure had moved overall, that approximately two-thirds would probably need to be replaced, and that the building should be emptied and closed. It nevertheless remains in use for storage (vehicles).

Externally, the offices building as constructed comprised a pre-cast reinforced concrete frame with mass concrete slab infill. Analysis has suggested that it is of hybrid pre-fabricated types. Its austere character is partly a result of the large surface area of grey concrete. Painting the concrete to alter its colour might enhance its appearance, but the colour, depth of tone and finish would need to be chosen carefully so they respect the character of the building, the Storehouse Enclosure’s east wall and Bastion B93.

Access to the offices building was through a vertically-boarded door in the north and south elevations. All elevations were well-endowed with steel-framed casement windows. If the building is retained, and if more doorways are required, there is scope for converting some window openings to doorways provided the new arrangement respects the symmetrical configuration of openings on the elevations. This would be preferable to inserting new doorways between window openings, which would disrupt the regular spacing and rhythm of the openings on the elevations. A large door inserted in the south elevation in the later twentieth century introduced brick as infill in the panel to the otherwise concrete building. This brick infill has been assessed as intrusive and should be removed. All the windows are still of one form and typical of their period of construction – introducing variety to the type of window and door in the building or replacing them with windows and doors of a different form and materials would detract from the building’s character.
When constructed, the roof was covered with grey asbestos and incorporated roof-lights on the northern side of the ridges to increase the amount of natural light to the offices. Altering the colour of the roof cover would detract from the unity of grey roofs within the Enclosure. Removing the roof-lights would detract from the legibility of the building’s original form and role. The fact that the roof structure is of concrete (rather than timber or metal) is of technical interest. It would therefore not be appropriate to ceiling the building.

Internally, historic plans suggest that when constructed the building it comprised a large open space (for desks and chairs etc.) with three small rooms (offices) against the west wall. These offices have subsequently been removed. There is scope for the space to be subdivided to accommodate new uses.

In contrast to the concrete Offices which they served, the washroom attached to its east elevation is of brick. Rendering or painting this brickwork would remove the original distinction between the two buildings. Retaining the legibility of the direct communication (two doorways) between the Offices building and the washroom is essential to understanding the original the relationship and role of the two buildings. Like the Offices, the washroom was afforded a corrugated asbestos roof. The interior contains two rooms and remnants of its original fittings but provides scope for the adaptation of the spaces to new uses.

There is potentially scope for adding an extension north of but separate from the washroom against the east elevation of Offices B45. If an extension is constructed against this elevation or the west elevation, it/they would need to respect the character of the building. Constructing an extension against the north elevation of Offices B45 would detract from the view from the gateway in the Storehouse Enclosure’s east wall east-west across the lower land past the rear elevations of Storehouses B2, 4, 6 and 8. Adding an extension to the south elevation of Offices B45 would restrict further the already limited space between the building and the Storehouse Enclosure’s south wall.

**Policy 24.1**
If the external faces of the concrete panels of Offices B45 are painted, the colour and finish should respect the character of the building, the Storehouse Enclosure’s east wall and Bastion B93.

**Policy 24.2**
New openings should not be inserted in the external elevations of Offices B45. If window openings are converted to doorways, their distribution should retain the symmetrical configuration of openings on the elevations. The windows should continue to be of one type throughout the building. The form and materials of the original windows and doors should be retained.

**Policy 24.3**
The roof covering of Offices B45 should continue to be grey. The building should continue to be lit by roof-lights. The concrete roof structure should remain visible from inside the building.

**Policy 24.4**
The interior of Offices B45 may be adapted to new uses.

**Policy 24.5**
Extensions added to Offices B45 should be restricted to its east and west elevations. In their form and materials, such extensions should respect the character of the building.
Policy 24.6
The brick washroom attached to the east elevation of Offices B45 should not be rendered or painted. The legibility of the original access arrangements between the washroom and the Offices B45 should be retained. The roof covering of the washroom should continue to be grey. The interior of the washroom may be adapted to accommodate new uses.

Storeholder’s Quarters No. 2 B65 (built by 1939, intrusive)
This two-storey house west of Storehouse B8 was purpose-built to serve as accommodation for a Storeholder – in previous decades the former military prison hospital (B70) at the west end of Storehouse B7 had been extended to serve as Storeholder’s Quarters No. 1.

The house has been vandalised and was severely damaged by fire in the later twentieth century. Of minimal architectural interest, it also has a negative impact on the west end of the Storehouse Enclosure. It has been assessed as intrusive and should be demolished without replacement. Listed building consent for demolition was granted in May 2000.

See general policy above for demolition of component parts and elements.

Protected Posts for Firewatchers B67 and B88 (built 1940, neutral significance)
These small buildings were built to enable firewatchers to continue monitoring for the outbreak of fire in the buildings of the Storehouse Enclosure during air-raids whilst remaining protected themselves. B67 is located in the space between Storehouses B6 and B8 (close to the east elevation of B8), from where the lower land and the west end of the Storehouse Enclosure could be monitored, whereas B88 is immediately west of the Storehouse Enclosure’s east wall just inside the entrance to the Enclosure, from where its east end could be monitored.

The buildings are identical in form, semi-sunken with thick walls of brick, a viewing slit in each wall and a doorway, and a flat roof comprising a concrete slab. The principal issue concerning these buildings is whether one or both of them should be retained. Both survive virtually unaltered and demonstrate the concern to be able to respond quickly to the outbreak of fire in the Storehouse Enclosure’s buildings during Second World War air raids, but such posts were constructed widely in England and many survive. B67 detracts from the setting of Storehouse B8, whilst B88 has a negative impact on the Storehouse Enclosure’s east wall and the entrance to the Enclosure. Both detract from the legibility of the originally open nature of the spaces between the storehouses when the Enclosure was built. If one or both are retained, it would probably not be possible to adapt them to new uses. Altering the form of these buildings would compromise the legibility of their original form and role.

Policy 25.1
The legibility of the original form of the Protected Posts for Firewatchers B67 and B88 should be recovered and retained.

New Workshop B75 (built 1888, level D or little significance)
This small building constructed against the Storehouse Enclosure’s north wall was designed to accommodate a Machine Shop and a Smith’s Shop for repairing small arms.

Externally, the workshop was built of red brick using the cost-saving pier-and-panel technique with some decorative embellishment (stepped eaves, blue-brick dressings). Its rear (north) elevation is formed by the Storehouse Enclosure’s north wall. Rendering or painting the external
brickwork would detract from the building’s character, and particularly from the legibility of the Storehouse Enclosure wall’s original form and role.

The building retains all three of the original doorways in the front (south) elevation with their vertically-boarded doors and simple glazed fanlights. Two provided access to the Machine Shop (west) and one to the Smith’s Shop (east). A doorway was shown in the west wall on a plan drawn in 1914 but has subsequently been partly filled in and a window inserted. If a doorway is required in this west wall, it would be preferable to reconvert the window into a doorway than to insert a new opening. The original window openings survive on the south elevation, but the windows have been replaced. Filling in the original openings would detract from the legibility of the building’s original access and lighting arrangements. Adding more openings to the front or rear elevations would detract from the legibility of their original form. If more light is required in the east end of the building, therefore, a new window opening should be inserted in the east elevation.

An extension (B76) was added to the east side of the building after 1926 and has been assessed as being of neutral significance. The space available for an extension against the west elevation is limited because of the proximity of Workshops and Store B14. Adding an extension to the front elevation would detract from the legibility of its original form, whilst adding an extension to the rear elevation would detract from the legibility of the Enclosure wall’s original form.

The building was constructed with a slate roof and contains three louvres. Replacing the covering with one of a different material and colour would harm the building’s character, as would removing the louvres.

Internally, the original layout (two rooms of unequal size) remains legible and should remain so if partitions are added. No fittings survive to demonstrate its original use.

**Policy 26.1**

*The external brickwork of the New Workshop B75 including that formed by the Storehouse Enclosure’s north wall should not be rendered or painted.*

**Policy 26.2**

*The original external openings (windows and doorways) of the New Workshop B75 should not be filled in. New openings should not be inserted in the front or rear elevations.*

**Policy 26.3**

*New extensions should not be added to the front or rear elevations of the New Workshop B75.*

**Policy 26.4**

*The roof of the New Workshop B75 should continue to be covered with slate and ventilated by louvres.*

**Policy 26.5**

*The interior of the New Workshop B75 may continue to be adapted to accommodate new uses provided the original layout remains legible.*

*Engine House’s Pump House, Boiler House and New Boiler House B77 (built by 1889, 1903 and mid-twentieth century respectively, all level D or little significance)*

An Engine House comprising an Engine Room (west) and a Pump House (east) was constructed by 1885 in the central part of the Enclosure’s north area to supply hydraulic power to the site.
(e.g. for the jib crane on the front of the storehouses). In 1903 a Boiler House was added to the west. In the mid-twentieth century the Engine House’s Engine Room was replaced by a New Boiler House.

Externally, the three buildings are of diverse form. The Engine House’s Pump House was built of red brick using the cost-saving pier-and-panel construction method but with some decorative embellishment (blue-brick dressings, stepped eaves on the gable, and on its east elevation metal multi-pane windows with Tudor rosettes at the intersection of the glazing bars – the only examples of such rosettes on site although they are known widely elsewhere). Rendering or painting the brickwork, or replacing the windows with ones of different form or filling in the openings, would detract from the building’s character. The doorway in its front (south) elevation was greatly enlarged in the mid-twentieth century (level D) and contains fill assessed as intrusive which should be removed. Its roof was constructed of slate with a louvre on the ridge. To alter the material and colour of the roof covering or remove the louvre would detract from the building’s character.

The Boiler House’s walls were constructed from corrugated metal but in the mid-twentieth century were reinforced with a skin of brickwork (of neutral significance). Most of its front (south) elevation is occupied by a pair of original timber folding doors with windows above. Replacing these doors would detract from the legibility of its original access arrangements and the building’s character. The roof is covered with grey corrugated metal and has a louvred steel ventilator running along it. Replacing the roof covering with one of a different colour would compromise the unity of roof-colour among buildings in the Enclosure. Removing the ventilator would detract from the legibility of the building’s original ventilation arrangements.

The form of the New Boiler House’s first south elevation is unknown. Still within the mid-twentieth century, the gable was rebuilt in brick and an extension added containing a concertina door and two small windows. Its roof was covered with grey corrugated asbestos and contained a louvre, the latter demonstrating the ventilation arrangements. Like the roof on the Boiler House, that of the New Boiler House needs to remain grey for the sake of unity of roof-colour and to retain its louvre as evidence of the building’s original ventilation mechanism.

Internally, none of the three buildings retains partitions or fittings which demonstrate how they were used as power supply buildings. There is considerable scope for adapting their internal space to suit new uses.

**Policy 27.1**
The external brickwork of the Engine House’s Pump House and the corrugated metal walls of the Boiler House should not be rendered or painted.

**Policy 27.2**
The original window openings and windows in the east elevation of the Engine House’s Pump House, and the original doorway and door in the Boiler House’s south elevation, should not be replaced with ones of a different form and materials nor these openings filled in.

**Policy 27.3**
The roof of the Engine House should continue to be covered with slate, and those of the Boiler House and New Boiler House with a grey covering. All three buildings should continue to be ventilated by louvres.
Policy 27.4
The internal space of the Engine House, Boiler House and New Boiler House may continue to be adapted for new uses.

