

# Princess Royal Barracks Deepcut Surrey



41 Squadron Lines Buildings

HISTORIC BUILDING RECORDING

In response to Planning Condition 53 of the  
Planning Consent Ref: 12/0546 (04 April 2014)

*Report prepared for:*  
Skanska UK

CA Project: AN0107

CA Report: AN0107\_1

April 2020



# 41 Squadron Lines Buildings Princess Royal Barracks Deepcut Surrey

## *Historic Building Recording*

CA Project: AN0107

CA Report: AN0107\_1

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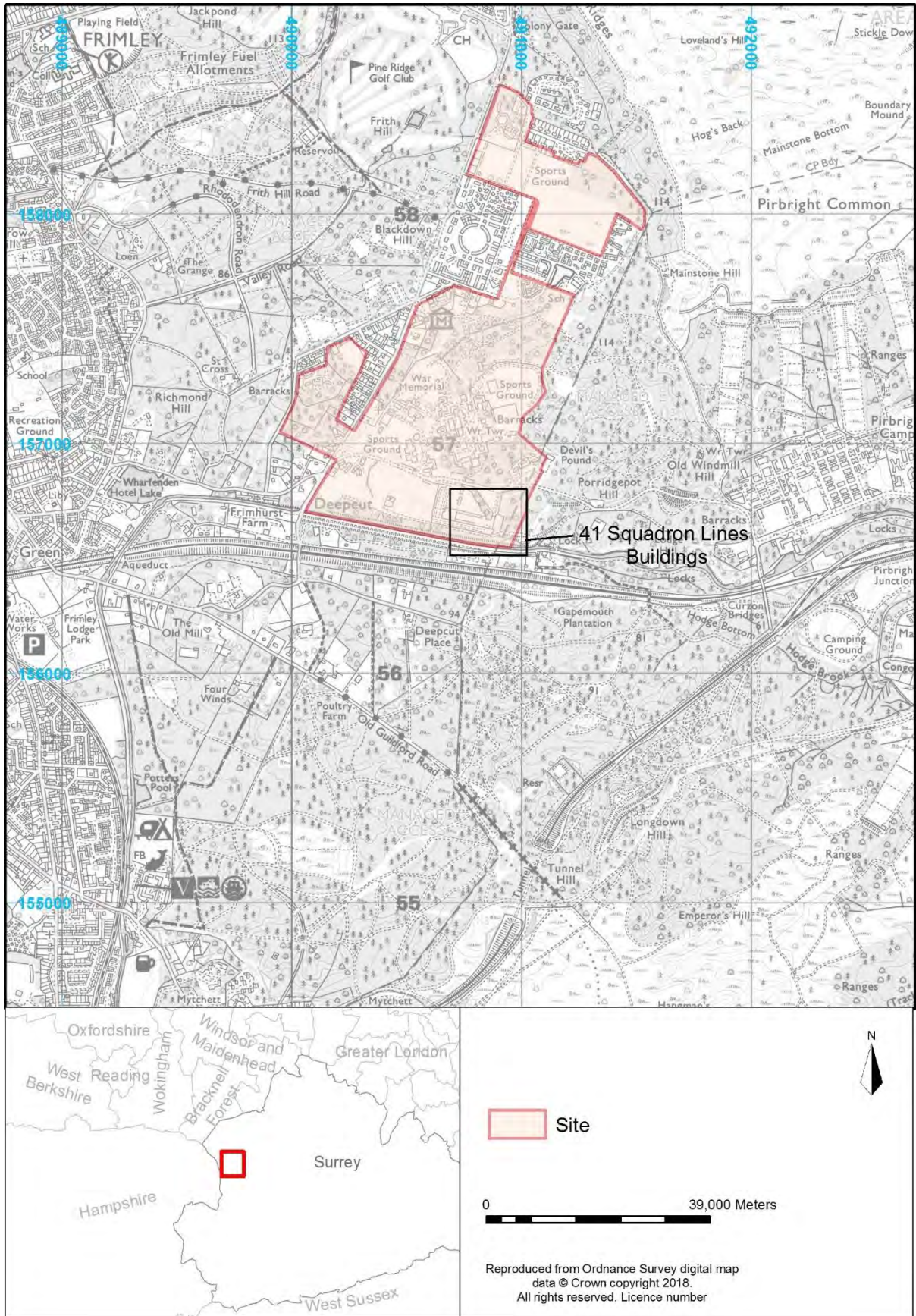


Fig 1. Site location plan

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## SUMMARY

In December 2019 Cotswold Archaeology was commissioned by Skanska UK to undertake a programme of Historic Building Recording in respect of four military buildings, colloquially known as '41 Squadron Lines Buildings'. The buildings are located at the south-eastern extent of the Princess Royal Barracks, Deepcut, Surrey and are not included on Historic England's National Heritage List for England, nor are they located within a Conservation Area.

The buildings comprise a complex of four detached buildings, located at the south-eastern extent of the Princess Royal Barracks. The predominant construction material is red brick, incorporating hipped roofs of tile or corrugated concrete sheeting. Externally, the buildings are relatively unaltered since their original construction in the late 1930s/early 1940s. The most visible alterations to the buildings' exteriors are the incorporation of brick infill within former vehicle entrance apertures and the construction of small extensions to two of the buildings during the mid to late 20th-century.

The architect of the buildings is unknown, however, their overall form and architectural features are simple and functional with no decorative elements. The buildings' original function appears to be principally for the storage and maintenance of vehicles or ordnance. The buildings were once occupied by divisions of the Royal Logistics Corps.

The significance of the buildings lies in their evidential value as some of the only surviving structures from a period during the Second World War within the barracks. A major rebuilding programme during the late 1960s has substantially altered the historical context of the buildings and diluted an appreciation of their function within the pre-1960s camp. The buildings retain very limited aesthetic and communal value due to their entirely functional roles and restricted access.

A previous programme of Historic Building Recording was undertaken in 2015 (Cotswold Archaeology Report: 15212) to fulfil condition 54 attached to planning permission 2012/0546. This Historic Building Recording addresses condition 53 of the same planning permission.

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## 1. INTRODUCTION

1.1. In December 2019 Cotswold Archaeology was commissioned by Skanska UK to undertake a programme of Historic Building Recording in respect of four military buildings, colloquially known as '41 Squadron Lines Buildings' (Buildings A to D; hereafter referred to as 'the buildings'). The buildings are located at the southern extent of the Princess Royal Barracks, Deepcut, Surrey (NGR: 490731, 156726 Fig. 1). The buildings are not included on Historic England's National Heritage List for England, nor are they located within a Conservation Area.

1.2. The Historic Building Recording has been undertaken in response to condition 53 attached to planning permission (ref: 2012/0546), granted by Surrey Heath District Council, relating to a residential-led development totalling 1,200 new dwellings. The buildings would be demolished as part of the consented development. Condition 53 attached to the permission details the following requirement for the buildings prior to their demolition:

- *Prior to the demolition of the 41 Squadron Lines buildings, these buildings shall be recorded in the form of a Level 3 Building Record as set out in the English Heritage Guide to Understanding Historic Buildings (Historic England 2016). Once completed the completed 3 copies of the record shall be submitted to the Local Planning Authority.*
- *Reason: In the interests of protecting the historic environment and ensure the development accords with Policy CP4 and Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.*

### *Objectives and professional standards*

1.3. Cotswold Archaeology (CA) is a Registered Organisation with the Chartered Institute for Archaeologists (CIfA). This report has been prepared in accordance with appropriate standards and guidance, including the 'Standard and Guidance for archaeological investigation and recording of standing buildings or structures' published by CIfA (2019) and a Written Scheme of Investigation, produced by Cotswold Archaeology in September 2014 (CA 2014; project ref: 770126), and confirmed as valid by the advisor to the Local Planning Authority in January 2020.

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- 1.4. The objective of the survey is to produce a record of the buildings in their current state, prior to their demolition. A further aim of the recording process is to understand the structural and functional history of the buildings and provide a clear record of significance. The building survey equates with a Level 3 assessment as defined in *Understanding Historic Buildings; A Guide to Good Recording Practice* (Historic England 2016).
- 1.5. The assessment provides a comprehensive review of the local and regional historical context of the building, making reference to the appropriate regional research agendas and the *Listing Selection Guide: Military Structures* produced by Historic England (2017). This places the findings of the Historic Building recording in their context.

#### *Consultation and Project Brief*

- 1.6. This report has been prepared in accordance with a Written Scheme of Investigation (WSI) prepared by Cotswold Archaeology (CA 2014), which has been approved by Surrey County Council's Archaeological Officer.
- 1.7. Due to the passage of time, email correspondence from Surrey County Council's Archaeological Officer to CA on 13 January 2020 confirmed that the Building Recording could commence in accordance with the approved WSI, dated 2014 (A Egginton, personal communication, 13 January 2020).

#### *Acknowledgements*

- 1.8. Gratitude is extended to Paloo Doshi and Robert Cork from Skanska UK, and the military personnel of Princess Royal Barracks for their assistance during the field survey of the buildings.

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## 2. METHODOLOGY

### *Data collection, analysis and presentation*

- 2.1. The Historic Building Recording was guided in its composition by the *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (Chartered Institute for Archaeologists, 2019). The building recording was undertaken to Level 3 standards as defined in *Understanding Historic Buildings: A guide to good recording practice* (Historic England, 2016).
- 2.2. The key objectives of the Historic Building Recording were to produce a concise description of the significance of the buildings, and to produce a record of the buildings prior to their demolition. The recording exercise included a general record of the buildings in their current state.
- 2.3. The Building survey included the following elements:
  - The completion of a photographic survey, to Historic England Level 3 standards, focussing on the areas and components of the Building which will be altered.
  - Detailed recording of any structural features that are of significance.
  - The production of building phase plans, establishing an accurate record of the historic development of the buildings, informed by historic cartographic sources, aerial photographs (held by Historic England), planning history and the building inspection.
- 2.4. CA will make arrangements with the appropriate depository for the deposition of the site archive at the conclusion of the project.

### *Level 3 Building Recording*

- 2.5. The recording was undertaken to Level 3 Standards as defined in *'Understanding Historic Buildings: A guide to good recording practice'* (Historic England, 2016). This approach has been agreed in consultation with Surrey County Council through the submission and approval of a Written Scheme of Investigation (CA 2014), in accordance with planning condition 53 of planning permission ref: 2012/0546. The approach was re-confirmed by Surrey County Council through email correspondence on 13 January 2020.

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### Drawn Record

- 2.6. A drawn record was made utilising existing floor plans, indicating the form and location of any structural features and/or details of historic significance including any evidence for fixtures and fittings of significance, including former fixtures and fittings. Drawings showing any form of any architectural feature and layout to aid the understanding of the building's design, development or function, are included at an appropriate scale of not less than 1:100. These plans establish an accurate archaeological record of the structures. The drawn plan and location overview have been annotated, depicting features of architectural value and photographic locations (Figs. 10, 12, 14 and 16). A detailed record of building elevations has been captured photographically (comprising photographs included within the report, Section 4 and supplemented by additional photographs presented in Appendix 1) and has been annotated to highlight important details. Ridge and eaves heights are tabulated in Table 1.

### Photographic Record

- 2.7. A full photographic record consisting of digital photographs was made and consists of shots of the overall appearance of the principal rooms and circulation areas within the buildings. Specific architectural details that relate to date, alteration, or function have been subjected to more detailed photographic recording.
- 2.8. The photographic survey comprises digital images of the buildings and has been created in compliance with Historic England guidance (Historic England 2016). Photographs were taken using a Digital Single Lens Reflex (DSLR) Camera with a sensor of a minimum of 20 megapixels. Lenses were chosen to reflect the requirements of the particular feature/features being recorded.
- 2.9. Images have been saved in TIFF format. At the current time TIFF formatting is regarded as the best format for archiving although advice will be taken from the archive depository (see below) prior to completion of the project. Some files may be converted to .jpeg format for use in the report, but original RAW or TIFF versions have been maintained in the project archive.

### Written Record

- 2.10. The written account includes the location of the buildings; any designations; the date and circumstances of the record and name of recorder; an account of Building A to D's form, function, date, and development sequence; and the names of architects, builders, patrons and owners, where known.

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- 2.11. Detail of the history and development of the buildings was derived from the existing *Deepcut/PRB – Heritage Statement* (AMEC 2012) and available secondary sources, including *The History of Blackdown Camp* (Morley-Clarke 1987). The written account seeks to place the buildings in their local and regional historic and archaeological context and provides an interpretation of their phased development and date. The buildings were surveyed by Richard Hardy, Historic Buildings Consultant and Hannah Shaw, Historic Buildings Consultant, on 18 and 19 February 2020 to assess the significance of the buildings in accordance with appropriate Historic England guidance (HE 2016).
- 2.12. The buildings were surveyed with a particular focus upon those elements considered to date to the original construction phase, and includes analysis of external or internal details which are relevant to the building’s design, development or use.
- 2.13. Additional evidence on the evolution of the buildings was gathered using aerial photos, viewed at Historic England’s Archive at Swindon.

#### *Assessment of heritage significance*

- 2.14. The significance of the buildings has been assessed and described, in accordance with paragraph 189 of the NPPF (2019), the guidance issued by ClfA (2019), the *Listing Selection Guide: Military Building* (Historic England 2017) and *Historic Environment Good Practice Advice in Planning Note 2* (Historic England 2015). Determination of significance has been undertaken according to the industry-standard guidance on assessing heritage value provided within ‘Conservation Principles’ (English Heritage 2008). This approach considers heritage significance to derive from a combination of discrete heritage values, principal amongst which are: **i)** evidential (archaeological) value, **ii)** historic (illustrative and associative) value, **iii)** aesthetic value, **iv)** communal value, amongst others.

#### *Limitations of the assessment*

- 2.15. This assessment is principally based upon a historic building survey, undertaken on 18 and 19 February 2020, which has been supplemented by secondary information derived from a variety of sources, only some of which have been directly examined for the purpose of this assessment. The assumption is made that this data, as well as that derived from other secondary sources is reasonably accurate. The building survey was undertaken in favourable weather conditions. Access to the building was possible within all areas, and all areas of direct importance to this assessment. The

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focus of the survey was the physical fabric of the buildings; any objects that were not considered to be a fixture or fitting were considered to be in storage within the buildings and were not assessed.

