THE CULTURAL SIGNIFICANCE OF THE SITE

ASSESSING SIGNIFICANCE

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

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

‘Government believes that:

• a summary of importance should be short, accessible and jargon-free. It should enable the user of the document (owner, local authority official and developer) to understand what the designated item is (building or site type), its physical and cultural context and significance. It would justify the inclusion of the item on the Register [of Historic Sites and Buildings of England]. …

• … the designation document simply flag[s] the item’s special interest and importance and was the first step in a process that would manage its future;

• further down the line a full statement of significance might need to be drawn up which probed the item’s importance more fully; took other specialist and non-specialist – including community – values into account; and assessed the item’s fragility and robustness: i.e. the vulnerability of its significant elements to change.’ (pp. 14-15)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATEMENT OF CULTURAL SIGNIFICANCE

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

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

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

**Level A (Exceptional significance)**

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

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

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

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

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

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

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

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

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

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


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


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

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

(Right) Detail from an 1810 plan, showing the three quadrangles of the Grand Store at the Woolwich Arsenal.
Commercial dock warehouses, such as those built 1800-3 at West India Dock North Quay Import Dock, London


Level B (Considerable significance)

- As a group, the conservative internal timber construction of Storehouses B1-8.

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

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

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

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

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

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

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

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

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

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

**Level C (Some significance)**

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

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

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

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

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

• Wagon Shed (B15), built 1879.

• Offices (B86), built by 1889.

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

• Clothing Store (B17), built 1900.

• Workshops and Store (B14), built 1902.

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

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

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

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

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

*Level D (Little significance)*

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

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

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

• New Workshop (B75), built 1888.

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

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

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

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

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

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

• Browning Shop (B78), built by 1914.

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


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

• Offices and washroom (B45), built 1941.

• Nissen Hut (B87), built 1941.

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

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

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

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

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

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

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

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

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

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

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

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

- Latrines (B44), built 1941.

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

- Limited view northwards from the Storehouse Enclosure.

**INT. (Intrusive)**

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

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

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

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

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

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

- East extension to Storehouse B3, built by 1939.

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

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

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

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

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

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

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

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

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

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

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

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

• Vegetation and silt in the stretch of Ordnance Canal within the Storehouse Enclosure. Infill in Ordnance Canal westwards from point west of B17, and raised level of ground level against the Magazine Enclosure’s east wall.