**Chimney Shaft (built early C20, level D or little significance)**
Technically the chimney shaft lies outside the Storehouse Enclosure immediately north of its north wall, but it is in line with and was used as part of the complex of power supply buildings (Engine House and Boiler House B77). It is now the tallest building at the site and a landmark on its northern side.

Policy 28.1
For as long as the Engine House, Boiler House and New Boiler House (B77) are retained, the chimney shaft should also remain in situ and to its full height.

**Browning Shop B78 (built by 1914, level D or little significance)**
This small, purpose-built Browning Shop was constructed for finishing rifles just south of the New Workshop B75 (built 1888), which plans of 1914 show had been adapted to serve as a Browning Shop.

Externally, this L-shaped building was constructed of red brick with stone sills to the window openings. Rendering or painting the external elevations would detract from its character. Access was via a doorway in the west end of the front (south) elevation and the north elevation. Large window-openings each containing a metal multi-pane window with pivoting section were fitted on all the elevations to afford maximum light and ventilation. The original configuration of openings survives well on the front (south) and east elevations – filling in these openings, converting them to different uses or replacing the windows and doors with ones of different form and materials would detract from the building’s character.

Two extensions were added to the building in the mid-twentieth century – one against the north elevation, the other against the south side of the original north-west projection. Both have been assessed as being of neutral significance. Adding extensions to the east or south elevations would detract from the legibility of the well-preserved original configuration of openings there.

Internally, the original layout of space is still legible and should remain so if new partitions are added. No fittings survive relating to the browning process.

Policy 29.1
The external brickwork and stone dressings of the Browning Shop B78 should not be rendered or painted.

Policy 29.2
The legibility of the original configuration of openings on the Browning Shop’s front (south) and east elevations should be retained, and their original windows and doors should not be replaced with ones of different form and materials. Extensions should not be added to these elevations.

Policy 29.3
The interior may continue to be adapted to accommodate new uses provided the original layout remains legible.

**Stable and Coach House B79, north part (built by 1853, level D or little significance)**
This small building nestled between the Storehouse Enclosure’s north wall and the Fitters’ Shop (B79, south part) is the only surviving part of an accommodation complex comprising a lodge on
the west side of an ‘old partition wall’, and from north to south on the east side a stable and coach house, wash house, wood/coal house and closet. The complex may have been built for the military prison gatekeeper, perhaps with the stable and coach house serving the prison Governor – it was east of the gateway inserted in the Storehouse Enclosure’s north wall to provide independent access to the military prison in Storehouses B7 and B5 (1844/5-70).

Externally, the building was constructed of red brick with stone sills to the windows. Its north wall is formed by the Storehouse Enclosure’s north wall. Part of the southern end of the east elevation has been painted in white, which detracts from the unity and visual amenity of the elevation and should be removed. According to historic elevation drawings and plans, the stable’s front (east) elevation was afforded a central narrow doorway with a window opening to the north. South of this was the wide doorway to the coach house. Between the two doorways was another window, which afforded light to both the stable and coach house. Both doorways have subsequently been partly filled in – the stable doorway now contains a window, and two-thirds of the doorway to the coach house has been filled with brick and a window leaving a much-reduced door. Both these alterations have detracted from the legibility of the original arrangement. They have been assessed as intrusive and should be removed. Inserting new openings or adding extensions to this front (east) elevation or the north elevation (the Enclosure wall) would detract from the legibility of their original form. When constructed the roof was covered with slate – replacing this with a covering of different material and colour would detract from the building’s character.

Internally, plans indicate that there was originally one partition wall running east to west behind the window between the two doorways and containing a doorway at its east end to allow internal access between the stable and the coach house. Recovering this division would enhance understanding of the original use of the internal space, but given the limited overall space within the building, it may need to operate as one space. Above both the stable and coach house was a separate bedroom in the roof – the pitch of the roof has been lowered subsequently.

**Policy 30.1**
The external brickwork and dressings of the Stable and Coach House B79, including its north wall formed by the Storehouse Enclosure’s north wall, should not be rendered or painted.

**Policy 30.2**
The legibility of the original external arrangement of doorways and window openings on the front (east) elevation of the Stable and Coach House B79 should be recovered.

**Policy 30.3**
New openings should not be made in the north elevation of the Stable (i.e. the Storehouse Enclosure’s north wall) or in the Stable and Coach House’s front (east) elevation.

**Policy 30.4**
Extensions should not be added to the front (east) or end (north) elevation of the Stable and Coach House B79.

**Policy 30.5**
The roof of the Stable and Coach House should continue to be covered with slate.

**Policy 30.6**
The interior of the Stable and Coach House B79 may continue to be adapted to meet new needs.
**Fitters’ Shop B79, south part (built by 1914, level D or little significance)**

This workshop was built on the site of the former wash house, wood/coal house and closet from the prison gatekeeper’s accommodation complex adjacent to the south end of the Stable and Coach House which were retained from the complex. These stand at the east end of the set of buildings concerned with the maintaining the site’s power supply (Engine House and Boiler House B77).

Externally, the Fitters’ Shop was constructed of red brick using the cost-saving pier-and-panel technique but with some embellishments (blue brick dressings, stepped gable). Rendering or painting the external elevations would detract from their character. The building was lit by a row of metal multi-pane windows on its east and west elevations. Replacing these windows with ones of different form and materials, or filling in the openings, would detract from the building’s character. Access was through a doorway in its front (south) elevation which now contains a modern door and fill assessed as intrusive which should be removed. When constructed its roof was covered with slate and extra light was let in through a glazed skylight on the ridge. Replacing the roof covering with one of different material and colour would detract from the building’s character. Removing the ridge-skylight would compromise the legibility of the building’s original lighting arrangements.

Internally the building does not retain any partitions or fittings which demonstrate how it was formerly used. There is considerable scope for adapting the internal space to suit new uses.

**Policy 31.1**
The external brickwork of the Fitters’ Shop (B79, north part) should not be rendered or painted.

**Policy 31.2**
The original window openings and windows in the east and west elevations of the Fitters’ Shop should not be replaced with ones of a different form and materials.

**Policy 31.3**
The roof of the Fitters’ Shop should continue to be covered with slate. The building should continue to be lit by a ridge-skylight.

**Policy 31.4**
The interior of the Fitters’ Shop may continue to be adapted for new uses.

**Offices B86 (built by 1889, level C or some significance)**

Built after Weedon had been upgraded to a Small Arms Depot, these Offices were built to serve as Ordnance Offices and to be a source of pride to the Depot – hence the building’s fine appearance and location close to the Storehouse Enclosure’s main entrance.

Externally, the building was constructed of red brick with stone dressings. Rendering or painting the external elevations would harm their visual amenity and character. All the elevations were well-endowed with windows (sash windows arranged as double windows or in pairs on the front and rear elevations and singly on the side elevations) to ensure that the rooms were afforded ample natural light. A small new window opening inserted on the east elevation in the mid-twentieth century has been assessed as intrusive and should be filled in. New window openings would detract from the original configuration of openings on the elevations, as would replacing the windows with ones of different form and materials.
Access to the building was through a porch on the front elevation containing a doorway in its south elevation. Sometime between plans drawn in 1914 and 1926 a railway line was installed passing close to the building from the Enclosure’s entrance towards the Wagon Shed, as a result of which the doorway in the porch was filled in with brickwork and a window in the porch’s east elevation was converted into a doorway. Some years later the railway line was removed. Restoration of the doorway in the porch’s south elevation would recover the original access arrangements to the building and the porch’s visual amenity. There is no evidence to suggest that there was originally an external doorway on any of the other elevations. Should this be required, it would be preferable to convert an existing window opening into a doorway rather than insert a new opening (e.g. the central ground-floor window opening on the rear elevation).

The roof is of elegant form, covered with slate and embellished with elaborate brick chimney stacks and terracotta detailing on the ridge. Altering the materials and colours of these elements or removing some would detract from the building’s visual amenity, as would inserting roof-lights.

A long, single-storey extension was added to the east end of the rear (north) elevation in 1941 to serve as a Traffic Office, obscuring part of that elevation and having a negative impact on the space in front of Bastion B92. Broadly in keeping with the style of the main building in the colour of its brickwork and the use of sash windows, it has been assessed as being of neutral significance. Casement windows inserted in this extension in the mid-twentieth century, however, have been assessed as intrusive and should be filled in. Adding further extensions to the building would be detrimental to its character and visual amenity, as would connecting it to another existing building (e.g. the Wagon Shed B15, Nissen Hut B87 or North-east Bastion B92) or a new building since this would harm the legibility of B86’s original form and its relationship with other buildings and spaces in the Enclosure.

The original internal layout of the building survives well, with small rooms leading off its entrance hall and landing. Subdivision of the hall and landing, or more than occasional subdivision of the rooms, would detract from the internal character. A number of the original elaborate fittings survive in situ, including the encaustic tiles on the floor of the porch, cornice, four-panelled doors (with differentiation in the panel decoration between those on the ground and first floors) and moulded architraves, and the staircase with its turned balusters and faceted pendants. Sufficient doors survive in situ potentially to allow accurate reconstruction.

**Policy 32.1**

The external brick walls and stone dressings of Offices B86 should not be rendered or painted.

**Policy 32.2**

New openings should not be inserted in the external elevations of Offices B86. If a supplementary external doorway is required, an existing window opening should be converted into a doorway on a side or rear elevation.

**Policy 32.3**

The Offices B86 should continue to be covered with slate, and the brick chimney stacks and terracotta detailing on the roof should be retained. Roof-lights should not be inserted.

**Policy 32.4**

Extensions should not be added to Offices B86. It should not be connected to an existing historic building or incorporated in a new building.
Policy 32.5
The hall and landing of Offices B86 should not be subdivided. At least one of the building’s rooms should remain in its original undivided state.

**Nissen Hut B87 (built 1941, level D or little significance)**
This Nissen Hut – the only one surviving on site from those constructed during the First and Second World Wars – is located immediately east of the Offices B86, for which it may have provided administration/storage space. It has a negative impact on the setting of the Storehouse Enclosure’s east wall, the entrance to the Enclosure and the Offices (B86), and blocks views northwards towards the North-east Bastion (B92).

The significance of the Nissen Hut largely lies in it being a rare survival of a largely unaltered example of this once-common type of building in its original location and therefore retaining a high degree of authenticity. Moving the building to another location within the site would therefore diminish this authenticity.

Externally, the Nissen Hut has brick end elevations and corrugated metal sides. Rendering or painting the brickwork would detract from the building’s character, but painting the metal in an appropriate colour may enhance its appearance as well as help to conserve it. The building retains its original timber vertically-boarded door in both end elevations and its timber casement windows in the end and side elevations. Replacing these elements with ones of different form and materials would detract from the building’s character. Adding extensions to the building would diminish the legibility of its original form.

Internally, there is scope for adapting the space for new uses whilst retaining the division into two rooms.

**Policy 33.1**
The Nissen Hut B87 should not be relocated within the Storehouse Enclosure.

**Policy 33.2**
The external brickwork of the Nissen Hut B87 should not be rendered or painted. The colour of paint used on the exterior of the metal sides should respect the character of the building.

**Policy 33.3**
The original external doors and windows of Nissen Hut B87 should not be replaced with ones of different form and materials.

**Policy 33.4**
Extensions should not be added to the Nissen Hut B87. It should not be connected to an existing building/structure or incorporated within a new building.

**Policy 33.5**
The interior of Nissen Hut B87 may continue to be adapted to accommodate new uses whilst retaining the bipartite division of space.