- 2.16. Due to the ongoing relocation of the Royal Logistic Corps Museum from its former premises within the Princess Royal Barracks, access to their document archives was not possible during the assessment.



### 3. HISTORIC BACKGROUND

#### *Historic development of Princess Royal Barracks*

- 3.1. The origins of a British Army presence in the Deepcut area can be traced to the end of the 18th and early 19th-centuries when the local area was used for large concentrations of troops to exercise together, prior to the establishment of a permanent barracks. The advent of the Boer War (1899 to 1902) prompted the War Department to purchase 252 acres (101 hectares) of land from the estate of William Henry Bellew Pain at Wykeham Park, Frimley (Morley-Clarke 1987).
- 3.2. Prior to the establishment of the barracks, the land at the southern extent of the Site where the buildings were later constructed was characterised as an area of rough or heathy pasture with interspersed trees and crossed by a network of paths, as recorded on historic Ordnance Survey (OS) maps of 1871-1872 and 1895 (Figs. 2 and 3). A building, Heatherhurst Grange, lay south of the Site boundary, between the Basingstoke Canal to the north and the London and South Western Railway to the south. By 1895, Huntspill Lodge had been constructed approximately 400m to the west of the building location whilst a further building, The Wilderness, was constructed 200m to the south-east.

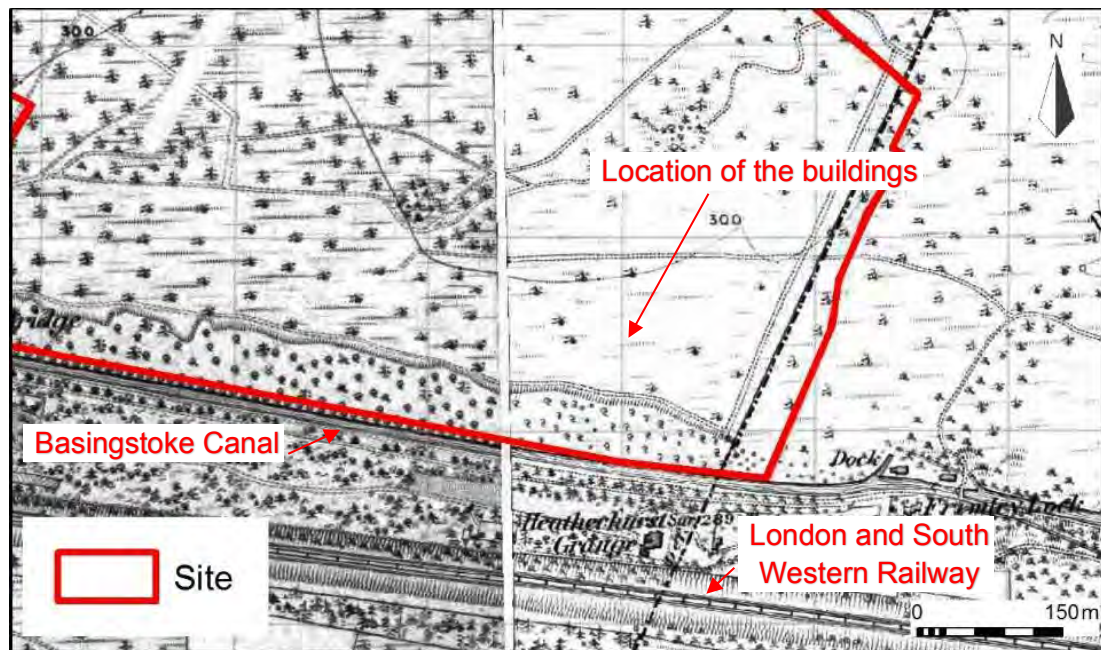


Fig. 2: Extract of the 1871-1872 6-inch OS map

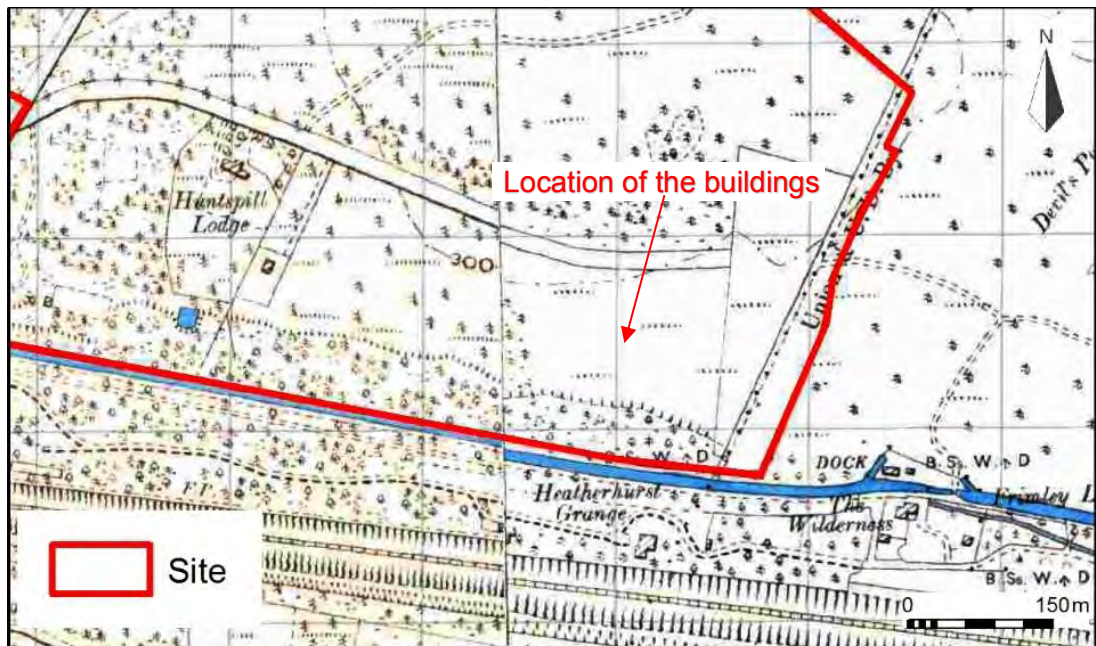


Fig. 3: Extract of the 1895 6-inch OS map

- 3.3. The construction of the barracks began in 1900 and, at that time, the camp comprised two sets of barracks, Blackdown Barracks at the northern extent and Deepcut Barracks at the southern extent. Deepcut Barracks were completed by 1903 and were first occupied by the 19 and 20 Brigades of Royal Field Artillery (Morley-Clarke 1987).
- 3.4. The outbreak of the First World War (1914 to 1918) prompted the extension of the Bisley Railway (a railway constructed 1890 to serve the National Rifle Ranges at Bisley) in 1915 to both the former Deepcut and Blackdown Barracks in order to transport thousands of troops that passed through the camp (Morley-Clarke 1987). Fig. 4 records the configuration of the former Deepcut Barracks in 1918; the railway is shown running through the southern extent of the Site before diverting northwards via Deepcut Station. The area of the Site which would later incorporate the buildings is populated by barrack buildings arranged in a grid layout. These are likely to have comprised simple rectangular structures with corrugated metal walls and roofs, as depicted in a historic photograph on page 3 of *The History of Blackdown Camp* (Morley-Clarke 1987). An arrangement of buildings labelled as 'infirmary stables' was recorded to the very south-eastern extent of the Site (Fig. 4).

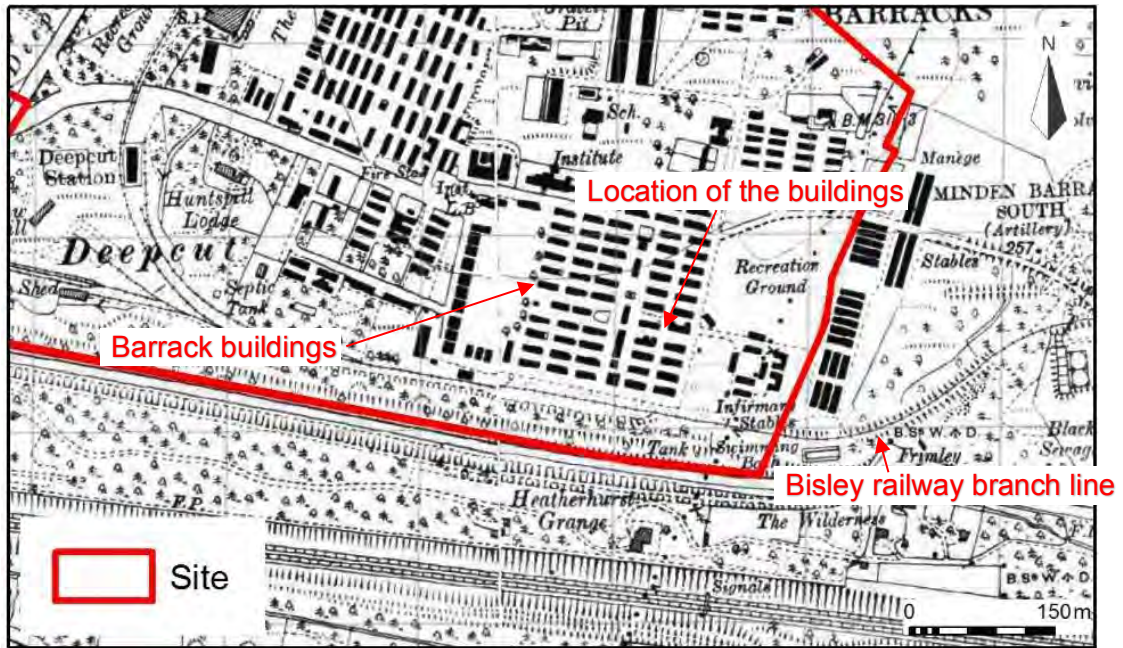


Fig. 4: Extract of the 1918 6-inch OS map

- 3.5. By 1935 to 1938 (Fig. 5), the general configuration of buildings at the former Deepcut Barracks had remained relatively unchanged since 1918. However, many of the small, rectangular buildings had been demolished and a series of longer buildings had been constructed, possibly in order to house larger pieces of military ordnance. The arrangement of stable blocks, previously located at Minden Barracks South (Fig. 4), to the east of the Site boundary in 1918 had been demolished by this time. Notably, the railway branch line that was used to transport troops during the First World War (see Fig. 4) had apparently been dismantled by this time and the building at the former location of Deepcut station is labelled as 'Deepcut Cottage'. Little historical information is available about activities at the Camp during the Second World War, however, it was known that large numbers of British and Canadian troops were stationed at the Camp during this time (AMEC 2012).

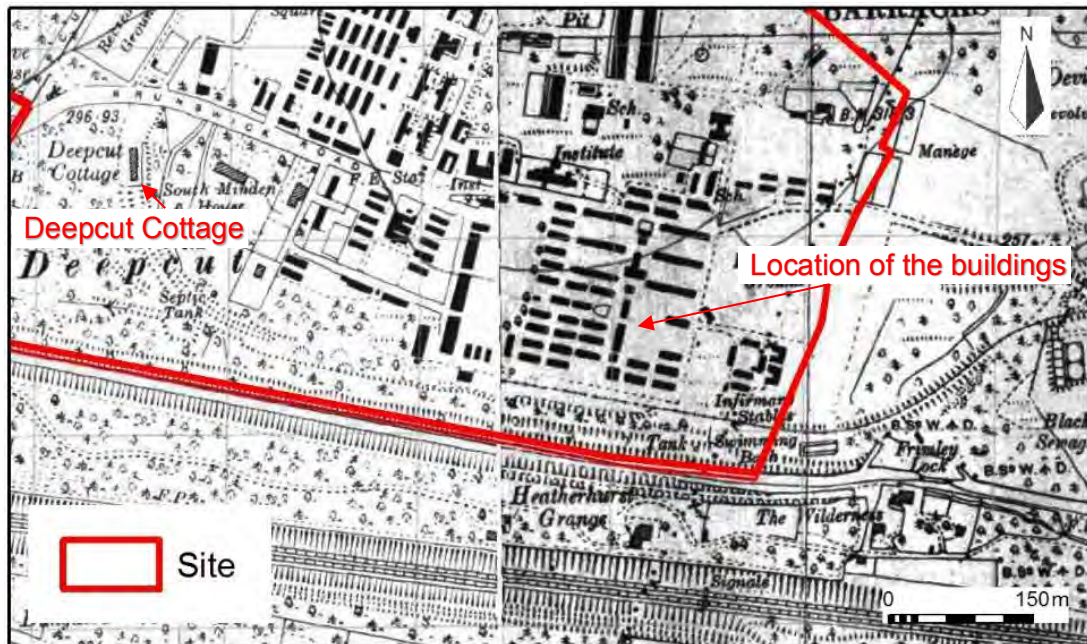


Fig. 5: Extract of the 1935-1938 6-inch OS map

- 3.6. The first evidence for the construction of the buildings was an aerial photograph, taken in March 1945<sup>1</sup>, showing Buildings A to D within a rectangular compound containing a number of other buildings, all arranged perpendicular to one another. Buildings A to D appear to have represented the largest of the buildings within the compound and are clearly depicted with continuous rows of skylights within the roof structures. The photograph illustrates a gradual evolution of the area with the apparent continual upgrading and replacement/removal of buildings.
- 3.7. The first cartographical representation of the buildings was on the 1956 6-inch OS map (Fig. 6) where the buildings are recorded only in outline form, without infill. The practice of leaving new buildings unfilled on OS maps began in 1938 and was as a result of wartime economy.<sup>2</sup> There were indications that the overall number of buildings at the barracks had reduced by this time and there was evidence of vegetation reclaiming part of the Site to the north of the buildings, adjacent to a building recorded as 'Institute'. Documentary evidence suggests that once the Second World War had ended, the camp was 'run down' (Morley-Clarke 1987).
- 3.8. After the Second World War, the former Deepcut barracks was occupied by the Royal Army Ordnance Corps (RAOC), who's responsibilities included the supplying and

