

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,¹ 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

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.¹ 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).¹ 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.

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.¹ 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’.*¹

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.¹ 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.

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’.¹

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

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 be 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.

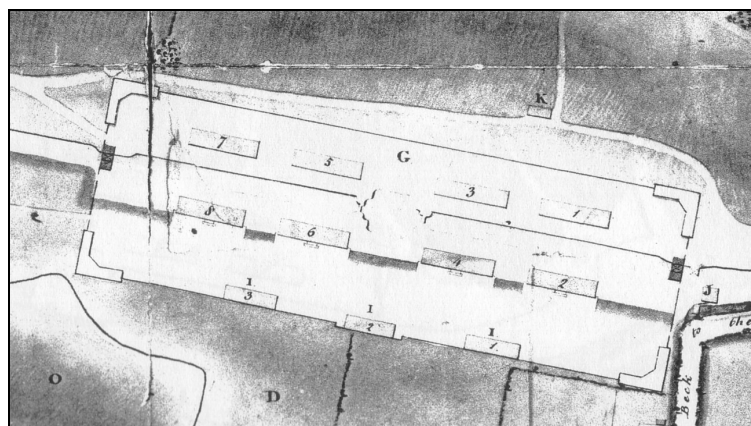
Storehouse Enclosure

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 W055/2448, 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

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.

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 be 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 ceil 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 lowres.

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 than 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. 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.