**Security Building B89 (built mid-twentieth century, intrusive)**
The Security Building located inside the main east entrance to the Storehouse Enclosure replaced a Weigh House which served the Weigh Bridge in front of it (the weigh bridge still survives in situ, assessed as level D or little significance).
Externally the building has a brick lower half. The windows, door and corrugated roof have been replaced in recent years. The building is not of architectural or historic interest and has a negative impact on the entrance to the Storehouse Enclosure. It has been assessed as intrusive and should be demolished, preferably without replacement – a more desirable alternative would be to bring the ground-floor room(s) of the East Portcullis Building B90 back into its/their original use as guard rooms, from where incoming and outgoing traffic could be monitored.

Policy 34.1
It would be desirable for the Security Building B89 to be demolished without replacement. If a replacement building is constructed, it should be confined to the same footprint and in its form and materials should retain and enhance the character of the entrance to the Storehouse Enclosure.

Spaces, Vistas and Views
Historic plans indicate that when the Storehouse Enclosure was built in the early nineteenth century it had a strong geometry – the rectangular Enclosure had a dominant east-west axis and a lesser north-south axis, both characterised by wide open spaces. This was the result of Captain Pilkington’s concern to maximise the efficiency of movement within and through the Enclosure for stores arriving at Weedon for storage and being dispatched promptly when required. The Enclosure was bisected by the Ordnance Canal running westwards through the middle, on which canal boats brought boxes of muskets for storage in Storehouses B1-8 whilst others brought barrels of gunpowder for storage in the magazines beyond the Storehouse Enclosure. The land between the Ordnance Canal and the fronts of the two rows of storehouses (which Captain Pilkington referred to as ‘roads’) was designed as wide open space so that horses pulling field ordnance arriving at the Storehouse Enclosure through the gateways in the east wall immediately north and south of the Portcullis Buildings could pass unhindered along the canal-side to the storehouses where they entered through the doorway in the end walls. It was partly the need to turn to drive through these end doorways that accounted for the wide nature of the spaces between all the storehouses, but they also acted as firebreaks and allowed access to the wide open spaces flanking the rear elevations of the storehouses and thence their rear doorways.

Although it is likely that paths flanking the end elevations of Storehouses B2, 4, 6 and 8 allowed pedestrian access between the canal-side and the lower land to the south, access for horses and vehicle to the rear ground-floor doorways and the basement casemates of Storehouses B2, 4, 6 and 8 by horses and vehicles was probably only possible through another gateway further south in the Enclosure’s east wall which provided access to the lower land south of these storehouses. It was also through this gateway that people would have passed heading for the three workshops against the south wall of the Storehouse Enclosure. This area of lower land south of Storehouses B2, 4, 6 and 8 was larger that the corresponding area north of Storehouses B1, 3, 5 and 7, but the reasons for this are not currently known. Historic plans suggest that paths diagonally crossing the ramped land just south of the spaces between these storehouses were probably not created until the storehouses were adapted for use as infantry barrack accommodation in 1837 and frequent access was required to the three workshops against the Enclosure’s south wall (these workshops were converted to a range of roles to serve the infantry barracks).

Today the land between the Ordnance Canal and the fronts of the storehouses is still open space (assessed as level B or considerable significance), the few buildings constructed there during the twentieth century (e.g. railway loading platform) having been demolished. Constructing new buildings on this land would detract from the legibility of the original access arrangements along the canal-side, as well as the vistas eastwards and westwards along the Canal and canal-side (assessed as level A or exceptional significance).
North of Storehouses B1, 3, 5 and 7, approximately half the width of the land between the storehouses’ rear elevations and the Storehouse Enclosure’s north wall still remains open (assessed as level B or considerable significance), interrupted only by the link building between the Wagon Shed B15 and Storehouse B1 which has been assessed as intrusive and should be demolished. Constructing buildings or other structures here would detract from the legibility of the originally open nature of this space and the original access arrangements to the storehouses’ rear elevations, as well as the east-west view along this north area (this view assessed as level C or some significance). The northern part of this land against the Enclosure wall has seen the construction of a number of buildings during the nineteenth and twentieth century – a Stable and Coach House for the military prison gatekeeper, a Wagon Shed for receiving small arms, workshops for repairing and finishing them, and other buildings for maintaining the site’s power supply. Compared with the uniformity of design and spacing of the eight storehouses, these buildings are irregularly spaced and of diverse plan, size and form, but they are all of red brick (with the exception of one metal building) with grey roofs. There is potentially scope for a new building between the Fitters’ Shop and Stable/Coach House B79 and the Wagon Shed B15. A new building here would need to allow the Wagon Shed B15 and Workshops and Store B14 to remain dominant on this side of the Enclosure and to respect the character of the industrial buildings and storehouses as well as that of the Storehouse Enclosure wall. Although the land against the Enclosure’s north wall north of the central basin was never intended as a focal point for a view (this view assessed as level D or little significance), buildings in this location are highly visible when crossing the bridges northwards over the Ordnance Canal, pointing to the importance of new buildings here as elsewhere in the Enclosure being of high-quality design and respecting the character of the existing buildings and areas.

Within this north area, the land in front of the North-west Bastion B95 is still open, as it was when the Enclosure was constructed so that guards on the walkway could monitor movement of stores and people within the Enclosure (these views assessed as level C or some significance) as well as people approaching the Enclosure from outside. Any new building in this location would need to be at sufficient distance from the bastion to ensure that the latter’s original form and access arrangements remain legible and views from the bastion over the Enclosure are retained. The land in front of the North-east Bastion is occupied by the Offices B86 and Nissen Hut B87, which restrict views from the bastion across the Enclosure. Adding more buildings in the small space between the rear of the Offices’ B86 and the Bastion would harm the legibility of the bastion’s original access arrangements.

The land south of Storehouses B2, 4, 6 and 8 is almost entirely open (assessed as level B or considerable significance), with the exception of the Offices and washroom B45 (level D or little significance) and Latrines B44 at its east end (neutral significance, listed building consent for demolition granted in May 2000) which were spared when the three original workshops against the Enclosure’s south wall and the twentieth-century buildings on this land were demolished in the later twentieth century. In order to retain the legibility of the original access arrangements to the basement casemates and ground-floor rear doorways of Storehouses B2, 4, 6 and 8, as well as views from the gateway in the Enclosure’s east wall westwards past the rear elevations of these storehouses (these views assessed as level B or considerable significance), a notional east-west corridor of land extending right across the lower land from the storehouses to a point south of the gateways in the Enclosure’s end walls needs to be retained as open space. Constructing a glazed walkway or equivalent canopied/lean-to arrangement adjacent to the rear elevations of Storehouses B2, 4, 6 and 8, or attaching new buildings to the south elevations of these storehouses, would detract from the storehouses’ visual amenity and the legibility of the original access arrangements to the casemates and ground floor.
As for the lower land south of the gateways in the Enclosure’s end walls, there is potentially scope for the construction of new buildings here and the creation of a new character for this area which respects that of the existing significant buildings and spaces. There are currently no buildings inside the Enclosure in front of the South-west Bastion B94, whereas Offices B45 stands just in front of and obscures views from the South-east Bastion B93. In their position, height, scale and design, any new or replacement buildings on this lower land should retain the legibility of the original form and access arrangements to the bastions and views from the bastions over the Enclosure, as well as the original form of the walled Enclosure and the access arrangements to and across the lower land. They should also continue to allow views northwards from the Farthingstone Road across the valley over the Storehouse Enclosure’s south wall where the full height of the fine, three-storey rear elevations of the Storehouses B2, 4, 6 and 8 is still visible (these views assessed as level B or considerable significance). The scale of any buildings constructed on this lower land should allow the storehouses to remain as the dominant buildings there, and should not extend up onto the ramps or spaces between the storehouses or onto the canal-side so that the original division of space within the Enclosure remains legible. The concomitant requirements for housing, including access roads, garages, gardens, fences etc. which together with the cluttering effect of the multiplicity of units would detract from the setting of the storehouses, mean that housing would probably not be a compatible use for this lower land.

Evidence of the reason for the greater size of the area of lower land enclosed south of the storehouses, and for the early use of this area (e.g. its surface-treatment), may lie in documents and below-ground, pointing to the need for desk-based analysis of documentation and archaeological field evaluation of the area before plans are drawn up, particularly if semi-sunken new buildings are intended.

The open spaces between Storehouses B1, 3, 5 and 7, and between the storehouses and the Enclosure’s end walls (all assessed as level B or considerable significance), have been compromised in a few instances through the addition of extensions to the ends of the storehouses and the construction of the B.W.D. Offices B11, the Security Building B89 and the Protected Post for Firewatchers B88, but they nevertheless remain legible. There are no such extensions against the end elevations of Storehouses B2, 4, 6 and 8, but the legibility of the original arrangement of open spaces between these storehouses and between the storehouses and the Enclosure’s end walls (all assessed as level B or considerable significance) has been compromised to an extent by the Storeholder’s Quarters No. 2 B65 (listed building consent for demolition granted May 2000), the Protected Post for Firewatchers B67 and the Fire Engine House B10. Adding new extensions to any of the storehouses or constructing new buildings on the spaces between the storehouses and between the storehouses and the Enclosure’s end walls would detract further from the legibility of the original arrangement, whilst joining the storehouses together would destroy it. If below-ground structures (e.g. steps) are required within the ramped areas at the junction between the lower land and the land between Storehouses B2, 4, 6 and 8 at canal-level, such structures should not rise substantially above ground-level so that the pattern of open spaces between the storehouses is retained.
Policy 35.1
The following areas within the Storehouse Enclosure should be recovered and retained as open spaces with no new buildings constructed there:

- land between the Ordnance Canal and Storehouses B1-8
- land immediately north of Storehouses B1, 3, 5 and 7 as far as the industrial buildings along the north side
- on the lower land, the area from Storehouses B2, 4, 6 and 8 as far south as a notional east-west line linking the southern gateposts of the gateways in the Enclosure’s end walls
- above-ground land and ramps between Storehouses B1-8, and between the storehouses and the Enclosure’s end walls.

Policy 35.2
Any buildings constructed along the far north side within the Storehouse Enclosure should

- retain the legibility of the original form and access arrangements of the North-east Bastion B92 and North-west Bastion B95, and of views across the Storehouse Enclosure from these bastions
- retain and enhance the quality of the view northwards from the central basin
- respect the character and scale of the existing culturally significant buildings and spaces.

Policy 35.3
In their scale and height any buildings constructed on the lower land south of Storehouses B2, 4, 6 and 8 should allow the storehouses to remain dominant. In their position, form and materials new buildings should respect the character of the existing culturally significant buildings and spaces and should retain the legibility of

- the original form of the Storehouse Enclosure’s walls
- the original access arrangements to and across the lower land
- the original form of and access arrangements to the South-east Bastion B93 and the South-west Bastion B94, and views across the lower land from these bastions
- views from the gateways in the Enclosure’s end walls eastwards and westwards across the lower land past the rear elevations of Storehouses B2, 4, 6 and 8
- views from Farthingstone Road northwards into the Storehouse Enclosure and the full height of the three-storey rear elevations of Storehouses B2, 4, 6 and 8.

Policy 35.4
Any buildings constructed within the Storehouse Enclosure should be contained within rather than cross the notional divisions between the three original areas:

- central (canal-side including the storehouses and spaces between them)
- north of Storehouses B1, 3, 5 and 7
- south of Storehouses B2, 4, 6 and 8 (lower land).