<sup>1</sup> Held at Historic England Archives

<sup>2</sup> <https://maps.nls.uk/os/6inch-england-and-wales/info1.html>

maintenance of military equipment such as ammunition and weapons as well as the building and maintenance of dockyards, depots, fortifications and map-making.<sup>3</sup>

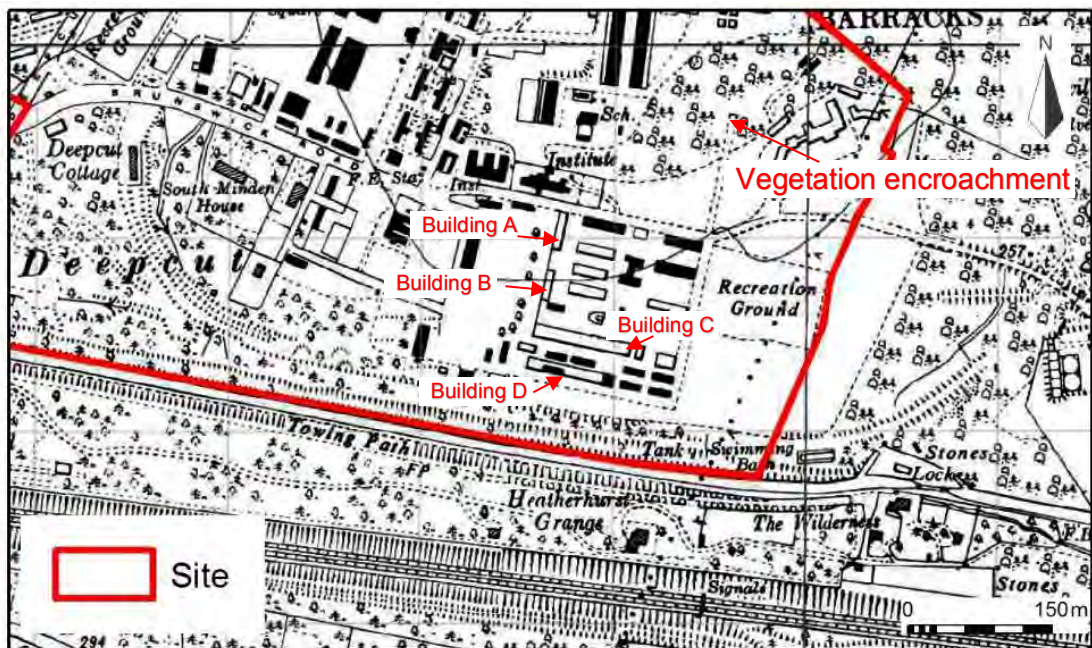


Fig. 6: Extract of the 1956 6-inch OS map

- 3.9. An aerial photograph from 1964<sup>4</sup> suggests that the external configuration of Buildings A to D had remained as originally constructed. By the mid-1960s, plans were put forward to demolish and rebuild many of the old remaining barrack buildings at the camp and a major rebuilding programme was subsequently carried out between 1967 and 1971 (Morley and Clarke 1987). The OS map of 1971 (Fig. 7) records an element of the rebuilding programme at the barracks, where the orientation of the new buildings had been altered to a predominantly north-west to south-east orientation. Buildings A to D remain *in situ*, however, many of the smaller buildings in their immediate vicinity had been demolished.
- 3.10. The earlier construction date of Buildings A to D was apparent on the 1971 map (Fig. 7) by their similar orientation to the demolished historic barrack buildings. Two small extensions were apparent to the southern extent of Building D, whilst the area to the north-east of the buildings had been cleared of buildings, with trees allowed to grow in their place.

<sup>3</sup> <https://www.rlcarchive.org/ContentRAOC>

<sup>4</sup> Held at Historic England Archives

- 3.11. By 1993, the RAOC had been joined with several other existing corps to form the Royal Logistics Corps who based their headquarters at the camp. The barracks were renamed 'Princess Royal Barracks' (AMEC 2012).

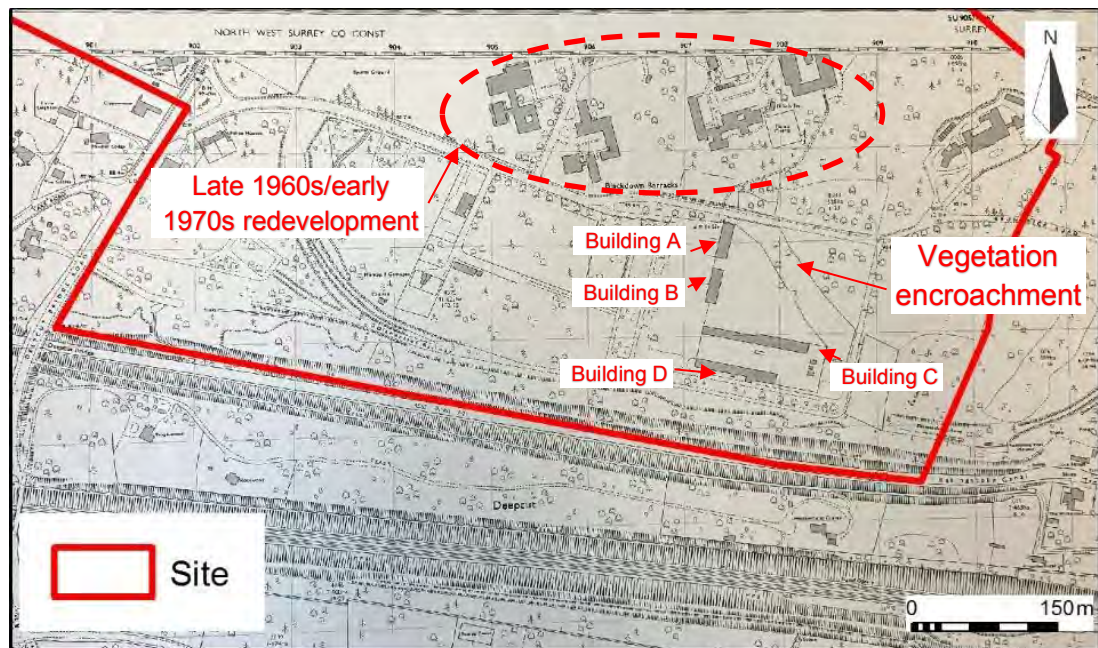


Fig. 7: Extract of the 1971 25-inch OS map

- 3.12. The configuration of the southern extent of the former Deepcut Barracks then remained broadly unchanged into the 21st-century (Fig. 8). Further extensions to the southern extent of Building D were apparent by 1983, as recorded on aerial photographs<sup>5</sup>. The military presence at the barracks has receded during the 21st-century and several modern housing estates have been constructed or are in the process of being constructed in the place of former barrack buildings within the wider barracks site. Buildings A to D represent some of the only remaining structures that have survived since their construction during the Second World War.

<sup>5</sup> Held at Historic England Archives

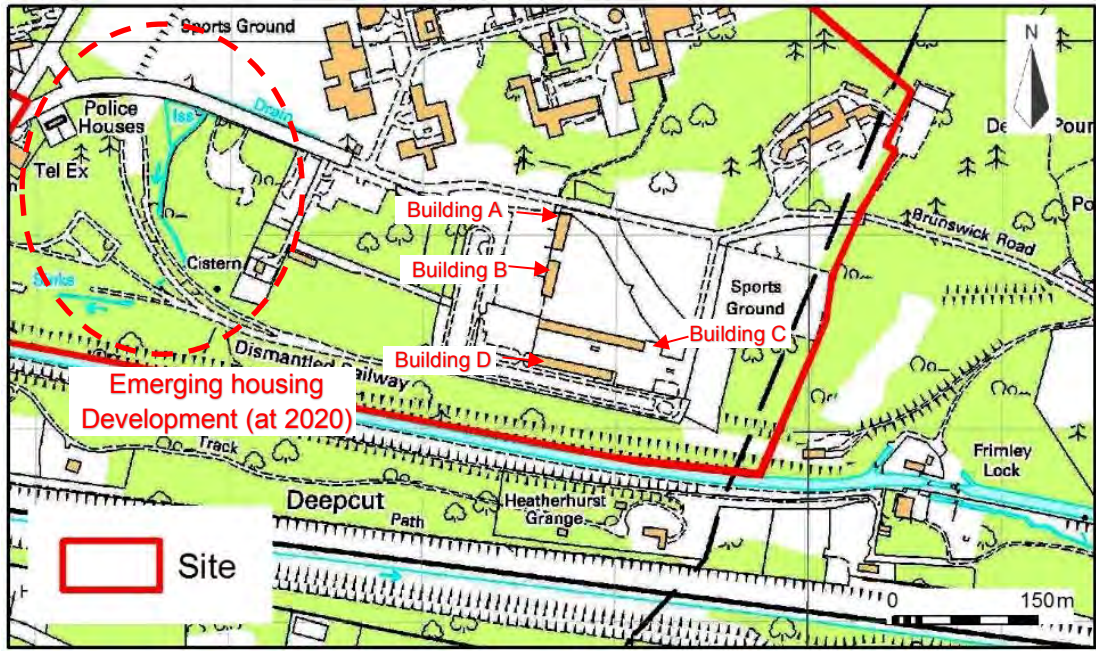


Fig. 8: Extract of the 2002 1:10,000 OS map

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## 4. HISTORIC BUILDING SURVEY

- 4.1. The following provides a description of the buildings through an external and internal survey. Existing floor plans have been utilised within this assessment and have been annotated to show historic features of relevance along with photo viewpoints (see Figs. 10, 12, 14 and 16). The description commences with an assessment of the exterior of each building and then proceeds internally, in sequential order. Reference to room numbers are stated where necessary; however, where architectural features are extensively repeated, or where rooms exhibit no features of historical interest rooms may be assessed as a collective and are not referred to individually.
- 4.2. Some exterior detail is discussed and some elevation detail is provided through photographs within this section (Section 4). Additionally, comprehensive elevation photographs are included in Appendix 1. This provides images of all elevations of each building.
- 4.3. Selected ridge and eaves heights have been recorded using a Leica Disto X310 and are recorded in the table below, as specified within the WSI.

Building reference	Ridge height (m)	Eaves height (m)
Building A	7.97 (north), 8.131 (south)	4.05
Building B	8.235 (north), 8.148 (south)	4.04
Building C	7.85 (east), 7.376 (west)	3.95
Building D (north elevation)	7.826 (east), 7.235 (west)	3.894
Building D (south elevation)		4.453 (east), 4.0 (west)

Table 1: Table of Ridge and Eaves heights

- 4.4. An interpretation of possible former functions of buildings and rooms has been made based on the available physical and documentary evidence. Part of this evidence includes an annotated floor plan (hereafter referred to as the 'Area Plan'), retrieved, with permission from Skanska UK, from Room D19 within Building D (Fig. 9). The production date of this plan is unknown, however, a date stamp of 2005 had been applied, indicating that the plan may originate in the early 2000s and may represent an accurate description of recent building functions. On this plan, the buildings are collective known as 'Deepcut Detachment'. The abbreviations on the date stamp are believed to refer to 'Defence Licensing Testing Authority' (DELTA) and 'Defence Theory Test Control Centre' (DTTCC), indicating that the buildings were recently used for testing personnel on driving abilities. It is unknown as to what date this function ceased.