Land between Storehouse Enclosure and Magazine Enclosure

Clothing Store B17 (built 1900, level C or some significance)
The Clothing Store was constructed at the Weedon Depot to relieve the strain on the Clothing Depot at Pimlico during the Boer War (1899-1902). Its location just west of the Storehouse Enclosure on the land between the Storehouse Enclosure and Magazine Enclosure was probably determined by the need for sufficient space to construct a large building adjacent to the canal which would serve it, for which there was insufficient space in the Storehouse Enclosure.
Externally, this three-storey building was constructed of red brick using the cost-saving pier-and-panel technique with limited embellishment (stepped decoration on the north elevation’s central gable). Rendering or painting the external brickwork would detract from the building’s character. All the elevations were afforded symmetrical configurations of openings. Access on the front (north) elevation was via two ground-floor doorways in the central break-front and at first- and second-floor level in two flanking vertical ranks of taking-in doors, reached by road leading from the Storehouse Enclosure. On the south elevation, there were two ground-floor doorways in the central break-front, and above them on the first and second floors more doorways serving an ‘annexe’ or lucam. On both end elevations there was a central doorway at first-floor and second-floor level served by a metal fire-escape. The building was amply lit by metal multi-pane windows (each with a pivoting section) on all the elevations. On the end elevations the original access arrangements remain, although the ground-floor north window opening has been converted to a doorway. On the east elevation this doorway has a concrete lintel cutting through the window opening – the lintel arrangement has been assessed as intrusive and should be replaced with one within the original window opening (as on the west elevation). On the south elevation the ‘annexe’/lucam was removed in the later twentieth century and one of the two ground-floor doorways in the break-front now contains a window. Sufficient evidence survives to enable the restoration of this ground-floor opening as a doorway and the reconstruction of a door to match the original, which would recover the legibility of the original access arrangements. The same conversion from doorway to window has been carried out to one of the two ground-floor doorways on the north elevation, where likewise sufficient evidence survives to enable it to be restored as a doorway and a door reconstructed. These doorways in the break-front serve the central room. If doorways are required in the long elevations to serve the end rooms, there is some scope for converting window openings to accommodate doors. On the north elevation, for example, the window opening beneath the two ranks of taking-in doors could be converted to a doorway. On the south elevation, the choice of opening to convert would need to retain the symmetrical configuration of openings on the elevation. The design of new doors should respect the character of the building. All the windows have been converted to a new form broadly similar to the original pattern, but with fewer panes. They have therefore retained the original unity of form, which any future change of window-form should also do. Filling-in window openings or doorways would detract from the building’s character.

Detailed plans, sections and elevation drawings exist for a large extension, closely matching the original in its materials and form, which was added to centre the of the north elevation, but this extension had been removed by the 1930s. Plans also indicate that there have been small extensions against the west elevation at ground-floor level north of the fire-escape. There may be scope for extensions against these elevations again, provided they retain the symmetry of the elevations’ configuration. The Clothing Store’s east elevation, however, is visible just north of the West Portcullis Building at the end of the east-west vista along the Ordnance Canal (this vista is assessed as level A or exceptional significance). If the missing section of the Storehouse Enclosure’s west wall in this area was to be reconstructed, the first and second floors of the Clothing Store’s east elevation would still be visible. Extensions to this east elevation would detract from this vista. As for the south elevation, the distance between the Ordnance Canal and the building is limited, but there may be scope for an extension at first-/second-floor level, provided it retains the symmetry of the elevation’s configuration.

Although the original metal fire-escape against the east and west elevations detract from their visual amenity, they demonstrate the original access arrangements to the building and should therefore not be removed. Adding fire-escapes to the long elevations would detract from their visual amenity and detract from its character.
The roof was originally covered with slate. Altering the material and colour of the covering would detract from the building’s character, as would inserting roof-lights.

Internally, the original brickwork of the walls remains unplastered. Plastering or otherwise obscuring the brickwork would detract from the building’s character. When constructed the building contained three rooms on all three floors (ground, first and second). Removing or altering the floor levels or adding new levels would detract from the legibility of the original arrangement and from the building’s character. The fireproof nature of a number of the building’s elements make an important contribution to its character and significance, which would be diminished by their removal, replacing them with ones of different form and materials, or hiding them from view (e.g. floor structure, cross-walls each with two doorways each containing a double set of metal fire-doors, stair in ground-floor brick compartment, roof structure). The small number of modern partition walls (e.g. on the ground floor, and around the stair on the first and second floor) have been assessed as intrusive and should be removed. The spaciousness of the rooms on all three floors is fundamental to the internal character of the building and the legibility of the original arrangement of space and its role. It would therefore be desirable for the rooms not to be subdivided. If subdivision is essential for the building’s reuse, however, it would be desirable for at least one room to retain its original undivided form. There may be scope for dividing other rooms equally in half through the insertion of north-south partition walls, whilst maintaining the two east-west lines of internal communication. Any internal divisions added should be non-structural and reversible.

The building was constructed with just one staircase – rising in the north-east corner of the central room against the north wall. Subdivision of the rooms may require further internal staircases. Confining these to the north-east corners of the rooms rising against the north wall would conserve the original principle of staircase position within the building. Their form and materials would need to respect the character of the building.

Plans for the proposed Clothing Store B17 showed a space for a lift in the south-east corner of the central room. The present mid-twentieth-century electric cage-lift is located further north against the same cross-wall between the two doorways. If a passenger lift is required, replacing the cage-lift with a suitable alternative would be preferable to installing a lift elsewhere in the building.

Policy 36.1
The external brickwork of the Clothing Store B17 should not be rendered or painted.

Policy 36.2
The conversion of window openings to doorways on the Clothing Store B17 should retain the symmetrical configuration of openings on the elevation. New doors for such openings should respect the character of the building in their form and materials.

Policy 36.3
Throughout the Clothing Store B17 there should be a single form of window which in its form and materials respects the character of the building.

Policy 36.4
Original window openings and doorways on the Clothing Store B17 should not be filled in.
Policy 36.5
Extensions should not be added to the east elevation of the Clothing Store B17. Extensions to any of the other elevations should retain the symmetry of their configuration and in their form and materials should respect the character of the building.

Policy 36.6
Fire-escapes should not be added to the north or south elevations of the Clothing Store B17.

Policy 36.7
The roof of the Clothing Store B17 should continue to be covered with slate. Roof-lights should not be inserted.

Policy 36.8
The original internal brickwork of the Clothing Store B17 should not be plastered or otherwise obscured from view.

Policy 36.9
The number and position of the floor levels in the Clothing Store B17 should not be altered.

Policy 36.10
The fireproof elements of the Clothing Store B17 should be retained and should remain legible.

Policy 36.11
Within the Clothing Store B17, at least one room should retain its original undivided form. The other rooms should not be subdivided more than equally in half with north-south partitions. Any alterations made to subdivide rooms should be non-structural and reversible. Access between rooms should be confined to two doorways in each cross-wall and partition wall to maintain two east-west lines of communication along the building.

Policy 36.12
New internal staircases in the Clothing Store B17 should be restricted to the north-east corner of the rooms rising against the north wall. In their form and materials they should respect the character of the building.

Policy 36.13
A replacement internal lift in the Clothing Store B17 should be confined to the footprint of the existing cage-lift and in its form and materials should respect the character of the building. L lifts should not be installed elsewhere within the building.

Spaces and Views
When Captain Pilkington designed the Royal Ordnance Depot, he left a large area of open space between the Storehouse Enclosure and the Magazine Enclosure because of the risk of explosions in the magazines – the only structure on it was the Ordnance Canal linking and serving the two Enclosures. There were no bridges over the Canal in this area – the nearest points where it could be crossed were inside the Storehouse Enclosure (over the West Portcullis Building’s pedestrian stepped bridge) or in the Magazine Enclosure (inside the West Portcullis Building). The land remained open until 1900, when the Clothing Store (B17) was built adjacent to the north side of the Canal which served it and next to the west end of the Storehouse Enclosure, and large Nissen Huts also for storing clothes were erected in the First World War. By the mid-twentieth century, the Ordnance Canal had ceased to be used as a transport route serving the Depot and was filled in westwards of a point beyond the Clothing Store B17. All buildings except the Clothing Store were removed from this land in the later twentieth century, and a new housing estate was built extending down the hillside from the north onto the northern and central part of
the land between the Enclosures. A view can still be had, however, from Cavalry Hill (the site of the former Horse Artillery Establishment barracks) over the housing estate towards the Storehouse Enclosure (this view assessed as level D or little significance).

Today, south of the Ordnance Canal is a hawthorn hedge and an iron security fence, which detract from the originally open nature of this land and hinder views southwards towards the Fawsley Stream. Along the Canal’s northern side is a narrow corridor of open grassland which separates it from the housing estate and allows a limited appreciation of the original relationship between the two Enclosures and the originally open character of this land (these views assessed as level D or little significance). Constructing buildings on this corridor of land or adjacent to the east end of the Magazine Enclosure (e.g. on the site of the original Magazine Basin) would detract from this character.

Removing the fill from the Ordnance Canal in this area so it is open at least as far west as the Magazine Enclosure would increase the legibility of the Canal’s original extent and role in serving the Magazine Enclosure. If a bridge over the Canal in this area is deemed essential, restricting it to one end (i.e. by the Storehouse Enclosure’s West Portcullis Building or the Magazine Enclosure’s East Portcullis Building) would therefore not disrupt the legibility of the originally open nature of the Canal between the Enclosures.

**Policy 37.1**
The views from Cavalry Hill towards the Storehouse Enclosure should not be obstructed.

**Policy 37.2**
The canal-side corridor of land between the Storehouse Enclosure and the Magazine Enclosure should be retained as open space and managed to ensure inter-visibility between the Enclosures.

**Policy 37.3**
The legibility of the original form and extent of the Ordnance Canal between the Storehouse Enclosure and Magazine Enclosure should be restored and retained. It should be kept free of vegetation and silt.

**Policy 37.4**
No more than one bridge should be constructed over the Ordnance Canal between the Storehouse Enclosure and the Magazine Enclosure, and should be located at one end of this stretch of the canal.

**Land North of Storehouse Enclosure**

*Remains of Storage Shed B16 (built 1916, intrusive)*
This vast but single-storey storage shed was constructed a short distance north of the Storehouse Enclosure to store small arms (empty cases, swords, bayonets and scabbards).

Externally, the Storage Shed was afforded corrugated metal sides and roof. The superstructure was removed in the later twentieth century. Internally, the building contained four east-west concrete levels connected by ramps. This large area of concrete detracts from the setting of the Storehouse Enclosure wall. It has been assessed as intrusive and should be removed. If a replacement building is desired, however, in contrast to its predecessor it should not overshadow and dominate the north side of the Storehouse Enclosure – hence it would need to be restricted to within the footprint of the former Storage Shed and not higher than the ridge of the Wagon Shed. Given its proximity to the Enclosure wall, a replacement building’s form and materials would need to respect the wall’s character. Extending the modern housing estate onto the site of
the former Storage Shed would bring it too close to the Enclosure wall which would detract from its setting.

**Policy 38.1**

* A replacement building on the site of the former Storage Shed B16 should be confined to within its footprint and should not be higher than the Wagon Shed. In its form and materials such a building should respect the character of the Storehouse Enclosure wall and should not be attached to it or the Wagon Shed B15.

**Policy 38.2**

* The housing estate on the hillside to the north of the Storehouse Enclosure should not be extended southwards onto the site of the former Storage Shed B16.

**Spaces and Views**

When the Storehouse Enclosure was built, the land rising to the north was open and would have afforded views uphill of the Civil Officers’ Houses and the Artillery Establishment. There was no access into the Storehouse Enclosure from this side until a gateway was inserted in its north wall between sometime between 1845 and 1853 to provide independent access to Storehouses B7 and B5 when they were used as a military prison. When the Storage Shed B16 was built just beyond the Storehouse Enclosure’s north wall in 1916, the land adjacent to the west of B16 remained open. Following the closure of the Depot and the demolition of the Civil Officers’ Houses and Artillery Establishment, an industrial estate and housing estate have been constructed on the hillside extending as far south as the northern edge of the former Storage Shed B16 and leaving a limited amount of open space to the west hinting at the once open nature of this land. Views northwards from the Storehouse Enclosure are now very restricted, and extend only to the belt of trees along the northern edge of the former Storage Shed’s concrete levels. These trees perform a vital role in screening the Storehouse Enclosure from the housing estate. Removal of the belt of trees would be highly detrimental to the setting of the Storehouse Enclosure. Retaining a corridor of open space just beyond the Storehouse Enclosure’s north wall for its entire length would retain the legibility of its original form and role as well as facilitate maintenance.

**Policy 39.1**

* A belt of trees should be retained to screen the Storehouse Enclosure from the housing estate to the north.

**Policy 39.2**

* A corridor of open space should be retained beyond the entire length of the Storehouse Enclosure’s north wall so that its original form and role remain legible.

**Land South of Storehouse Enclosure**

Although outside the Conservation Plan Area, the land south of the Storehouse Enclosure down to and including the Fawsley Stream was owned by the Board of Ordnance when the Depot was built in the early nineteenth century and was intended to be used as part of it. What happens on this land in the future will affect the setting of the Storehouse Enclosure.

When the Storehouse Enclosure was built, the land to the south leading down to the Fawsley Stream was left open – it was intended that the stream would be used to power a Board of Ordnance small arms manufactory, but this plan was eventually abandoned. In the later nineteenth century a Gas Works was constructed in the central part of this area north of the Stream, and in the twentieth century housing and allotment gardens were built extending eastwards from this central area (extending as far as and replacing Ordnance Row which had
faced onto Bridge Street). Land to the west remains open space – constructing new buildings there would reduce the legibility of the originally open nature of this land and the importance of the Fawsley Stream to the Depot, as well as further harming the already compromised setting of the Storehouse Enclosure.

Construction of one or more tall buildings (meaning a building substantially taller than the surrounding buildings in the locality) anywhere along the area immediately south of the Storehouse Enclosure, or further south, would risk dominating it and detracting from its setting as well as hindering views northwards towards the Enclosure and the storehouses from Farthingstone Road.

**Policy 40.1**
Liaison with landowners of the land between the south-west side of the Storehouse Enclosure and the Fawsley Stream should seek its retention as open space.

**Policy 40.2**
Liaison with landowners and the local planning authority should seek to ensure that tall buildings are not constructed on land south of the Storehouse Enclosure.

**Land East of Storehouse Enclosure**
Although this Conservation Plan only covers the Storehouse Enclosure and land between this Enclosure and the Magazine Enclosure to the west, what happens on land to the east of the Storehouse Enclosure will affect its setting. When the Depot was constructed in the early nineteenth century, the Board of Ordnance purchased land as far east as the Grand Junction Canal. The Ordnance Canal was constructed as a branch canal stemming from the Grand Junction Canal (where there was an entrance basin) and leading westwards to the Storehouse Enclosure’s East Portcullis Building (immediately east of which there was a swing bridge over the Canal to provide supplementary control), through the Storehouse Enclosure to the Magazine Enclosure. The Storehouse Enclosure’s East Portcullis Building and adjacent Enclosure wall would have been visible from a distance for those arriving along the Ordnance Canal. The first view for those approaching the Storehouse Enclosure by road would also have been from the east, where the road leading from Watling Street ran parallel along south side of the Ordnance Canal to the Storehouse Enclosure, where it turned southwards towards Weedon village.

After the Depot closed, the swing bridge was removed and the Ordnance Canal was filled in from the Storehouse Enclosure’s East Portcullis Building eastwards to the Grand Junction Canal. In recent years industrial buildings have been constructed on top of and adjacent to this infilled stretch of Canal. Replacement of these industrial buildings with one or more tall buildings could detract substantially from the setting of the main entrance to the Storehouse Enclosure. If the buildings on the former line of the Ordnance Canal were removed, restoration of the Ordnance Canal from the Storehouse Enclosure eastwards towards the Grand Junction Canal would recover the original relationship between the two canals and therefore the legibility of the transport route which served the Depot. In the meantime, marking the line of the former Canal on the ground east of the Storehouse Enclosure would recover the legibility of its former route at least partially.

**Policy 41.1**
Liaison with landowners and the local planning authority should seek to ensure that tall buildings are not constructed on land east of the Storehouse Enclosure in a way that detracts from the setting of the Storehouse Enclosure.
Policy 41.2
Liaison with landowners and the local planning authority should seek to recover the legibility of the former route of the Ordnance Canal to the Grand Junction Canal on land east of the Storehouse Enclosure.

Hard and Soft Landscaping

Documentary evidence indicates that when the Storehouse Enclosure was constructed, 1,000 tons of granite paving stone and 3,000 yds of paving were purchased to pave the ‘wharves, landing places and roads about the storehouses’. Contemporary plans showed no trees or other vegetation in the Storehouse Enclosure – these would potentially have obstructed the unloading and loading from the Ordnance Canal and access along the ‘roads’ to the storehouses where Captain Pilkington was concerned with maximising the efficiency of the operation. Although he was concerned that the Enclosure should have a fine appearance, vegetation was not deemed appropriate for this context – in contrast, Captain Pilkington designed the Civil Officers’ Houses uphill to the north with lawns and trees behind them. An annotated sketch looking west along the Storehouse Enclosure drawn in 1853 showed grass immediately adjacent to the Ordnance Canal, but otherwise hard surfaces. Standard-gauge railway lines and narrow-gauge tramway lines were laid in later nineteenth and earlier twentieth century. In 1939 the paving was taken up and concrete laid to allow access by lorries during the Second World War. After the Depot closed, this surface was supplemented by tarmac, covering over most of the remains of the railway lines (although the Weigh Bridge remains visible at the entrance to the Enclosure north of the East Portcullis Building).

Gardens have been created in localised areas within the Storehouse Enclosure over the years. When Storehouses B7 and B5 were adapted to serve as a military prison 1844/5, a garden was first created between B5 and the Storehouse Enclosure’s north wall. This garden was replaced by others south and west of B7 when a gateway was inserted in the Enclosure’s north wall and an access route created to the prison where the garden had been. The garden south of B7 was removed after the military prison closed, but some trees probably from the front edge of the garden west of B7 still survived when photographs were taken of the site in 1965 when the Depot closed. A plan of 1914 showed a small area east of the Fitters’ Shop and Stable/Coach House B79 as a garden, and on the lower land a garden between the central and west workshops. This plan also depicted the area in front of and to the sides of Offices B86 in the north-east part of the Enclosure as being laid out as lawns with paths leading to the front door and round the east side to the North-east Bastion B92. These lawns were removed to allow a railway line to pass the front of the building before 1926, but by 1939 the railway line had been removed, lawns reinstated and trees planted to the sides of the building. Today this is the area of the Enclosure to have any soft landscaping apart from a relatively recently laid strip of grass along the north side of the canal, although there are belts of trees outside the Enclosure along its north and south sides.

The overwhelmingly hard nature of the landscaping in the Storehouse Enclosure and its unity has been and continues to be an important aspect of its character. Materials used in the past have been stone paving (source unknown, although most of the materials used to construct the original buildings were not local) and more recently concrete and tarmac. If the surface treatment is altered, it would be desirable to maintain this unity by keeping the number of different types and colour of material to the minimum necessary. If possible, traditional natural materials should be used. Their texture and colour should respect and enhance the significant buildings and spaces. English Heritage has produced guidance on good practice in managing paving and road surfaces in historic areas.¹

¹ English Heritage 2000b and 2004b.
Soft areas have always been limited in extent in the Storehouse Enclosure, confined mostly to just in front of the bastions on the north side and in front of the Offices B86. To alter appreciably this balance of hard and soft landscaping would harm the Enclosure’s character. Introducing soft landscaping in the main east-west and north-south ‘roads’ would detract from the legibility of their original roles as access routes. There may be more scope for soft landscaping on the lower land south of the gateways, however, if required to accompany new buildings there.

On the land between the Storehouse Enclosure and Magazine Enclosure, lining the Ordnance Canal with trees or planting them on the grass to its north would detract from the legibility of the originally open nature of this land.

Policy 42.1

The Storehouse Enclosure should continue to be hard-landscaped in a scheme which maintains its overall unity. In their texture and colour, the materials used should respect and enhance the character of the culturally significant buildings and spaces. Soft landscaping should be confined to the area around the Offices B86, in front of Bastions B92 and B95, and the lower land south of the gateways in the Enclosure’s end walls.

Policy 42.2

The Ordnance Canal should not be lined with trees or shrubs either in the Storehouse Enclosure or on the land between the Storehouse Enclosure and the Magazine Enclosure.

Policy 42.3

Land flanking the Ordnance Canal between the Storehouse Enclosure and Magazine Enclosure should continue to be grass-covered.

Street Furniture

‘Nothing should be placed in the street unless it is unavoidable.’¹ This advice from English Heritage holds true not only for historic streets in villages and towns but also for the ‘roads’ (open spaces) within the Storehouse Enclosure and along the canal-side between the Storehouse Enclosure and Magazine Enclosure, where historic plans and photographs suggest that street furniture has always been minimal or non-existent. Thus if street furniture is required in the future within the Conservation Plan Area, the number of pieces should be kept to the minimum necessary (e.g. combining lights and signs on lamp-posts). Items of street furniture should be positioned in relation to the buildings and spaces so that they do not detract from visual amenity, views or vistas. It would be desirable for a single style of class of street furniture (e.g. lighting, sign, benches, litter bins, shelters, etc.) to be used to enhance the unity of the Storehouse Enclosure and canal-side further west. Designs will need to be of high quality, with colours (e.g. using a single dark colour for everything), materials and form respecting the character of the buildings.

Plans of the Depot when it was constructed suggest that there was no barrier along the edge of the Ordnance Canal, to which access was needed for unloading and loading at various points (e.g. to the eight storehouses). A drawing inside the Storehouse Enclosure in 1853 showed a post-and-rail fence along the canal’s southern edge. This may have been introduced when Storehouses B2, 4, 6 and 8 served as infantry barrack accommodation 1837 to c. 1854, but was subsequently removed. Introduction of a barrier along one or both sides would detract from the east-west vista along the canal and views across the canal, the legibility of the original access and unloading arrangements from the canal to the storehouses, and from the setting of the

¹ English Heritage 2004b.
storehouses. If such a barrier is required for safety reasons, the use of materials appropriate to
the context (natural materials, preferably wood), keeping the height to the minimum necessary,
and the transparency of the barrier (controlled by the frequency of uprights and horizontals –
post-and-chain may be suitable) would be crucial to minimising the harm to the quality of the
vistas, views and setting of the storehouses.

The enclosure of areas within the Storehouse Enclosure has been limited and relatively short-
lived. The area around Storehouses B7 and B5 was cordoned off when they served as a military
prison 1844/5-70, and a fence was erected in front of Offices B86 to afford it a degree of
privacy and safety for as long as a railway line ran past the front of the building. Enclosing
private external space along the main east-west and north-south spaces within the Enclosure
would detract from their unity and authenticity.