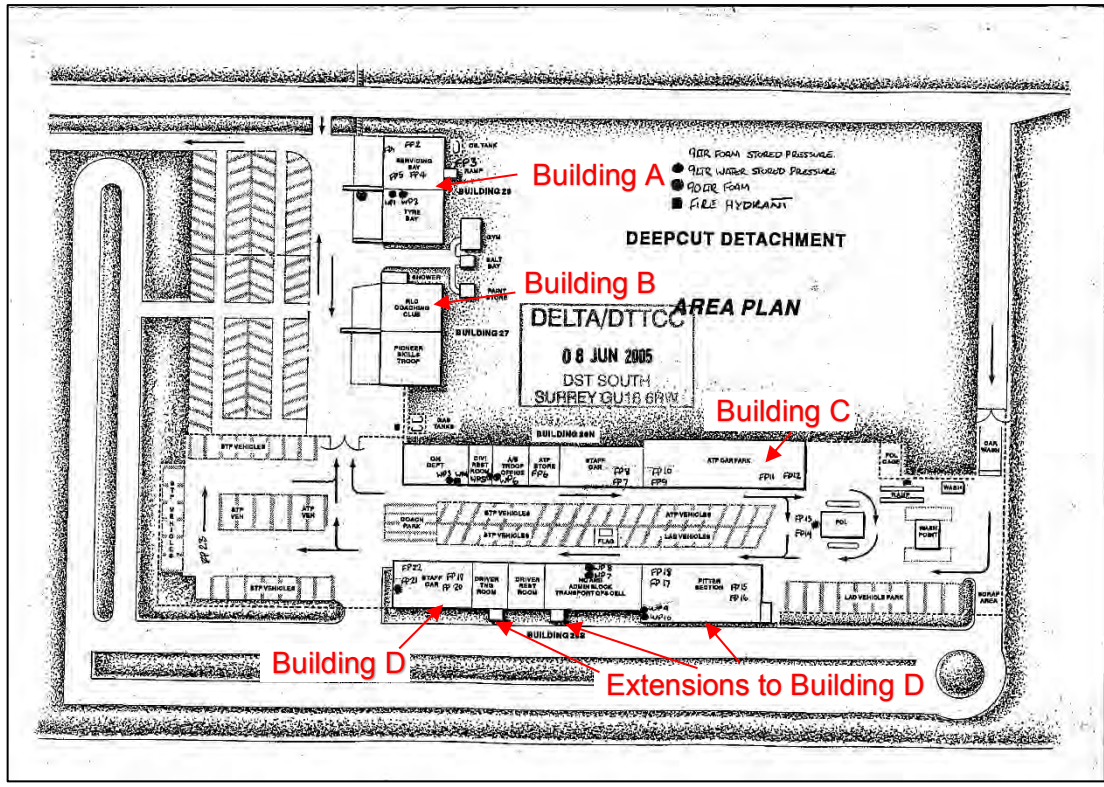
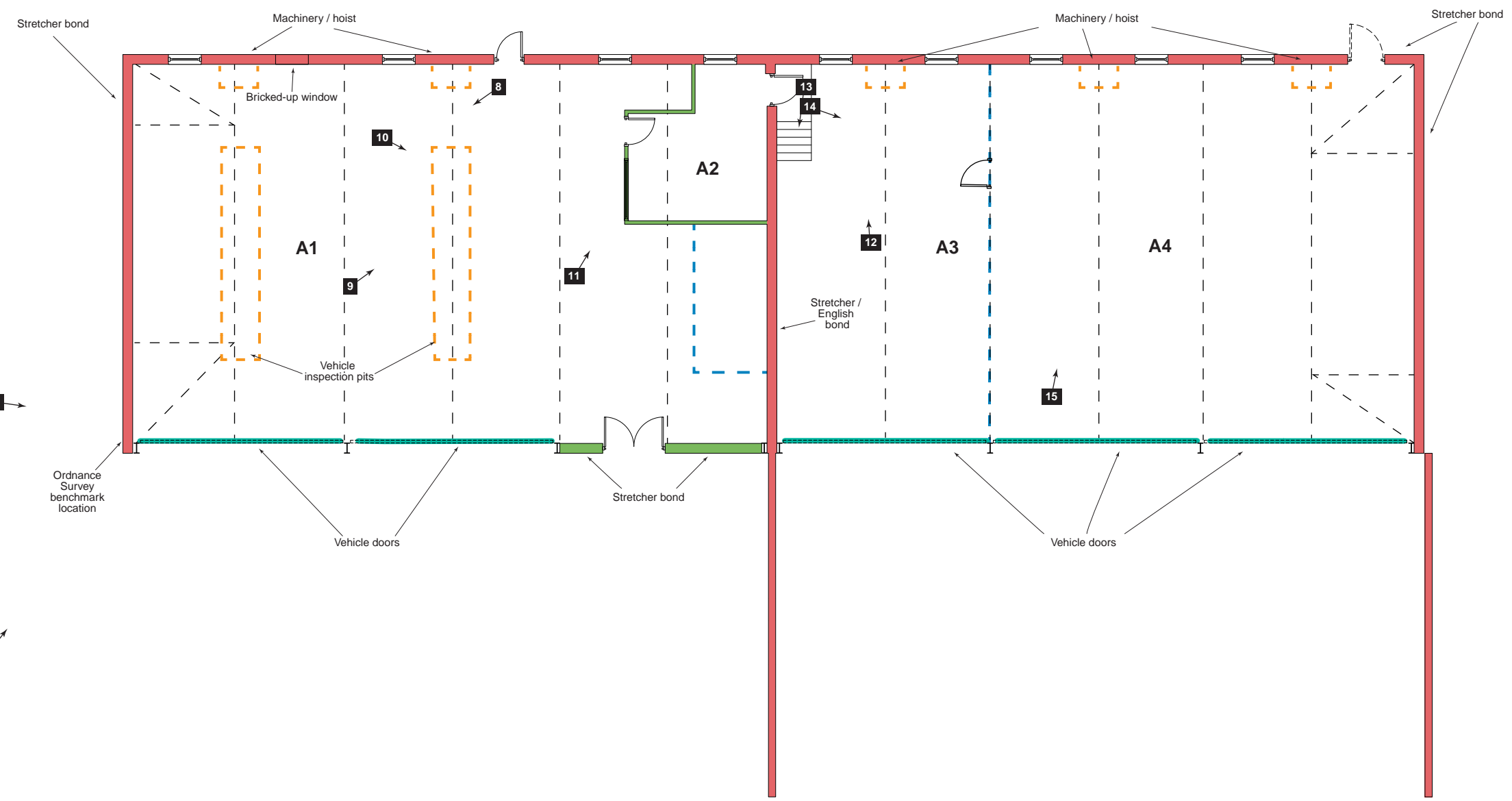


Fig. 9: Area Plan of Buildings A to D, date unknown (sourced from Building D, with permission from Skanska UK)



5

4



6

7

2

3

- Late 1930s/1940s construction
- Later alteration (unknown date)
- Vehicle doors
- Notable feature (such as vehicle inspection pits and hoists)
- Metal mesh partition
- Roof truss (visible)
- 7 → Photograph location and direction
- A1** Room identification

0 1:150 5m

Building plan is for illustration of historic features only, do not scale.  
Based on imagery provided by Amey PLC.

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**PROJECT TITLE**  
 41 Squadron Lines Buildings, Princess Royal Barracks, Deepcut, Surrey

**FIGURE TITLE**  
 Building A: plan, showing photograph locations 1 - 15

<small>DRAWN BY</small> KM	<small>PROJECT NO.</small> AN0107	<small>FIGURE NO.</small>
<small>CHECKED BY</small> EE	<small>DATE</small> 9/3/2020	<b>10</b>
<small>APPROVED BY</small> RH	<small>SCALE@A3</small> 1:150	

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*Building A (Fig. 10)*

**Exterior**

- 4.5. Building A comprises a brick built structure, of six bays, incorporating a slate hipped roof. The building is configured across two equally sized parts, positioned over two levels to account for the natural gradient of the land. The ridgeline steps up to the northern part of the building that serves to retain a comparable building height across both the northern and southern halves of the building.
- 4.6. The western elevation (Photo 1) incorporates five large steel doors that allow for the ingress of vehicles to the building's interior. The doors are arranged such that they form the entirety of the western elevation, save for one bay where the door has been replaced with brick, laid in stretcher bond (Photo 2). A low brick wall, laid in English bond (Photo 3), provides an external boundary between the two parts of Building A and acts as a retaining structure where the northern area of hardstanding lies at a higher level.



Photo 1: Overview of Building A, western elevation

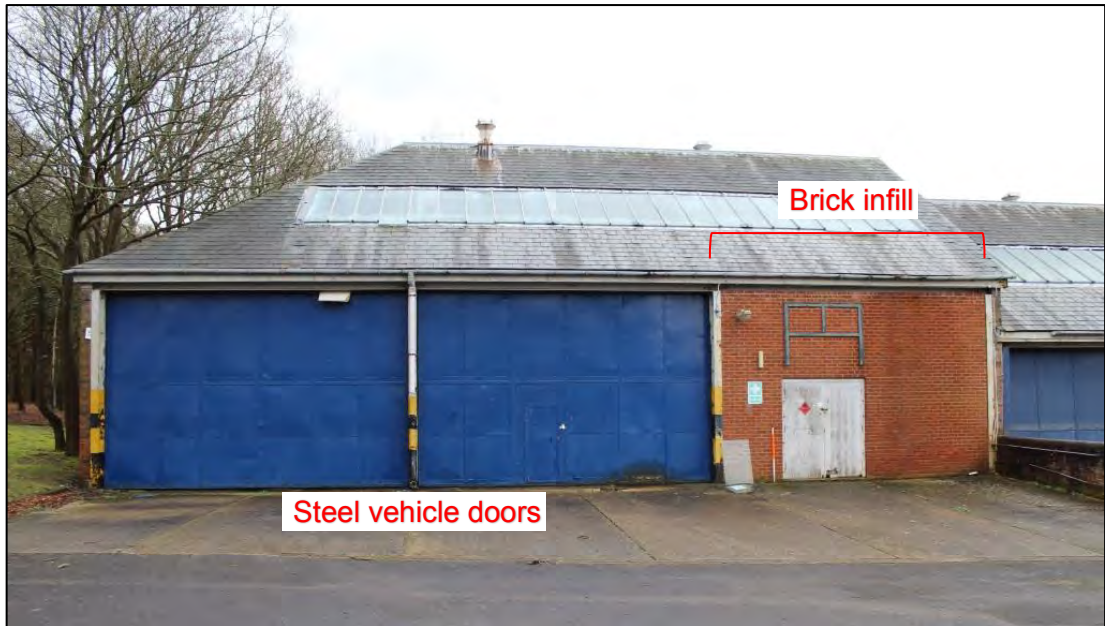


Photo 2: Northern extent of Building A, western elevation



Photo 3: Dividing wall between northern and southern parts of Building A, looking south-east

- 4.7. The southern and northern elevations of Building A (Photos 4 and 5) both comprise brick, laid in stretcher bond. The southern elevation (Photo 4) includes a visible concrete plinth at its base to allow for the descending gradient of the land. The northern elevation incorporates an Ordnance Survey Benchmark Locator (Photos 5 and 6), used by OS to record the height above Ordnance Datum. These marks are

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found on buildings and other semi-permanent structures.<sup>6</sup> The arrow, or 'pheon' has historically been used to indicate government property, however, the presence of a horizontal line above the pheon suggest the more likely purpose as a Benchmark Locator.

- 4.8. The eastern elevation of Building A (Photo 4) incorporates a regularly spaced row of windows. Bricks are laid in stretcher bond, interspersed with vertical lines of headers, generally positioned at the midpoint between windows and at the midpoint of the windows themselves. The eastern elevation evidences industrial activity through the presence of various ventilation chimneys and service pipes. The age and condition of visible services evidences a gradual accretion or replacement of these features over time as technology and requirements have advanced.



Photo 4: Southern and eastern elevations of Building A

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<sup>6</sup> <https://www.ordnancesurvey.co.uk/benchmarks/>



Photo 5: Eastern and northern elevations of Building A



Photo 6: OS Benchmark Locator at western extent of Northern elevation



Photo 7: Northern and western elevation of Building A

### Interior

- 4.9. Room A1 (Photos 8 and 9), within the northern part of Building A is a single open space, extending to the roof void where skylights within the eastern, western and northern angle of the roof provide light. The eastern wall incorporates a single bricked up aperture (Photo 9), the reason for which is unclear, however it may relate to the former presence of equipment in front of the aperture. Each window in the eastern wall incorporates bull nose brick window sills, a feature common across buildings A, B, C and D. According to the Area Plan of the complex, Room A1 was formerly used as a servicing bay (Fig. 11)

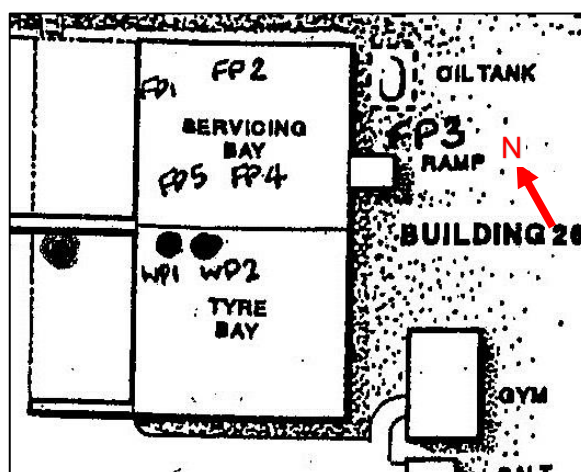


Fig. 11: Extract of Area plan showing Building A

4.10. The roof is constructed using an arrangement of 5 steel trusses supporting the main roof covering structure. The form of the steel trusses is common across the principal spaces in all four buildings, as discussed in paragraph 4.18, below.



Photo 8: Overview of Room A1, looking north-west



Photo 9: Overview of Room 8, looking south-east



- 4.11. Room A1 incorporates two vehicle inspection pits (Photo 10), the southernmost of which retains a single pit jack, used for lifting vehicles. Whilst the room is generally clear of loose equipment and fittings, several fixtures remain, such as air compressor hoses, generator and chain hoists. The age of these fixtures is apparently varied, however, they generally appear to have been fitted subsequent to the building's initial construction in the late 1930s/1940s.
- 4.12. Room A2 (Photo 11) is formed of a breeze block construction at the south-eastern corner of Room A1. The room appears to have been built at an indeterminate point after the construction of the building and likely functioned as an office. To the west of Room A2 remains a timber desk bearing the coat of arms of the Royal Logistic Corps (RLC).

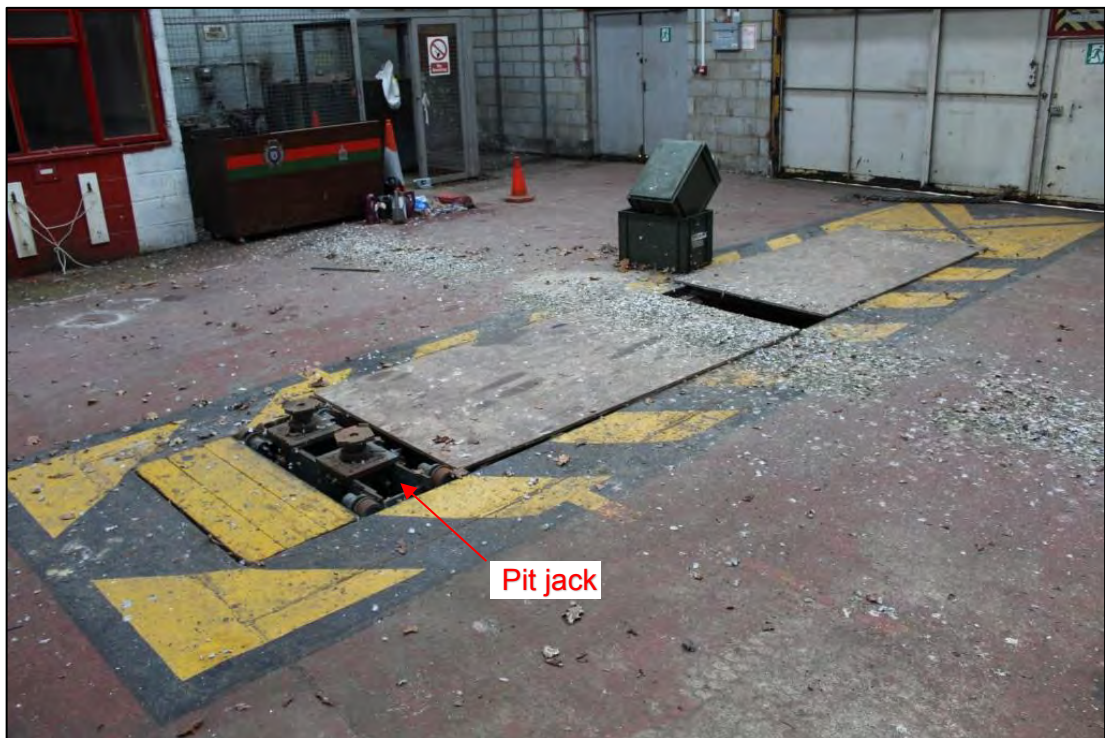


Photo 10: Vehicle inspection pit within Room A1, incorporating pit jack



Photo 11: Overview of Room A2, looking south-east

- 4.13. Through access is achievable via Room A2 to the southern part of Building A. A flight of concrete stairs leads into Room A3 (Photo 12). The room is devoid of features except for a single hoist mechanism. The eastern wall incorporates two windows whilst the western wall incorporates a single vehicle door. The northern wall of Room A3, separating it from Room A1, is laid in stretcher bond from the ground to approximately halfway up, before transitioning to English bond (Photo 13). This anomalous pattern is unusual and suggests either a degree of replacement or repair to the wall or that it was originally constructed in this way for a particular structural/aesthetic reason. A stretcher bond would normally relate to a half brick depth wall, often used as part of a cavity wall installation, whereas English bond is typically a full brick depth.