There is no evidence of there having been area/road names or direction signs within the
Storehouse Enclosure in the past. Buildings have been assigned historic names (identifying their
function) and numbers, which have been painted discreetly on them. These building-names
make an important contribution to the Enclosure’s character and the legibility of its past uses.
Assigning ersatz names to historic buildings and areas would diminish the authenticity and
credibility of the whole site. Consultation of the Conservation Plan Gazetteer and the historic
plans for the site should enable inappropriate names to be avoided (e.g. introducing names to
areas or buildings which have never served as such, including ‘parade ground’ in the Storehouse
Enclosure, or references to the cavalry, which was never associated with the site). Fixing
incongruous signs or corporate branding to the buildings will erode the Enclosure’s character.
Although facilitating understanding of the Storehouse Enclosure in the context of the Royal
Ordnance Depot is desirable, this may be better done through media other than external display
boards since these could detract from vistas and from views of significant buildings.

Evidence for how areas within the Storehouse Enclosure were lit in the past is minimal. The
earliest evidence comprises photographs taken in the earlier twentieth century – photographs of
the Scherzer Bridge built in 1906, for example, show a lamp-post on the north side of the central
basin. When the Depot closed in 1965, there were still a limited number of lamp-posts by the
Canal. There is no evidence of external lights having been attached to the buildings themselves.
There is therefore no strong tradition of external lighting to inform future schemes in the
Enclosure, although what evidence does survive suggests it was freestanding rather than attached
to buildings. Any new external lighting scheme should be designed to cover the whole site
(highlighting significant historic buildings and vistas/views as well as new buildings as
appropriate) – careful design and positioning of the light fittings to respect the character of the
buildings, and using appropriate light levels, will be crucial in enhancing after-dark views within
and into the Storehouse Enclosure. Night-lighting will also need to comply with guidance on
light-pollution.

Many of the types of street furniture commonly in use in villages, towns and cities (e.g. external
seating, litter bins, bollards, shelters) have no history of use in the Depot. If the future use of the
site calls for such elements, their potential impact on character, vistas and views (of buildings and
along spaces) will need to be considered carefully. Whilst benches designed to respect the
character of the Enclosure and carefully located within it have the potential to enhance
appreciation of the site (e.g. allowing views of the Ordnance Canal and significant buildings), for
example, creating zones of seating could compromise the character of the Enclosure.
Policy 43.1
Street furniture within the Storehouse Enclosure and along the canal-side between the Storehouse Enclosure and Magazine Enclosure should be kept to the minimum necessary and positioned in relation to buildings and spaces so the street furniture does not detract from visual amenity or significant views and vistas. In its form, materials and colour street furniture should be of high quality, respect the character of the significant buildings and spaces, and enhance the unity of the site.

Policy 43.2
A barrier should only be installed along the edge of the Ordnance Canal if required following risk assessment. In its form, scale and materials such a barrier should respect the character of the storehouses and portcullis buildings and should retain the quality of the east-west vista along the Ordnance Canal and views across the Canal.

Policy 43.3
Areas of private space should not be enclosed within the Storehouse Enclosure’s main east-west and north-south open spaces:
• land between the Ordnance Canal and Storehouses B1-8
• land immediately north of Storehouses B1, 3, 5 and 7 as far as the industrial buildings along the north side
• land south of Storehouses B2, 4, 6 and 8 to a point south of the gateways in the Enclosure’s end walls
• land between Storehouses B1-8, and between the storehouses and the Enclosure’s end walls.

Policy 43.4
Within the Conservation Plan Area, historic names of buildings should be retained as an aid to understanding as well as an aspect of character. Ersatz names for existing or new buildings and areas should not be introduced. The external display of corporate branding should be restricted to buildings of lesser significance and should be discreet.

Policy 43.5
The history of the Royal Ordnance Depot should be promoted in ways which do not detract from the visual amenity of the buildings or disrupt vistas and views.

Traffic Management
Throughout the Depot’s period of use (nearly two hundred years), vehicular and canal traffic in the Storehouse Enclosure and the Magazine Enclosure has been a daily and fundamental feature of the site’s existence. As was indicated above under discussion of the ‘Storehouse Enclosure Walls and Gateways’, restoration and reconstruction of the six original gateways would be desirable to recover the legibility of the Enclosure’s original access arrangements. It would also have the advantage of recovering independent external access to buildings along the north and south sides of the Ordnance Canal (potentially reducing the level of need to cross the Canal) and would enable movement through the Enclosure to and from different points on the land beyond. As was discussed above under ‘Spaces, vistas and views’, within the Storehouse Enclosure all the original east-west and north-south open spaces or ‘roads’ which allowed movement around and through the Enclosure currently remain open and in use.

Painting road markings on the hard surfaces within the Storehouse Enclosure and in particular in the vicinity of the Storehouses and Ordnance Canal would detract from their character. Other devices for managing traffic flow (e.g. differences in materials and textures, cats’ eyes) should be used instead which do not detract from the character of the buildings and spaces. If traffic calming measures are required, they should be restricted to the minimum necessary and designed as part of the hard landscaping scheme for the whole Enclosure in order to reduce their negative impact. Such markings and measures on the land adjacent to the canal between the Storehouse Enclosure and Magazine Enclosure would detract from the canal’s character.
Parked vehicles (bicycles, cars, coaches, lorries) have the potential to detract appreciably from views of buildings and spaces, whether it is just one or two vehicles next to a building or large numbers of vehicles together. For this reason the parking needs for the whole Conservation Plan Area will need to be considered in relation to the level of significance of the component parts, vistas and views when planning the use of areas and parking zones will need to be designed to minimise their negative impact. The current practice of allowing cars to park around the buildings detracts markedly from vistas and views. It would therefore be desirable to confine parking to a small number of clearly identified areas, and for the surfacing there to be designed as part of the overall landscaping scheme so that the car parks themselves do not have a negative impact on character when empty – for example, marking out parking spaces using painted lines would harm character. The main candidates for such parking areas are outside the Storehouse Enclosure on the north side (on the site of the former Storage Shed B16), and within the Storehouse Enclosure on the lower land south of the gateways in the Enclosure’s end walls – both potentially enclosed within the lower storeys of buildings. On the land between the Storehouse Enclosure and the Magazine Enclosure, confining parking to north of the Clothing Store B17 would retain the open character of the canal-side land. The demolition of significant buildings to provide space for parking would not be acceptable.

Policy 44.1
Road and parking markings should not be painted on hard surfaces in the Conservation Plan Area. Alternative devices to control the flow of traffic and parking should not detract from the character of the buildings, spaces, vistas and views.

Policy 44.2
Any traffic calming measures installed in the Conservation Plan Area should be restricted to the minimum necessary, designed as part of the hard landscaping scheme for the whole Area and should not detract from culturally significant vistas or views.

Policy 44.3
Places where vehicles may be parked in the Conservation Plan Area should be restricted to a small number of clearly identified areas and should not detract from culturally significant buildings, spaces, vistas and views.

Policy 44.4
Culturally significant buildings should not be demolished to form parking areas.
SOURCES

LOCAL AND REGIONAL PLANS AND OTHER SOURCES
Northamptonshire Structure Plan, Adopted March 2001
Daventry District Local Plan, Adopted June 1997
Local Development Scheme for the Daventry District, September 2004
Northamptonshire Sites and Monuments Record

LEGISLATION AND GOVERNMENT GUIDANCE
Ancient Monuments and Archaeological Areas Act 1979
Planning (Listed Buildings and Conservation Areas) Act 1990
Town and Country Planning Act 1990
Disability Discrimination Act 1995
6th Amendment of 42nd List of Buildings of Special Architectural or Historic Interest, District of Daventry (Northamptonshire) 1999.

PPG 1 General Policy and Principles (1997)
PPG 16 Archaeology and Planning (1990)
PPG 15 Planning and the Historic Environment (1994)

Burra Charter 1999

ENGLISH HERITAGE PUBLICATIONS
1997a Timber Panelled Doors and Fire.
1997b The Use of Intumescent Products in Historic Buildings.
2001b Restoration, Reconstruction and Speculative Re-creation of Archaeological Sites including Ruins.
2004b Save Our Streets.

CABE PUBLICATIONS
2004 CABE and the Historic Environment.

PUBLISHED AND UNPUBLISHED WORKS


King, J.E. (1964) *The Weedon Small Arms Collection History*.


CONSULTATION

English Heritage
East Midlands Region, Inspector of Historic Buildings Ann Bond
Characterisation Team Jeremy Lake
NMRC, Head of Industrial, Military and Naval Keith Falconer
Architectural Investigation Team Adam Menuge

Northants. CC
Historic Environment Team, Conservation Officer, Jenny Ballinger

Daventry District Council
Conservation Officer Rachel Booth
Former Conservation Officer Iain Smith

Georgian Group
Caseworker for Central and Eastern England James Darwin

Weedon Bec History Society
Mike Rumbold
Beryl Williams
Julia and Tony Johns

Others
Ettwein Bridges Architects Nick Bridges
## APPENDIX I

### LISTED BUILDINGS IN CONSERVATION PLAN AREA – CURRENT ENTRIES

6th Amendment of 42nd List of Buildings of Special Architectural or Historic Interest
District of Daventry, Northamptonshire, 14 February 1999

| SP6259 | WEEDON BEC | BRIDGE STREET (West side), Lower Weedon
Former Weedon Barracks, East Lodge

**II* (star)**

**Gatehouse. Early C19 (complex begun 1803).** Yellow brick, slate roof, brick ridge stacks. 2-storey, 4-window range. Entrance front, facing inwards, has round-arched staircase/bridge spanning canal with iron handrails and perron giving access to first floor doorway. 12-pane sash windows throughout. Stone cornice and blocking course. Octagonal timber cupola with round clock face and octagonal leaded dome with weathervane. East front facing outwards has recessed centre and blank windows to ground floor either side of round-headed arch spanning canal with portcullis. Cupola contains striking clock signed 'Jno Thwaites and Co. Clerkenwell London 1814'.

| SP6259 | WEEDON BEC | BRIDGE STREET (West side), Lower Weedon
Former Weedon Barracks, outer wall and NW bastion (Formerly listed as Enclosure walls and bastions)

**II* (star)**

**Enclosure wall and north-west bastion. Early C19.** Red brick, Flemish bond, plinth bond with brick stone coping; north-west corner bastion of massive character with ramparts carried on brick arcades, stone paved staircases up, with ramps attached.
Appendix I: Listed Buildings in Conservation Plan Area – Current Entries

<table>
<thead>
<tr>
<th>SP6259</th>
<th>WEEDON BEC</th>
<th>BRIDGE STREET</th>
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<tbody>
<tr>
<td>16/173</td>
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<td>06.08.82</td>
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<td>Former Weedon Barracks, outer walls and NE bastion</td>
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<td>GV</td>
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Enclosure walls, gates and gatepiers to north-east and north-east bastion. Early C19. Red brick, Flemish bond, plinth bond, with stone coping in north-east corner bastion of massive character with ramparts carried on brick arcades and stone-coped gatepiers; C20 gates. Section of wall east of gap to east of centre of north enclosure wall is incorporated in brick wall of a later C20 building; some later C19 or C20 rebuilding to east enclosure wall.