Photo 12: Overview of Room 11, looking east

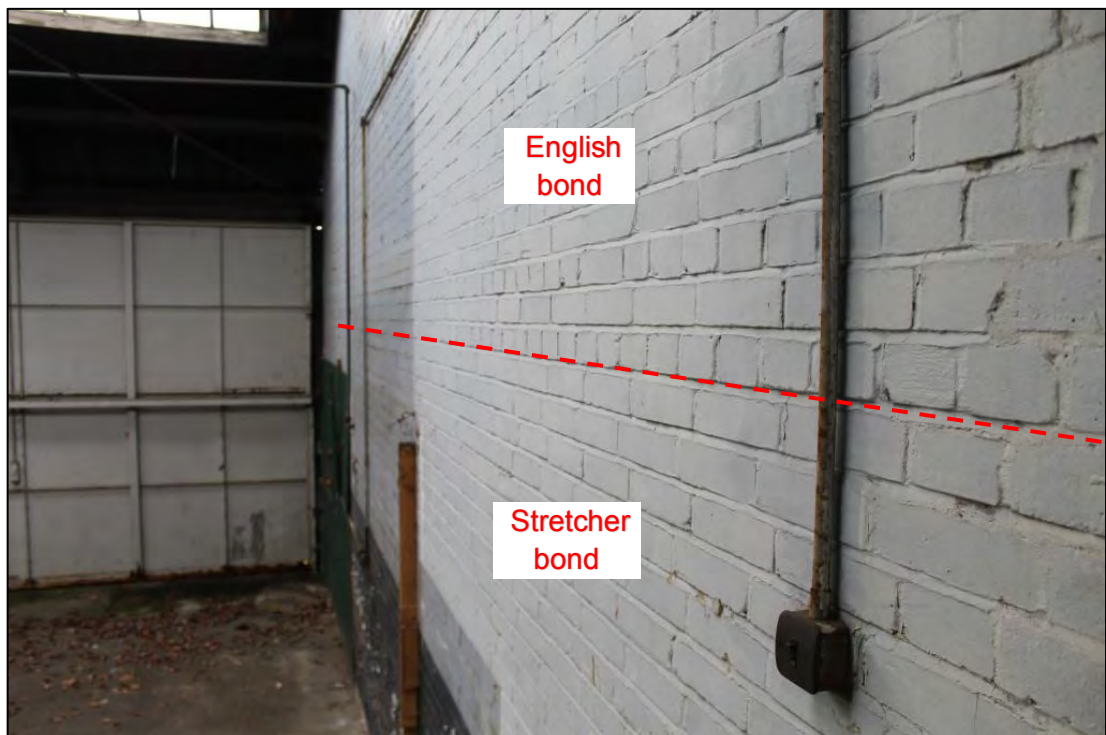


Photo 13: North wall within Room A3

- 4.14. Room A3 is partitioned from Room A4 by a metal mesh structure (Photo 14) of modern construction. Room A4 (Photo 15) comprises a single space that encompasses the southern extent of the building. According to the Area Plan, the

former function of Rooms A3 and A4 was a tyre bay (Fig. 11). The eastern wall incorporates three windows and a single door, set above ground level.



Photo 14: Metal mesh partition between Rooms A3 and A4, looking south-west

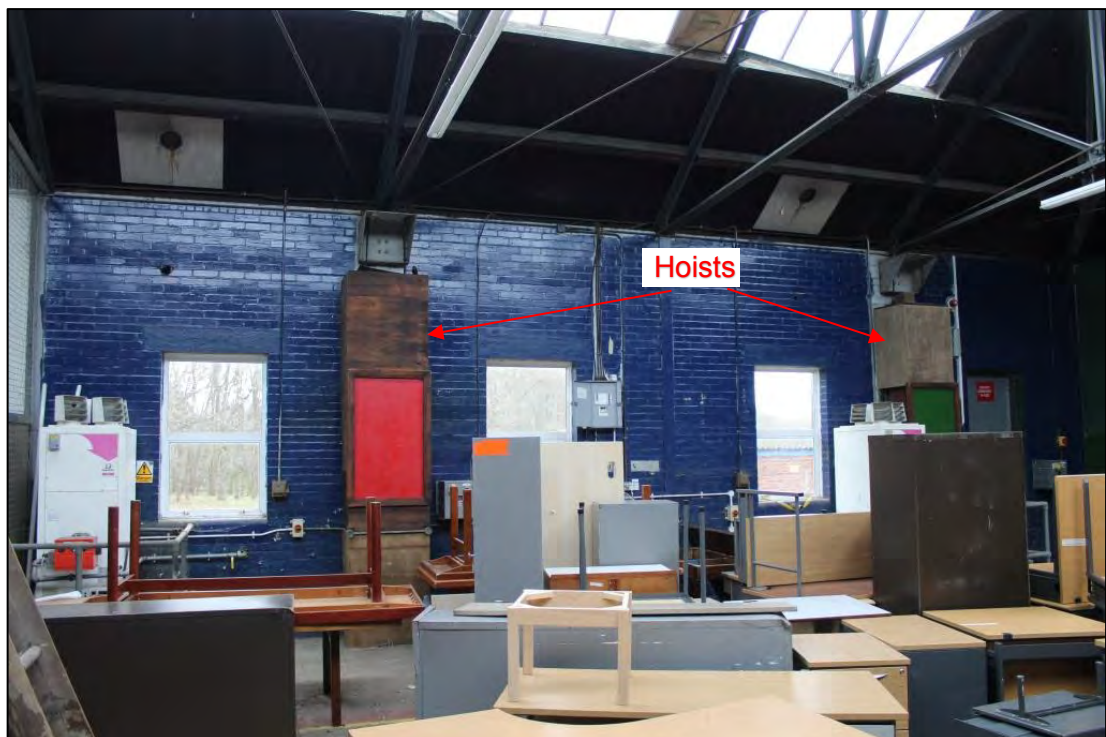
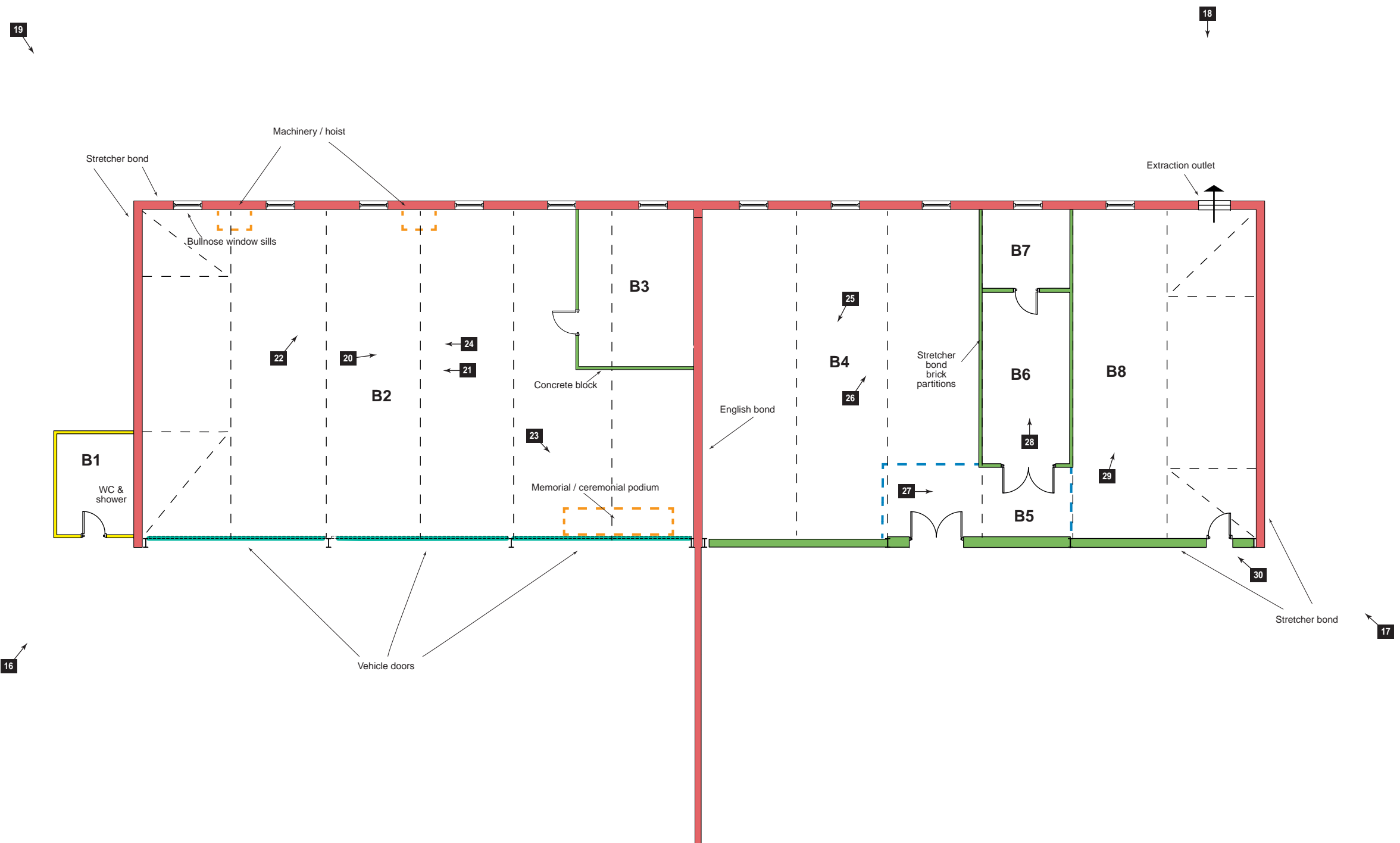


Photo 15: Overview of Room A4, looking east



- Late 1930s/1940s construction
- Later alteration (unknown date)
- 1990s alteration
- Vehicle doors
- Notable feature (such as hoists)
- Metal mesh partition
- Roof truss (visible)
- 7 → Photograph location and direction
- B1** Room identification



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**PROJECT TITLE**  
41 Squadron Lines Buildings, Princess Royal Barracks, Deepcut, Surrey

**FIGURE TITLE**  
Building B: plan, showing photograph locations 16 - 30

DRAWN BY KM CHECKED BY EE APPROVED BY RH	PROJECT NO. AN0107 DATE 9/3/2020 SCALE@A3 1:150	FIGURE NO. <b>12</b>
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*Building B (Fig. 12)*

**Exterior**

- 4.15. Generally, Building B (Photos 16 to 19) was constructed to a similar floor plan to Building A and both buildings could be generally regarded as a pair. Building B incorporates a small WC/shower block (Room B1) to the northern extent (Photo 16) which, according to aerial photograph evidence<sup>7</sup>, was constructed during the 1990s. All visible external brick elevations are constructed in stretcher bond.
- 4.16. The building incorporates three vehicle entrances to the northern half of the western elevation (Photo 16) whereas the southern half of the elevation incorporates brick infill (Photo 17). The brick most likely represents infill of former vehicle door apertures, as evidenced by the surviving metal girders that delineate the three bays (Photo 17). Aerial photograph evidence confirms that these brick infills were present in 1997 and, therefore, the apertures were probably infilled during the late 20th-century.



Photo 16: Northern and western elevations of Building B, looking south-east

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<sup>7</sup> Held by Historic England



Photo 17: Western and southern elevations of Building B, looking north-east



Photo 18: Eastern elevation of Building B showing late 20th/21st-century plant



Photo 19: Western and northern elevation of Building B

### Interior

- 4.17. The interior layout of Building B broadly reflects that of Building A in that there are two principal spaces, of equal dimension, to the northern and southern extents of the building, defined by a split level arrangement. Room B2 (Photos 20 and 21) encompasses the northern part of the building and is broadly devoid of historic features of interest. To the eastern wall are two chain hoists whilst at the south-eastern extent of the room is a concrete block office (Room B3) which appears to be a later insertion. Fenestration to the eastern wall is regularly spaced and proportioned (Photo 22). To the south-western extent of the room is a modern brick feature, resembling a type of ceremonial podium (Photo 23) bearing the colours of the RLC, however, its former purpose unknown. The Area Plan of the Building (Fig. 13) records Room B2 as 'RLC (Royal Logistic Corps) Coaching Club'.



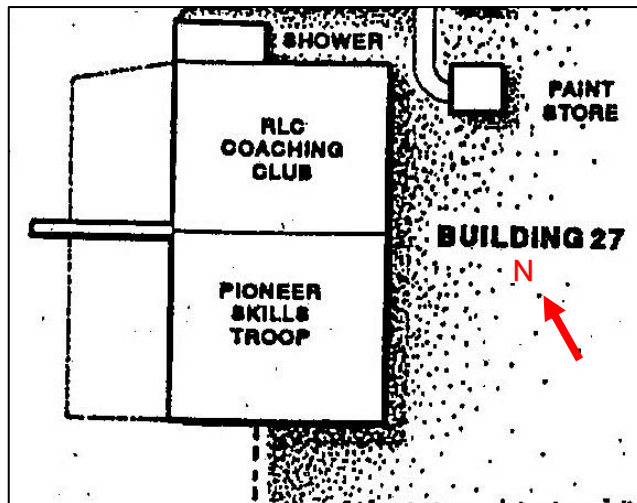


Fig. 13: Extract of Area plan showing Building B



Photo 20: Overview of Room B2, looking south



Photo 21: Overview of Room B2, looking north



Photo 22: Overview of Room B2, looking south-east



Photo 23: Ceremonial podium in Room B2

- 4.18. The roof truss construction of both Buildings A and B is identical. Each truss (Photo 24) is formed entirely of steel and incorporates a tie beam, rafters and webs. These are arranged to form a 'fan' roof truss.