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<td>Former Weedon Barracks, outer wall, SE and SW bastions and gatepiers to SE (Formerly listed as Enclosure walls and bastions)</td>
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Enclosure walls, south-east and south-west bastions and gatepiers to south-east. Red brick, Flemish bond, plinth bond, with stone coping; south-east and south-west corner bastions of massive character with ramparts carried on brick arcades and stone-paved staircases up with ramps attached. Stone-capped gatepiers. C20 gates.
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<tr>
<td>SP6259</td>
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<td>16/175</td>
<td>Former Weedon Barracks, West Lodge</td>
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<td>29.04.87</td>
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<td>GV</td>
<td>Gatehouse. Early C19. Yellow brick, slate roof, brick ridge stacks. 2-storey, 4-window range. Main front to east has round-arched staircase/bridge spanning canal with iron handrails leading to perron and door giving access to first floor. 12-pane sash windows throughout. Stone cornice and blocking course. Octagonal painted wood cupola with louvred circular panel on main face, panelled frieze and octagonal leaded dome. Rear elevation to west has round-headed arch spanning canal with portcullis within blank windows either side and to first floor. Lead rainwater pipes.</td>
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<tr>
<td>16/176</td>
<td>Former Weedon Barracks, canal enclosure wall to N. (Formerly listed as canal enclosures and walls)</td>
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<td>01.08.82</td>
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<td>GV</td>
<td>Wall enclosing canal. Early C19. Variegated red brick, English bond, some stone coping. Originally joined to Grand Union Canal to east, now isolated. Originally the canal extended into the Magazine area and a short distance beyond, since filled in, and the canal basin between east and west gatehouses had a central cross arm to allow barges to turn, which has since been reduced.</td>
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### Appendix I: Listed Buildings in Conservation Plan Area – Current Entries

#### SP6259

**WEEDON BEC**

| 16/177 | BRIDGE STREET (West side), Lower Weedon |
| 01.08.82 | Former Weedon Barracks, canal enclosure wall to S. (Formerly listed as canal enclosure walls) |

**GV**

Wall enclosing canal. Early C19. Variegated red brick, English bond, some stone coping. Originally joined to Grand Union Canal to east, now isolated. Originally the canal extended into the Magazine area and a short distance beyond, since filled in, and the canal basin between east and west gatehouses had a central cross arm to allow barges to turn, which has since been reduced.


#### SP6259

**WEEDON BEC**

| 16/178 | BRIDGE STREET (West side), Lower Weedon |
| 29.04.87 | Former Weedon Barracks, Storehouse no.1 |

**GV**

Former barrack block. c.1810. Red brick, hipped corrugated asbestos roof. 2-storey, 11-window range. Stands on north side of canal and has central door to south with 12-panel, double-leaf doors flanked by stone pilasters supporting entablature with tripartite sash window with cambered heads to first floor above. Similar wider blocked doorway either end, with similar windows above. Ground floor windows have round-arched heads and are in round-headed recesses and have large 2-light casements; 12-pane sash windows to first floor. Centre and ends project slightly. Plinth and first floor string course. Interior: first floor supported by 3 rows of chamfered timber posts.
Appendix I: Listed Buildings in Conservation Plan Area – Current Entries

![Table]

**SP6259**  
**WEEDON BEC**  
**BRIDGE STREET**  
(West side), Lower Weedon

Former Weedon Barracks, Storehouse no.3  
II* (star)

**GV**

Former barrack block. C.1810. Red brick, hipped corrugated asbestos roof. 2-storey, 11-window range. Stands on north side of canal and has central door to south with 12-pane, double-leaf doors flanked by stone pilasters supporting entablature, with tripartite sash window with cambered head to first floor above. Similar wider blocked doorways either end, with similar windows above. Ground floor windows have round-arched heads and large 2-light casements and are in round-headed recesses. 12-pane sash windows to first floor. Centre and ends project slightly. Plinth and first floor string course. Interior: first floor supported by 3 rows of chamfered timber posts.

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**SP6259**  
**WEEDON BEC**  
**BRIDGE STREET**  
(West side), Lower Weedon

Former Weedon Barracks, Storehouse no.5  
II* (star)

**GV**

Former barrack block. c.1810. Red brick, hipped corrugated asbestos roof. 2-storey, 11-window range. Stands on north side of canal and has central door to south with 12-pane, double-leaf doors flanked by stone pilasters supporting entablature, with tripartite sash window with cambered head and first floor above. Similar wider blocked doorways either end, with similar windows above. Ground floor windows have round-arched heads and 2-light casements and are in round-headed recesses. 12-pane sash windows to first floor. Centre and ends project slightly. Plinth and first floor string course. Interior: first floor supported by 3 rows of chamfered timber posts.
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Former barrack block. c. 1810. Red brick, hipped corrugated asbestos roof. 2-storey, 11-window range. Stands on north side of canal and has central door to south with 12-panel double-leaf doors flanked by stone pilasters supporting entablature, with tripartite window with cambered head to first floor above. Similar wider blocked doorways either end, with similar windows above. Ground floor windows have round-arched heads and are set in round-headed recesses. Iron-framed windows throughout. Centre and end project slightly. Plinth and first floor string course. Interior: not inspected.

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Former barrack block. c. 1810. Red brick, hipped corrugated asbestos roof. 2-storey-and-basement, 11-window range. Stands on south side of canal and has central doors with 12-panel double-leaf doors flanked by stone pilasters supporting entablature with tripartite sash windows with cambered heads to first floor above. Similar wider blocked doorways either end, with similar windows above. Ground floor windows have round-headed arched heads and large 2-light casements and are set in round-headed recesses. 12-pane sash windows to first floor. Centre and ends project slightly. Plinth and first floor string course. Brick parapet. Built over basement to south with grey sandstone vermiculated rustication and round-headed arches with nail-studded doors. Centre projects. Interior: basement has brick tunnel vaults to each bay. 3 rows of stop-chamfered timber posts support first floor. Short section of retaining wall to either end.
### Appendix I: Listed Buildings in Conservation Plan Area – Current Entries

<table>
<thead>
<tr>
<th>SP6259</th>
<th>WEEDON BEC</th>
<th>BRIDGE STREET</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>(West side), Lower Weedon</td>
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<tr>
<td>16/183</td>
<td></td>
<td>Former Weedon Barracks, Storehouse no.4</td>
</tr>
<tr>
<td>29.04.87</td>
<td></td>
<td><em><em>II</em> (star)</em>*</td>
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</table>

**Former barrack block. c.1810.** Red brick, hipped corrugated asbestos roof. 2-storey-and-basement, 11-window range. Stands on south side of canal and has central doors with 12-pane double-leaf doors flanked by stone pilasters supporting entablature with tripartite sash windows with cambered heads to first floor above. Similar wider blocked doorways either end and with similar windows above. Ground floor windows have round-headed arched heads and large 2-light casements and are set in round-headed recesses. 12-pane sash windows to first floor.
Centre and ends project slightly. Plinth and first floor string course. Built over basement to south with grey sandstone vermiculated rustication and round-headed arches with nail-studded doors. Centre projects. Interior: basement has brick tunnel vaults to each bay. 3 rows of stop-chamfered timber posts support first floor. Short section of retaining wall to either end.

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<td>(West side), Lower Weedon</td>
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<tr>
<td>16/184</td>
<td></td>
<td>Former Weedon Barracks, Storehouse no.6</td>
</tr>
<tr>
<td>29.04.87</td>
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**Former barrack block. c.1810.** Red brick, corrugated asbestos hipped roof. 2-storey-and-basement, 11-window range. Stands on south side of canal and has central doors with 12-pane double-leaf doors flanked by stone pilasters supporting entablature with tripartite sash windows with cambered heads to first floor above. Similar wider blocked doorways either end, with similar windows above. Ground floor windows have round-headed arched heads and large 2-light casements and are set in round-headed recesses. 12-pane sash window to first floor.
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<td>(West side), Lower</td>
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<tr>
<td>29.04.87</td>
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<td>Weedon</td>
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<tr>
<td>GV</td>
<td></td>
<td>Former Weedon Barracks, Storehouse no.8</td>
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<td></td>
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<td>II* (star)</td>
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</tbody>
</table>

Former barrack block. c.1810. Red brick, hipped slate roof. 2-storey-and-basement, 11-window range. Stands on south side of canal and has central doors with 12-panel double-leaf doors flanked by stone pilasters supporting entablature with tripartite sash window with cambered head to first floor above. Similar wider blocked doorway either end, with similar windows above. Ground floor windows have round-headed arches heads and large 2-light casements and are set in round-headed recesses. 12-pane sash windows to first floor. Centre and ends project slightly. Plinth, first floor string course, stone cornice and blocking course. Built over basement to south with grey sandstone vermiculated rustication and round-headed arches containing nail studded doors. Centre projects. Interior: basement has brick tunnel-vaults to each bay. 3 rows of stop-chamfered timber posts support floor above. One of the better preserved blocks. Short section of retaining wall to either end.

<table>
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<th>SP6259</th>
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<tbody>
<tr>
<td>16/186</td>
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<td>(West side), Lower</td>
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<tr>
<td>06.08.82</td>
<td></td>
<td>Weedon</td>
</tr>
<tr>
<td>GV</td>
<td></td>
<td>Former Weedon Barracks, Storehouse no.17</td>
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<td></td>
<td></td>
<td>(Formerly listed as Storehouse 17)</td>
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</table>

Warehouse. 1900. Brick with iron frame, hipped slate roof. 3-storey, 12-window range. Round-arched windows to ground and first floors, segmental-headed to second floor. Brick pilaster strips between bays, rising up to second floor window heads. String course at first floor level and set between pilaster strips, a brick moulded string above each upper floor window. Gable over 2 central bays to south, each with loading entries on first and second floor. 3-bay side elevations. Brick parapet. Interior has heavy iron framework of special interest with rivetted iron girders and joists supported by cruciform iron columns. Used as a clothing depot until 1921.
APPENDIX II

SUMMARY OF CONDITION OF
STOREHOUSE ENCLOSURE’S BUILDINGS

By Nick Bridges of Ettwein Bridges Architects 2004

The condition of the following buildings was assessed by consulting structural engineers Bunyan Meyer & Partners in 2001: B1, B2, B4, B6, B8, B15, B45, B90, B92. The following observations have been drawn from these reports and other site observations and are presented in order of building/structure number.

STOREHOUSES B1-8

**Externally**
- Stonework plinth repairs are needed where iron cramps have rusted and stone has spalled.
- Patches of repointing and brickwork repairs are necessary, especially where cement has been used previously.
- Cracks are present in gauged brick arches.
- All cast iron gutters are leaking, and down pipes need connecting to back-inlet gullies.
- The porte-cochères on the southern storehouses (B2, 4, 6 & 8) are all in parlous condition and are Health & Safety Hazards. They will require major renovation to the stonework, along with waterproofing.
- The surviving doors and grilles to the casemates (B2, 4, 6 & 8) are in poor condition.

**Internally**
- The large timber bressummer beams over the openings on the east and west elevations have caused cracking in the adjoining brickwork.
- New steel roof structures did not include ties at the staircase partition walls, resulting in the spreading of the whole structure.

STOREHOUSE B2

**Externally**
- The parapet wall has expanded due to cement mortar being used when the roof was replaced.
- Cracking has extended through gutter covering and substructure, causing water ingress.
- Boarding to underside of rafters is now rotting (wet rot only visible so far), algae growth to walls and regular water pooling on timber first floors.
- Consistent serious cracking under the roof structure at both ends.
- Cantilevered steel beam supports to the modern external access stairs are pulling brickwork away.

**Internally**
- Removal of internal columns may have increased stress on those remaining.
- The concrete ground floor (west section) is cracked.
- The roof is spreading at all four corners.
Appendix II: Summary of Condition of Storehouse Enclosure’s Buildings and Structures

STOREHOUSE B4

- **Externally**
  - Damage to stone plinth by forklift truck.