Photo 24: Example of 'fan' roof truss within Room B2

- 4.19. Internally, the southern part of Building B has been sub-divided into a number of spaces, forming Rooms B4 to B8. Room B4 (Photos 25 and 26) forms a partitioned

area to the northern extent of the space, separated from Rooms B6 and B7 by a stretcher bond brick wall and from Room B5 by a metal mesh partition. The north wall of the room, separating the northern half of the building from the southern half, consists of English bond brickwork (Photo 25).



Photo 25: Overview of Room B4, looking north-west



Photo 26: Overview of Room B4, looking south-east

- 4.20. Room B5 (Photo 27) is accessed from Room B4 via a metal mesh partition and forms a lobby area in this part of the building. Rooms B6 and B7 (Photo 28) are located within the internal brick structure and appear to have functioned as a possible changing area or equipment storage area.



Photo 27: Overview of Room B5, looking south

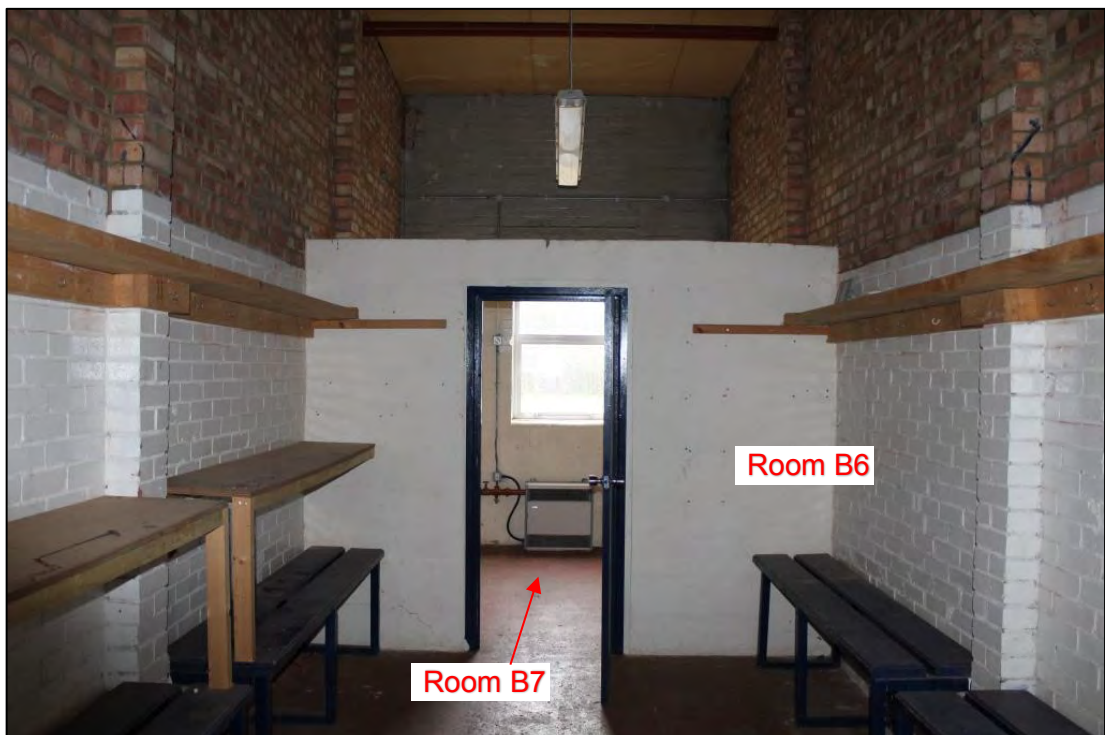


Photo 28: Overview of Rooms B6 and B7, looking east

- 4.21. Room B8 (Photo 29) forms the southernmost extent of Building B and appears to have most recently functioned as a workshop. A network of modern extraction tubes are affixed to the room and feed out to an external unit positioned to the south-eastern

corner of the building (Photo 18). The Area Plan of the building shows that the southern half of the building was once designated as 'Pioneer Skills Troop' (see Fig. 13).



Photo 29: Overview of Room B8, looking south-east

- 4.22. The brick built partitioning shown in Photos 26, 27 and 28 appears contemporary with the brick infill used in the western elevation of the building, shown in Photos 25 and 27. This suggests that the infill may have been installed at the same time as the subdivision of the southern part of the building. However, inspection of the external door aperture within one of the infilled bays (Photo 30) suggests that the brick infill may have been constructed in two separate phases, as it incorporates two distinct colours of brick.

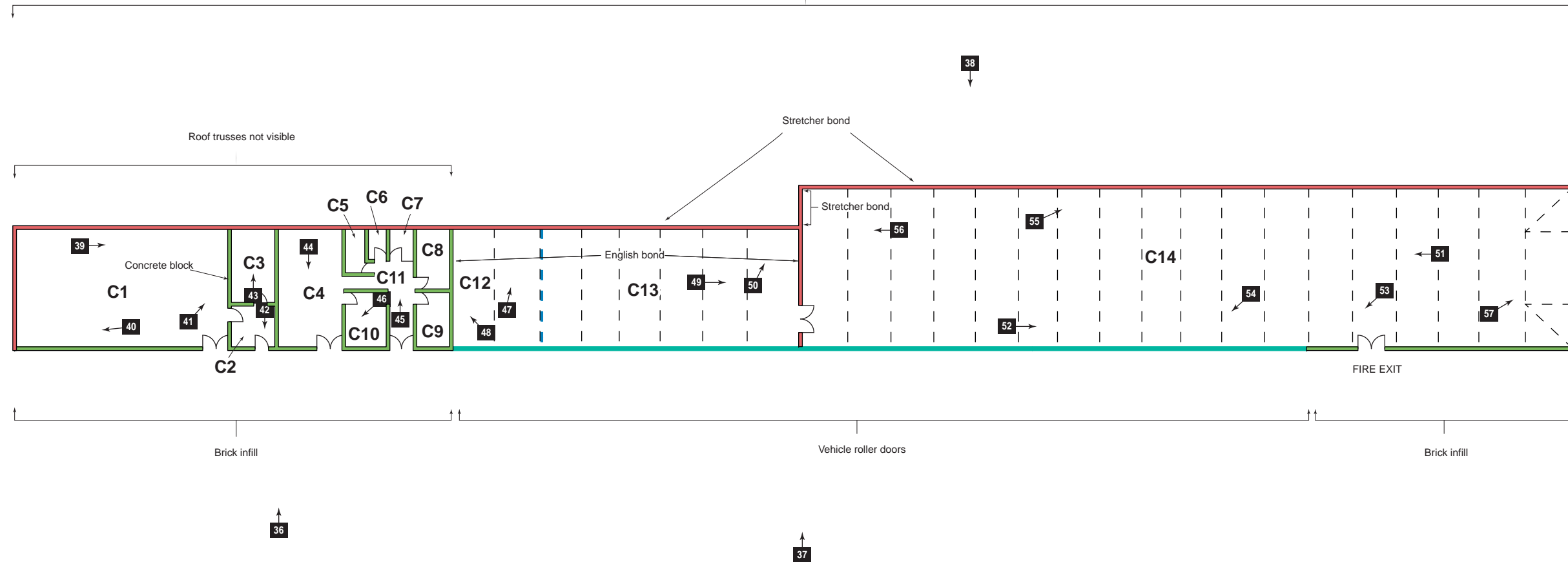


Photo 30: Detail of door reveal in western elevation of Building B





Windows spaced regularly between roof trusses  
(see photographs 117 to 125)



Original drawings not to scale  
Building c. 111m long  
Modified to approximate 1:300 scale



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Based on imagery provided by Amey PLC.

- Late 1930s/1940s construction
- Later alteration (unknown date)
- Vehicle doors
- Metal mesh partition
- Roof truss (visible)
- 7 → Photograph location and direction
- C1** Room identification

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PROJECT TITLE  
41 Squadron Lines Buildings, Princess  
Royal Barracks, Deepcut, Surrey

FIGURE TITLE  
**Building C: plan, showing photograph  
locations 31 - 57**

DRAWN BY	KM	PROJECT NO.	AN0107	FIGURE NO.	
CHECKED BY	EE/AO	DATE	10/3/2020		
APPROVED BY	RH	SCALE@A3	Approx. 1:300		<b>14</b>

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*Building C (Fig. 14)*

**Exterior**

- 4.23. Building C (Photos 31 to 35) comprises a single, linear structure of 18 bays that is approximately rectangular in plan, stepping out in width, to the north, approximately halfway along its length. Broadly, the building consists of brick to its north, east and western elevations whilst the southern elevation comprises eight bays of brick structure and ten bays comprising metal roller vehicle doors, predominantly to the eastern extent. In contrast with Buildings A and B, the roof incorporates a corrugated form, most likely consisting of asbestos and concrete sheets.



Photo 31: Overview of Building C, looking north-east



Photo 32: Western and southern elevations of Building C



Photo 33: Eastern and southern elevations of Building C



Photo 34: Northern and eastern elevations of Building C



Photo 35: Northern and western elevations of Building C

- 4.24. The structural integrity of Building C appears to rely on brick elevations to the west, south and east whilst a series of steel beams provide vertical support for the structure along the entire southern elevation. It is therefore likely that the infill brick bays within

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the southern elevation (such as those in Photos 31, 32 and 33) provide no structural support for the building and have been constructed to provide clerical or workshop space internally. The eight brick bays in the southern elevation may therefore represent a post-construction alteration of the building. The brick within the three westernmost bays of the southern elevation appears to contrast with that prevalent in the remaining elevations and within adjacent bays (Photo 36), adding credence that at least part of the southern elevation had been altered since the construction of the building.



Photo 36: Detail of infilled bays within southern elevation of Building C

- 4.25. The remaining bays within the southern elevation each incorporate a single metal roller door (Photo 37), for the ingress of vehicles. Their design and form is different from the doors found in Buildings A and B and possibly represent later replacements of earlier doors. Fenestration to the northern elevation consists of regularly spaced windows, each comprising a one-over-one unit that were likely installed later (Photo 38). The eastern elevation encompasses a further roller door (Photos 33 and 34), of modern construction, which incorporates brick pilasters to either side, possibly a further later addition.



Photo 37: Overview of roller doors in southern elevation of Building C



Photo 38: Overview of fenestration arrangement to northern elevation of Building C

### Interior

- 4.26. The interior of Building C is sub-divided into 14 principal spaces. The Area Plan (Fig. 15) identifies a variety of former uses including offices, stores and vehicle parks.

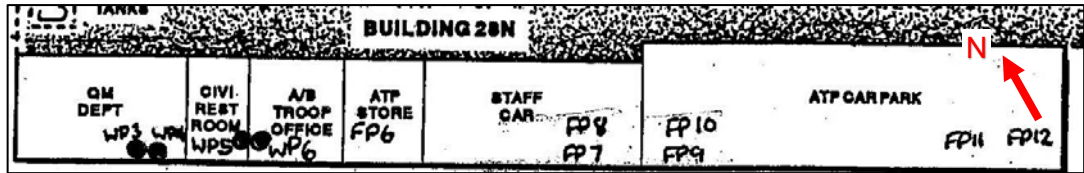


Fig. 15: Extract of Area plan showing Building C

4.27. Room C1 (Photo 39) occupies the western extent of the building and is presently used as a store for museum artefacts belonging to the RLC Museum collection. The room incorporates no fixtures or fittings of historical interest. The windows within the northern wall are obscured by panels and incorporate bullnose bricks within the window sills. The southern wall of the room (Photo 40) incorporates brick infill between steel beams that retain chain pulley mechanisms that are likely to relate to former roller doors. This is evidenced in Room C14 where roller doors and pulley mechanisms remain *in situ* (Photo 54).



Photo 39: Overview of Room C1, looking east



Photo 40: Pulley mechanism and brick infill within southern wall of Room C1

- 4.28. Rooms C2 and C3 form a concrete block edifice, accessed via the eastern extent of Room C1 (Photo 41). Both Rooms C2 and C3 (Photo 42 and 43) appear to represent a later insertion in the building to create a pair of small rooms, possibly intended for clerical use.





Photo 41: Overview of access to Room C2, looking north-east



Photo 42: Overview of Room C2, looking south



Photo 43: Overview of Room C3, looking north

4.29. Rooms C4 to C11 form a complex of small clerical rooms and WCs that are accessed via two separate double doors within the southern elevation of the building. Room C4 (Photo 44) is recorded on the Area Plan (Fig. 15) as a 'Civilian Rest Room' and is subdivided from Rooms C2 and C3 by a brick wall, laid in English bond. Room C11 (Photo 45) functions as a circulation space from which Rooms C5 to C10 are accessed. Each room is constructed of brick, laid in stretcher bond, however there are no fixtures or fittings of historical interest. Photo 46 records Room C10 which represents the general character, form and materials of Rooms C5 to C10.



Photo 44: Overview of Room C4, looking south



Photo 45: Overview of Room C11, looking north

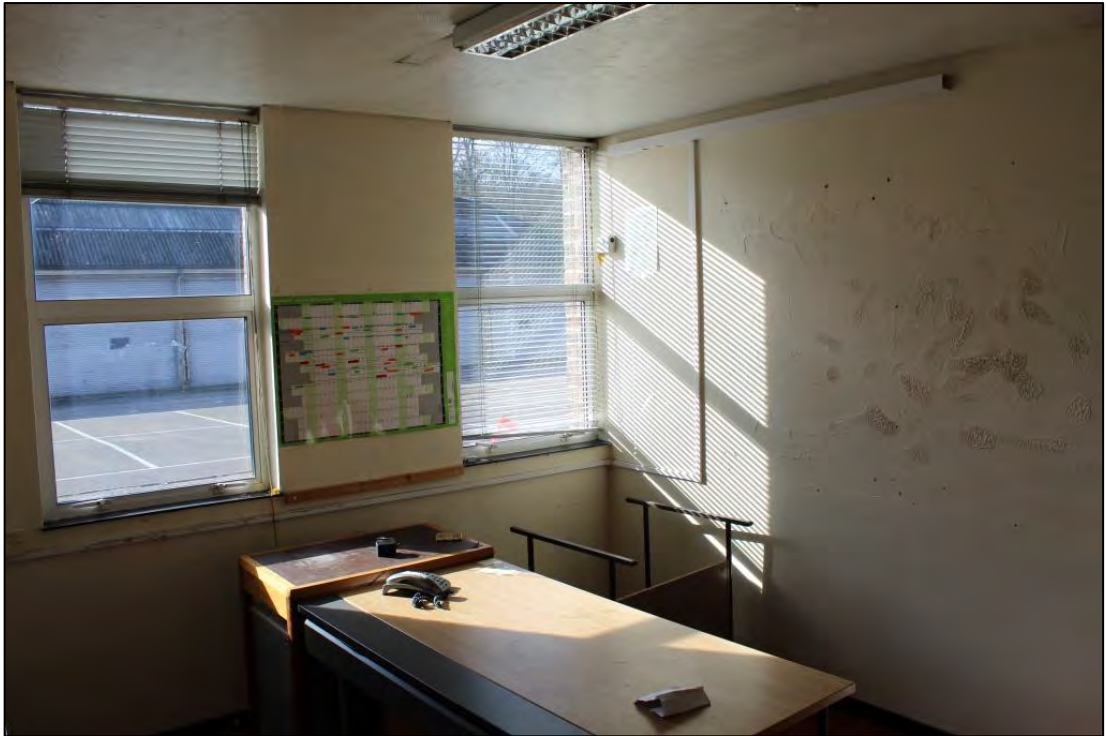


Photo 46: Overview of Room C10, looking south-west

- 4.30. Room C12 (Photo 47) is a single bay wide and comprises a single vehicle roller door to the southern extent that incorporates a single wicket door. The room is sub-divided from Rooms C8 and C9 by a brick partition, laid in English bond (Photo 48) whilst the eastern wall of the room comprises a metal mesh partition, separating the room from Room C13. The room is open to the roof structure of the building where metal fan trusses are visible.



Photo 47: Overview of Room C12, looking north



Photo 48: Western wall of Room C12

- 4.31. Room C13 (Photo 49) encompasses three bays and incorporates three roller vehicle doors to the southern extent, with the easternmost example incorporating a wicket door for pedestrian access. The eastern wall, dividing Rooms C13 from Room C14,

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comprises brick, laid in English bond. The room is recorded on the Area Plan as 'Staff Car' (Fig. 15).

- 4.32. Notably, the brick division represents the point at which the building widens to the north, allowing for greater space in Room C14. The resultant external brick return is visible through the easternmost windows of room C13 and incorporates stretcher bond (Photo 50). This contrasts with the apparent continued wall alignment internally that has already been identified as English bond. The use of stretcher bond to external elevations and English bond internally is consistent across all buildings and demonstrates a mixture of bricklaying which may have been dependent on the required width of the walls. The use of stretcher bond is normally associated with cavity walling, however, in this case they have apparently been used for solid walls of one and half bricks depth (Photo 50). The use of English bond internally suggests a wall depth of a single brick.



Photo 49: Overview of Room C13, looking east



Photo 50: Detail of contrasting brick bonds between internal partition and external elevation, Room C13 looking north-east

- 4.33. The widest portion of the building encompasses Room C14 (Photos 51 and 52) which represents a single, open space, likely designed for the storage of vehicles or artillery ordnance, evidenced by the relative lack of maintenance equipment and other fixtures and fittings. The Area Plan of the building (Fig. 15) records the room as 'ATP Car Park'. The room is nine bays long and represents the largest room in the building, incorporating six roller vehicle doors whilst the easternmost three bays are infilled in brick (Photo 53). Each roller door is operated via a chain pulley system (Photo 54), incorporating an arrangement of cogs for manual operation.



Photo 51: Overview of Room C14, looking west



Photo 52: Overview of Room C14, looking east





Photo 53: Overview of southern wall of Room C14



Photo 54: Chain pulley system in Room C14

- 4.34. Room C14 incorporates a regular arrangement of 18 windows along the northern wall (Photo 55), each incorporating bullnose bricks to the window sills. As described in paragraph 4.31, the western brick partition, dividing the room from Room C13 is

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predominantly constructed in English bond, however, where the wall transitions to an external wall, to its northern extent (Photos. 50 and 56), the bond changes to stretcher bond, in common with all other external walls. The eastern gable of the room (Photo 57) incorporates a further roller door, evidently of modern construction, within the brick gable. This may represent a later aperture within the wall.

- 4.35. The use of stretcher bond within all external wall alignments and English bond within internal partitions is notable. The most likely reasons appears to be that all external wall alignments incorporate a slim cavity between brick skins whilst the internal partitions incorporate no such cavity and are constructed as a single brick depth solid wall.



Photo 55: Window arrangement within northern wall of Room C14, looking north-east

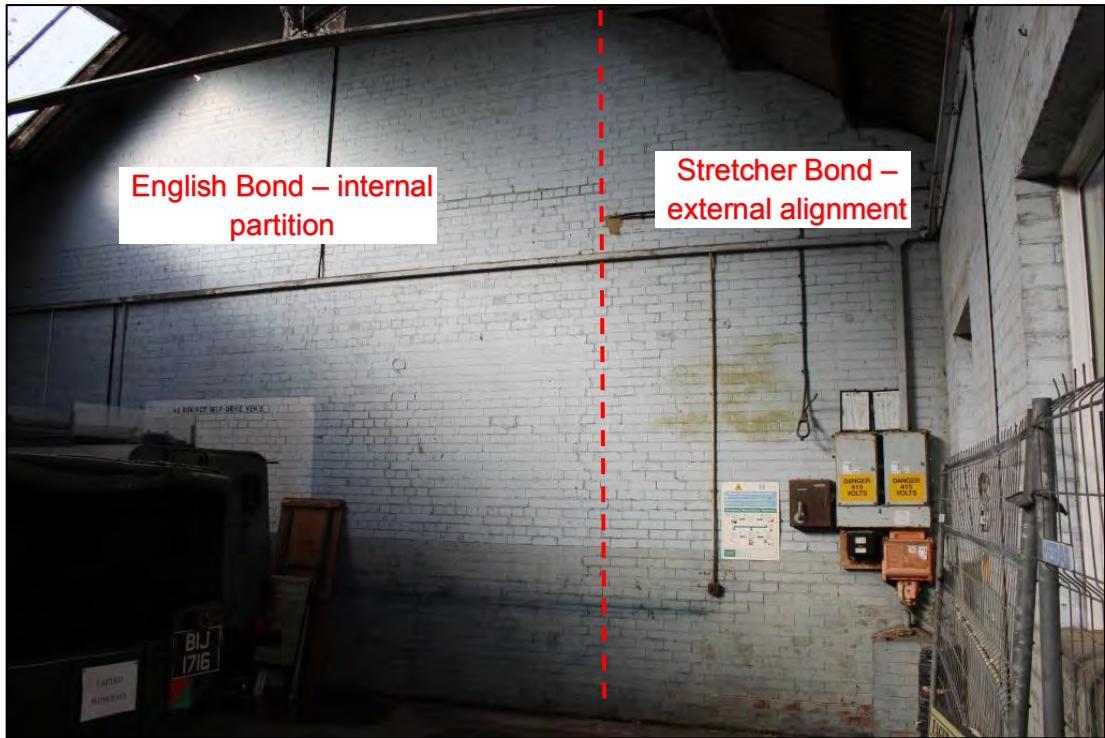
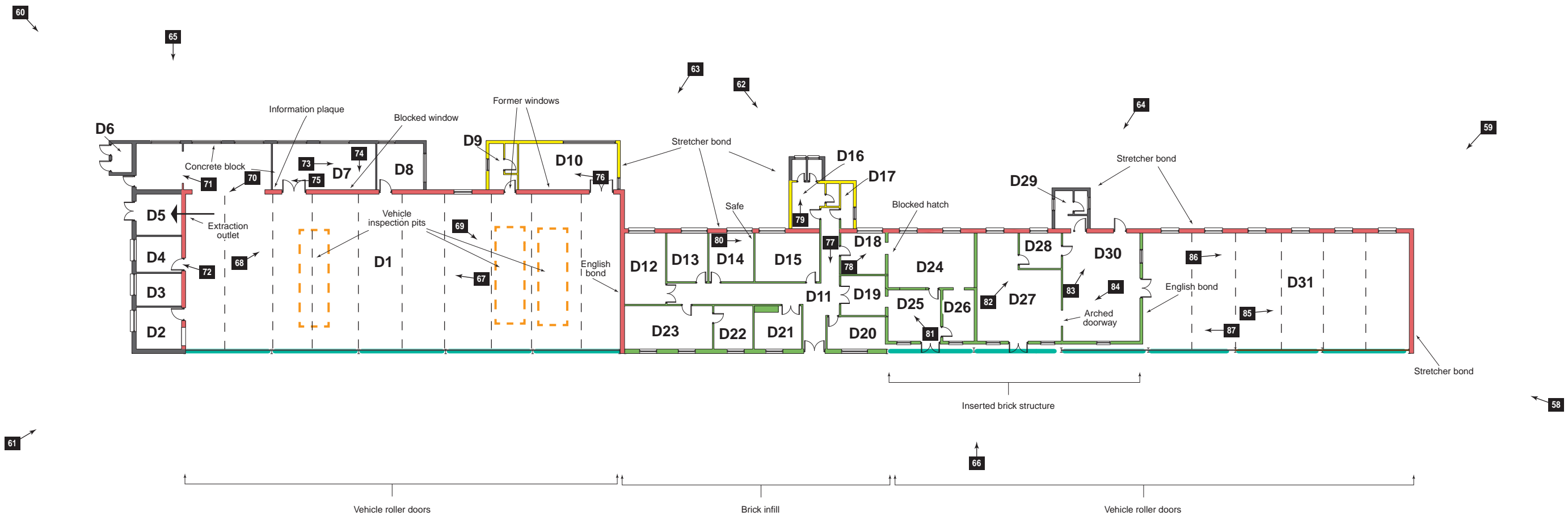


Photo 56: Overview of western brick partition within Room C14



Photo 57: Overview of eastern wall within Room C14



- Late 1930s/1940s construction
- Later alteration (unknown date)
- 1965 to 1971 construction
- Early 1980s construction
- Vehicle doors
- Notable feature (such as vehicle inspection pits)
- Roof truss (visible)
- 7 → Photograph location and direction
- D1** Room identification

0 1:300 15m

Building plan is for illustration of historic features only, do not scale.  
Based on imagery provided by Amey PLC.

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**PROJECT TITLE**  
 41 Squadron Lines Buildings, Princess Royal Barracks, Deepcut, Surrey

**FIGURE TITLE**  
 Building D: plan, showing photograph locations 58 - 87

<small>DRAWN BY</small> KM	<small>PROJECT NO.</small> AN0107	<small>FIGURE NO.</small>
<small>CHECKED BY</small> EE	<small>DATE</small> 09/03/2020	<b>16</b>
<small>APPROVED BY</small> RH	<small>SCALE@A3</small> 1:300	

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*Building D (Fig. 16)*

**Exterior**

- 4.36. Building D (Photos 58 to 61) comprises a single, linear structure of 14 bays that is approximately rectangular in plan, incorporating a wider footprint at the eastern extent. Broadly, the building consists of brick to its eastern, southern and western elevations whilst the northern elevation comprises five bays of brick structure and nine bays comprising metal roller vehicle doors. In common with Building C, the roof incorporates a corrugated form, most likely consisting of asbestos and concrete sheets. Overall, the broad construction method and materials appear identical to Building C.



Photo 58: Overview of Building D, looking south-east



Photo 59: Western and southern elevations of Building D



Photo 60: Southern and eastern elevations of Building D



Photo 61: Eastern and northern elevations of Building D

- 4.37. The southern elevation appears to have been altered to a greater degree than any other external elevation of Buildings A to D. The regular fenestration arrangement found to the northern elevation of Building C is replicated to the southern elevation of Building D but is much altered. There are a series of extensions, two of which (Photos 62 and 63) were constructed between 1965<sup>8</sup> and 1971, according to aerial photograph (1965) and cartographic evidence (1971; Fig. 7). The extension incorporating Rooms D16 and D17 appears to have been further extended to the south (Photo 62; Fig. 16). The extension incorporating Rooms D9 and D10 appears to have been altered or repaired at a later date (Photo 63).