- **Internally**
  - Columns removed from east and west wings.
  - Timber staircase sagging.

STOREHOUSE B6

- **Externally**
  - Impact damage to head of main entrance.

- **Internally**
  - Dry rot in wall plate at first floor level, east wing, and fruiting bodies have released spores throughout ground floor.
  - Chimney now rotating into 1st floor room.
  - 1st floor, west: severe cracking over north doorway, bricks at head of arch dropping.

- **Health & Safety Hazards**
  - Original timber staircase string dropping.
  - Corrosion to steel beams supporting openings in casemate vaults.
  - Further structural investigation needed.
  - Danger of arch bricks dropping, 1st floor, west.

STOREHOUSE B8

- **Externally**
  - The portico vault brickwork is in a very dangerous state. Health & Safety Hazard.

- **Internally**
  - The integrity of past dry-rot repairs to beam ends should be verified.
  - The column head in the east wing is badly twisted.

STOREHOUSE B1

- **Externally**
  - There are areas of missing brickwork.

- **Internally**
  - Ceiling insulation panels fixed to underside of asbestos roofing sheets are coming loose and most have fallen to the floor or are in imminent danger of doing so. Health & Safety Hazard.
  - Original timber columns have been replaced with inadequate members.

STOREHOUSE B3

- **Externally**
  - Stone repairs to cornice of west doorcase.
  - South elevation, bay 1: continuous crack from head of ground floor window to cill above.
  - Bay 6(S): gauged bricks replaced with cement repair at head of ground floor doorway.
Appendix II: Summary of Condition of Storehouse Enclosure's Buildings and Structures

- **Internally**
  - Possible dry rot remaining after repairs in east wing.

**STOREHOUSE B5**

- **Externally**
  - Minor impact damage to central entrance.
  - East end (ground): cracking above door arch.

- **Internally**
  - Some timber columns are badly split at their heads, others have been replaced with smaller sections and rotated heads.
  - Beams are bent.

**STOREHOUSE B7**

- **Externally**
  - Repairs are required to steel windows.

**FIRE ENGINE HOUSE B10**

**Externally**

- North elevation brickwork painted.

- **Internally**
  - To be surveyed.

**B.W.D. OFFICES B11**

- **Externally**
  - Slates are missing. Downpipes broken.
  - Brickwork damaged on SW corner.
  - Timber cills rotten on S side.

- **Internally**
  - Lath and plaster is loose.
  - Timber floors rotten.

**WORKSHOPS AND STORE B14**

- **Externally**
  - Cast/wrought iron windows are rusting and bowed in places.
  - Chases through brick arches over windows in north elevation of western section, ground floor.
  - Corrosion of window frame spalled stone cill at the base.
  - Brackets attached along whole of north elevation at first floor level for pipes and cables.
  - Brickwork is badly spalled behind the soil stack on the north elevation.
  - The fire escape on the north elevation is badly corroded.

- **Internally**
  - Floor boards on first and second floors are worn and splintered from wheeled traffic.
Appendix II: Summary of Condition of Storehouse Enclosure’s Buildings and Structures

WAGON SHED B15

Main building

Externally
- Steel primary structure and reinforced concrete secondary structure are badly rusted/cracked.
- Windows are badly corroded.
- Leaks have emerged at the gables, valleys and skylights.
- Brickwork is spalling due to frost damage.
- The remaining slate roof is at the end of its useful life.

Internally
- Brickwork is damaged and rot is apparent in the ceiling boarding in SE and SW bays where the roofs are leaking.

East extension

Externally
- Fire-damaged east end is derelict.
- The walls have been pushed off the damp-proof course by the expansion of the metal structure.
- Walls partly destroyed to first floor level.
- Temporary waterproofing to first floor is leaking badly.
- No roof.

Internally
- Condition very poor due to continuing water ingress through the temporary flat roof.

REMAINS OF FLOORS FROM FORMER STORAGE SHED B16

- Self-set trees growing in expansion and construction joints of concrete floor slabs, ramps and retaining walls.

CLOTHING STORE B17

Externally
- Slates are missing from roof. Roof repairs in progress 2004.
- Sections of downpipes are missing.
- Steel beams are corroding where the lucam has been removed over the canal, and to the west elevation.
- External fire escapes are corroding. Health & Safety Hazard.

Internally
- Roof boarding has rotted through due to leaks, and this is now affecting the flooring.
- Boarding to ground floor is rotten and raised due to expansion (Section 2, Bay 1).
- Corrosion to steel roof trusses.

LATRINES B44

- Vandalised internally.
- Listed building consent for demolition, building recording completed for SMR.
OFFICES B45
- Shallow concrete cover over reinforcement has spalled with its consequent corrosion.
- Structure has moved overall, detaching panels from slots in columns.
- Concern over stability in November 2001: emptying and closing of building recommended.
- Then estimated that 35% of structure could be retained, 65% would need replacing.

STOREHOLDER'S QUARTERS NO. 2 B65
- Currently derelict with roof and timber windows missing, fire damaged, ceilings collapsed.
  Listed building consent granted for demolition; building recording completed for SMR.
- Health & Safety Hazard: this building is unsafe and should not be entered.

WEST PORTCULLIS BUILDING B66 Building at Risk
Externally
- Slate roof and timber roof structure have partially collapsed, along with first floor, north
  room.
- Original stepped bridge on east side badly damaged by passing vehicles.
- Stone steps dislodged and broken, railings bent and missing.

<table>
<thead>
<tr>
<th>Internally</th>
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<tbody>
<tr>
<td>General decay caused by water ingress.</td>
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</tbody>
</table>
| Ceilings to both floors on north side have collapsed. Health & Safety Hazard: this building is
  unsafe and should not be entered. |

NEW WORKSHOP B75-6
<table>
<thead>
<tr>
<th>Externally</th>
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<tbody>
<tr>
<td>Brickwork damaged on west elevation; ivy growing over from boundary wall.</td>
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<thead>
<tr>
<th>Internally</th>
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<tbody>
<tr>
<td>Good condition.</td>
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ENGINE HOUSE AND BOILER HOUSE B77
<table>
<thead>
<tr>
<th>Internally</th>
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<tbody>
<tr>
<td>No equipment left inside.</td>
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BROWNING SHOP B78
<table>
<thead>
<tr>
<th>Externally</th>
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</thead>
<tbody>
<tr>
<td>North east eaves: brickwork damaged.</td>
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<table>
<thead>
<tr>
<th>Internally</th>
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<tbody>
<tr>
<td>Good condition.</td>
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FITTERS' SHOP B79
<table>
<thead>
<tr>
<th>Externally</th>
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<tbody>
<tr>
<td>Broken windows and steel window frames are rusting.</td>
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<table>
<thead>
<tr>
<th>Internally</th>
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</thead>
<tbody>
<tr>
<td>Good condition.</td>
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</tbody>
</table>
OFFICES B86

External
- The large yew tree at the south-west corner could affect foundations.
- Structural problems (front wall moving away from others).

Internal
- Good condition.

NISSEN HUT B87

External
- Fair condition.

Internal
- Fair condition.

EAST PORTCULLIS BUILDING B90

External
- Support of adjacent concrete bridge is affecting the arch of the original bridge.
- The portcullis is in poor condition.
- Drainage from the roof and the road are affecting brickwork.

Internal
- Water penetration from canal or drainage: the source needs detailed investigation.

STOREHOUSE ENCLOSURE'S EAST WALL Building at Risk
- Copings broken.
- Brickwork spalled, especially at North gate by NE Bastion.
- Gateway by B44: original stone fixing blocks for pintle fixings badly corroded.
- Heavy ivy growth at SE corner.

STOREHOUSE ENCLOSURE'S SOUTH WALL Building at Risk
- The brickwork is damaged, especially where alterations have taken place and buildings (now demolished) were built up against it.
- Copings damaged and spalling.

STOREHOUSE ENCLOSURE'S WEST WALL Building at Risk
- General repairs needed.

STOREHOUSE ENCLOSURE'S NORTH WALL Building at Risk
- Extensive ivy growth on western section, some damage to copings.
- Damage opposite B14 where roofs for B71 & B71 (now demolished) have chased into brickwork.

NORTH-EAST BASTION B92 Building at Risk

External
- Parapet brickwork is leaning inwards, is broken down and has missing copings.
- Flat roof over casemates missing.
- Stramps uneven and missing treads.
Internally
• Water penetration into casemates, doors broken and missing.

**SOUTH-EAST BASTION B93 Building at Risk**

- Externally
  • Structural damage caused by trees and ivy.
  • Roof covering perished.
  • Internal parapets fallen down, stramps very uneven.

- Internally
  • Water penetration into casemates.
  • Doors broken and missing.

**SOUTH-WEST BASTION B94 Building at Risk**

- Externally
  • Structural damage caused by trees and ivy.
  • Roof covering perished.
  • It is believed that the building has its foundations on flood plain land, and some of the damage could therefore be due to flooding.
  • Internal parapets fallen down, stramps very uneven, trees growing within them.

- Internally
  • Water penetration into casemates.
  • Doors broken and missing.

**NORTH-WEST BASTION B95 Building at Risk**

- Externally
  • Structural damage caused by trees and ivy.
  • Roof covering perished.
  • Internal parapets fallen down.
  • Stramps very uneven, trees growing within them.
  • Facing brickwork fallen away.

- Internally
  • Water penetration into casemates.
  • Doors broken and missing.

**ORDNANCE CANAL WALLS Building at Risk**

- The condition of the canal walls within the Storehouses Enclosure and the section up to the perimeter of the Magazine Enclosure was assessed in October 1995 by Roy Sutton, then Honorary consultant engineer to the Inland Waterways Association.
- Currently, the walls are in variable condition.
- Although the walls have not suffered any structural failure and can meet current standards when repaired, considerable portions of brickwork have corroded and fallen away above the water line, and many lengths of coping are missing where not replaced with *in situ* concrete.
• The coursing around water level will need completely repointing, and the top six courses below the coping have been affected by frost heave.
• There is at least 300mm of silt which could be reduced to 100mm as protection to the clay puddle. This will reduce turbidity in the water, make navigation easier, and still provide nutrition for reed beds if required.
• The stop-log installations will need considerable repairs.
• The condition and works required to the canal walls was confirmed by a more recent inspection by Bunyan Meyer in 2001.
• Health & Safety Hazard: there are no barriers to prevent vehicles from falling into the canal.
• In the future, the need for child safety measures around the canal walls will need to be assessed as children will be out of their depth in the water.

CONCRETE BRIDGE BY EAST PORTCULLIS BUILDING
• Weakened by corrosion of steel beams and carbonation of concrete.
• Use currently limited to pedestrians only.
• Repairs essential.
• Handrails bent and broken.

SCHERZER ROLLING LIFT BRIDGE
• It has lost the counterbalancing drum which filled with water, and the wooden deck surface has rotted away.
• However, its steel structure is otherwise largely intact, although rusting.

CONCRETE BRIDGE AT WEST END OF CENTRAL BASIN
• Spalling to underside, exposing reinforcement, due to carbonation of concrete cover and chloride ingress.

CONCRETE BRIDGE BY WEST PORTCULLIS BUILDING
• Currently used by HGVs.
• Refurbishment needed if to be retained.

GROUND SURFACES
• All levels around Storehouses B1-8 have been raised, damaging stone plinths and allowing flooding.
• Railway sleepers rotting under tarmac.