<sup>8</sup> Aerial photograph held by Historic England

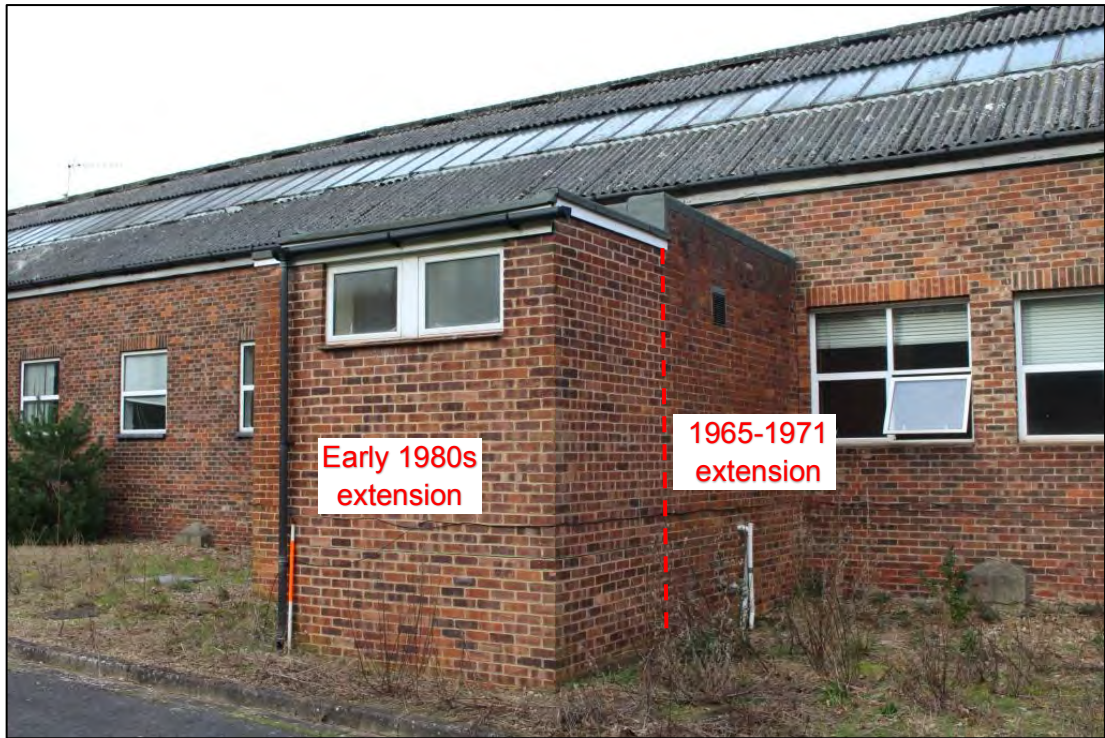


Photo 62: Overview of extension to southern elevation, looking north-west



Photo 63: Overview of extension to southern elevation, looking north-east

4.38. By 1983<sup>9</sup>, two further extensions had been constructed to the southern elevation of the building (Photos 60, 61 and 64). The easternmost extension (Photos 60 and 61)

<sup>9</sup> Aerial photograph held by Historic England



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is the largest addition to the building and incorporates Rooms D2 to D8 and part of Room D1 (Fig. 16).



Photo 64: Extension to the southern elevation, looking north-east

- 4.39. Building D is situated on sloping ground, falling from north to south. This is evident in Photos 60 and 65 where the lower brick courses of the southern elevation are in English bond and perform a retaining function below the floor level of the building.

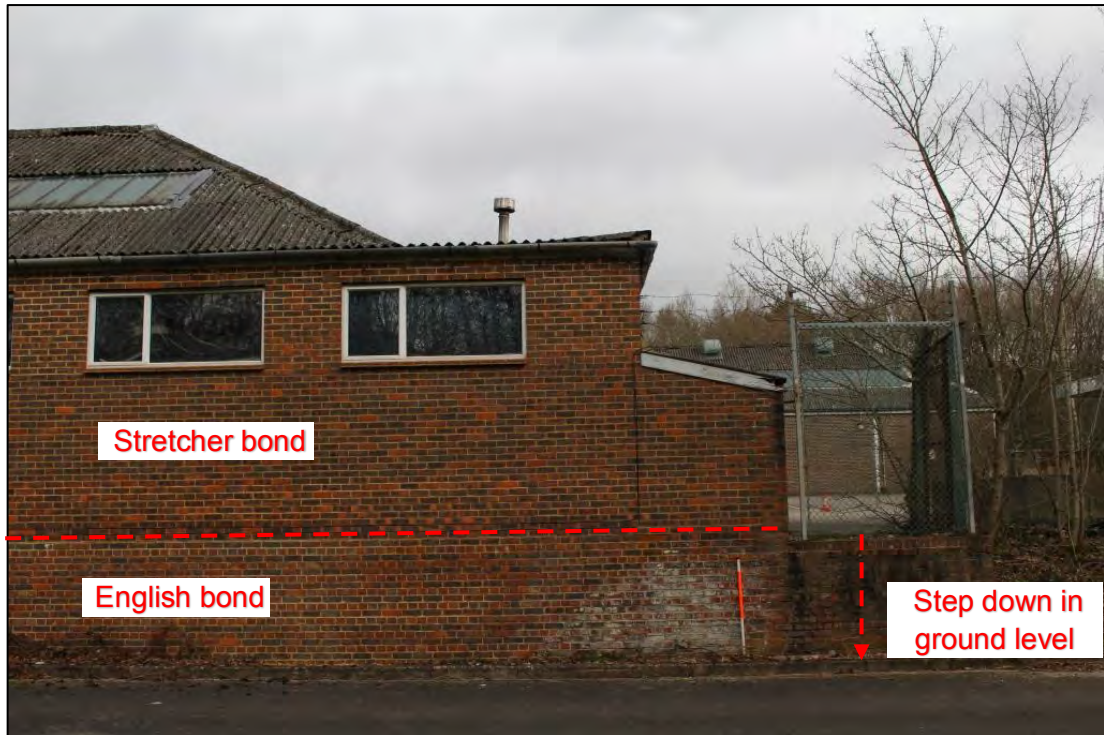


Photo 65: Overview of easternmost extension of Building D, looking north

- 4.40. The northern elevation is functionally similar to the southern elevation of Building C, details of which are discussed in paragraphs 4.23 to 4.25. However, of note is the addition of an internal brick structure to Building D that is positioned behind the extant roller vehicle doors (Photo 66), in contrast to the prevalence for infilling the existing aperture. As a result, the roller doors within these two bays are still *in situ*, demonstrating the phased development of this part of the building.



Photo 66: Overview of brick structure within Building D

#### Interior

- 4.41. The interior of Building D comprises vehicle storage/maintenance areas to the eastern and western extents whilst the central portion has been sub-divided into smaller rooms, principally functioning as administration and training rooms. The Area Plan (Fig. 17) records the former functions of areas within the building.

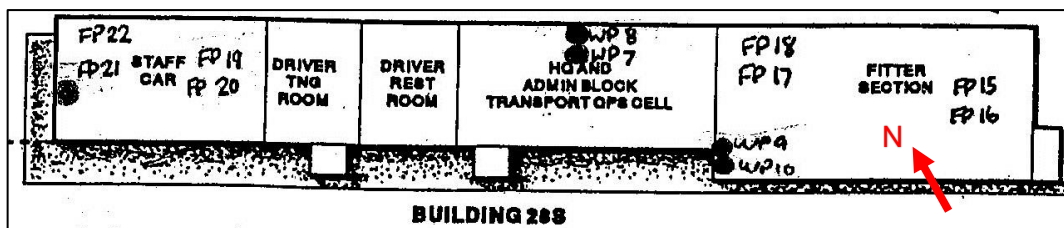


Fig. 17: Extract of Area plan showing Building D

- 4.42. Room D1 (Photos 67 and 68) incorporates a large, open area, for the apparent maintenance of vehicles/ordnance. The room is similar in proportion to Room C14 in Building C but incorporates three vehicle inspection pits (Photo 69) and mechanical plant (Photo 70) that is more suggestive of a maintenance/workshop function more so than a storage function. The roof trusses are of a fan configuration and match the form of trusses found throughout Building C.



Photo 67: Overview of Room D1, looking east



Photo 68: Overview of Room D1, looking south-west



Photo 69: Overview of vehicle inspection pits in Room D1, looking north-west



Photo 70: Detail of extraction plant in Room D1, looking north-east

- 4.43. The south-eastern extent of Room D1 (Photo 71) is located within a later extension (discussed in paragraph 4.38) where the internal wall skin comprises concrete block.



Photo 71: Overview of south-eastern extent of Room D1, looking east

- 4.44. Rooms D2 to D4 (Photo 72) comprise three offices, occupying the easternmost extension of the building. Their internal wall alignments comprise concrete blocks and there are no fixtures or fittings of historical interest. Rooms D5 and D6 are also located within the easternmost extension. They date to 1983<sup>10</sup> at the earliest and are likely to have contained mechanical plant. The two rooms were not accessed as part of the assessment.

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<sup>10</sup> Aerial photograph held by Historic England



Photo 72: Overview of Room D4, looking east

- 4.45. Rooms D7 (Photo 73) and D8 occupy the remaining portions of the easternmost extension and each comprise concrete block wall alignments and modern casement windows. Room D7 incorporates a blocked up aperture (Photo 74) that likely formed a window or hatch within the former external wall alignment of Room D1. An information plaque (Photo 75), apparently originating from Northern Ireland, has been positioned on the eastern wall of Room D7 and may have been retained as a reminder of notable events in that region.



Photo 73, Overview of Room D7, looking west



Photo 74: Detail of blocked aperture in Room D7, looking north



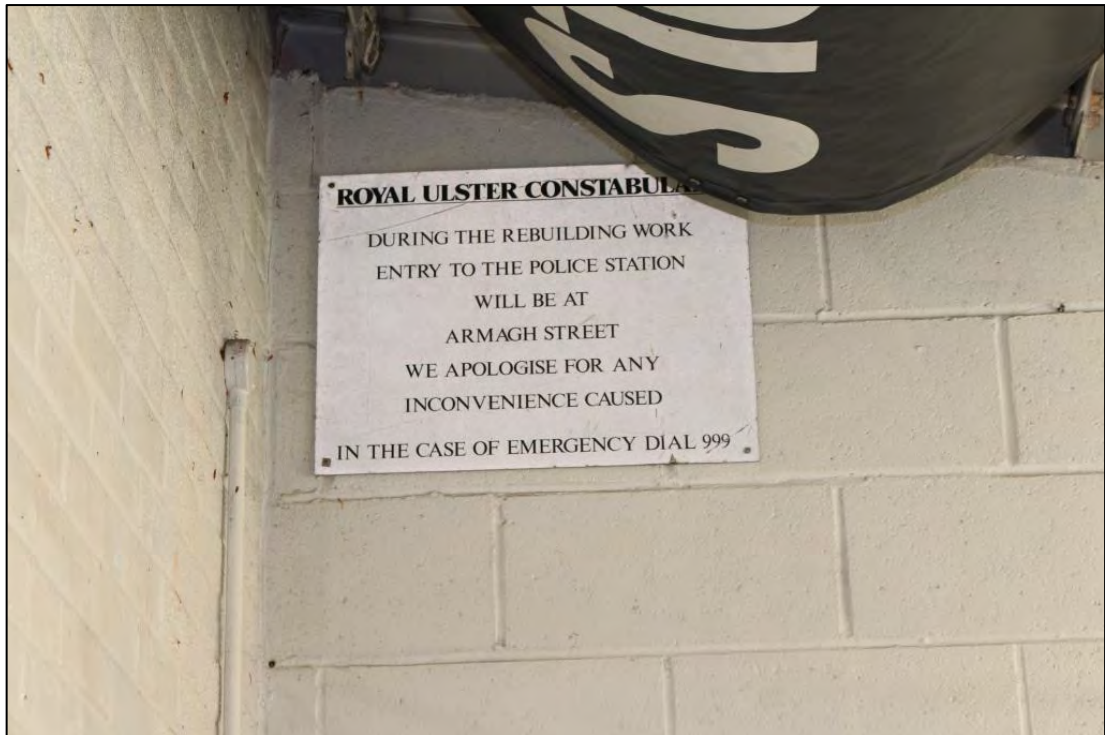


Photo 75: Information plaque in Room D7, looking east

- 4.46. Rooms D9 and D10 are located within an extension to the southern extent of Building D and are both accessed via Room D1. Room D9 incorporates a WC whilst Room D10 (Photo 76) incorporates a pair of benches, with one labelled as 'spill kit', and a quarry tiled floor, suggesting that the Room was possibly formerly used for the handling of liquids.



Photo 76: Overview of Room D10, looking east

4.47. Room D11 (Photo 77) is access through a pair of double doors and consists of a circulation area from which Rooms D12 to D23 are accessed. The complex of rooms incorporates a combination of clerical and WC functions. Rooms D18 and D24 are adjoined by a blocked hatch (Photo 78), possibly indicating the former use of the rooms as an enquiry room or reception area. Rooms D16 and D17 (Photo 79) incorporate WCs within a further extension to the southern elevation of the building. None of Rooms D11 to D23 incorporate any fixtures or fittings of historical note apart from a safe to the south-western extent of Room D14 (Photo 80).



Photo 77: Overview of Room 11, looking north



Photo 78: Overview of Room D18, incorporating blocked hatch to Room 24, looking west



Photo 79: Overview of Room D16, looking south



Photo 80: Safe located to south-western extent of Room D14

- 4.48. Rooms D24 to D26 comprise a further three clerical rooms that incorporate part of the inserted brick structure in Building D, previously discussed in paragraph 4.40. An access has been created within the brick partition, between Rooms D19 and D25 to

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facilitate access (Photo 81). Like all other clerical areas of the buildings, the structure incorporates an inserted flat ceiling to isolate the rooms from the wider building.



Photo 81: Overview of Room D25, looking south.

- 4.49. Room D27 (Photo 82) is located within the western half of the inserted brick structure and likely formerly incorporated a clerical function. Room D28 contains no features of note and forms a small corridor to Rooms D29 and D30. Room D29 incorporates a WC and occupies a small extension structure to the southern extent of the building whilst Room D30 (Photo 83) comprises a single room that exhibits no evidence of its former function. A doorway with arched head provides alternative access between Rooms D27 and D30 (Photo 84). The Area Plan (Fig. 17) records Room D27 as a 'Driver rest room' and Room D30 as a 'Driver Training Room'.



Photo 82: Overview of Room D27, looking south-west



Photo 83: Overview of Room D30, looking south-west



Photo 84: Arch-headed door to eastern extent of Room 30, looking east

- 4.50. Room D31 (Photo 85) comprises a large, open plan space located to the western extent of the building. The Room is three bays wide and is open to the roof space where the steel fan truss arrangement is appreciable. The southern wall of the room incorporates a regular fenestration arrangement (Photo 86) that consists of modern units above bullnose brick window sills. The inserted brick structure containing Rooms D24 to D30 is visible to the eastern extent of Room D31 (Photo 87). The retention of the roller doors to the northern side of the structure evidence its later construction. The room is presently used for the storage of vintage carriages, however the Area Plan specifies a former use as staff car park (Fig. 17).



Photo 85: Overview of Room D31, looking west



Photo 86: Overview of southern wall of Room D31, looking south-west



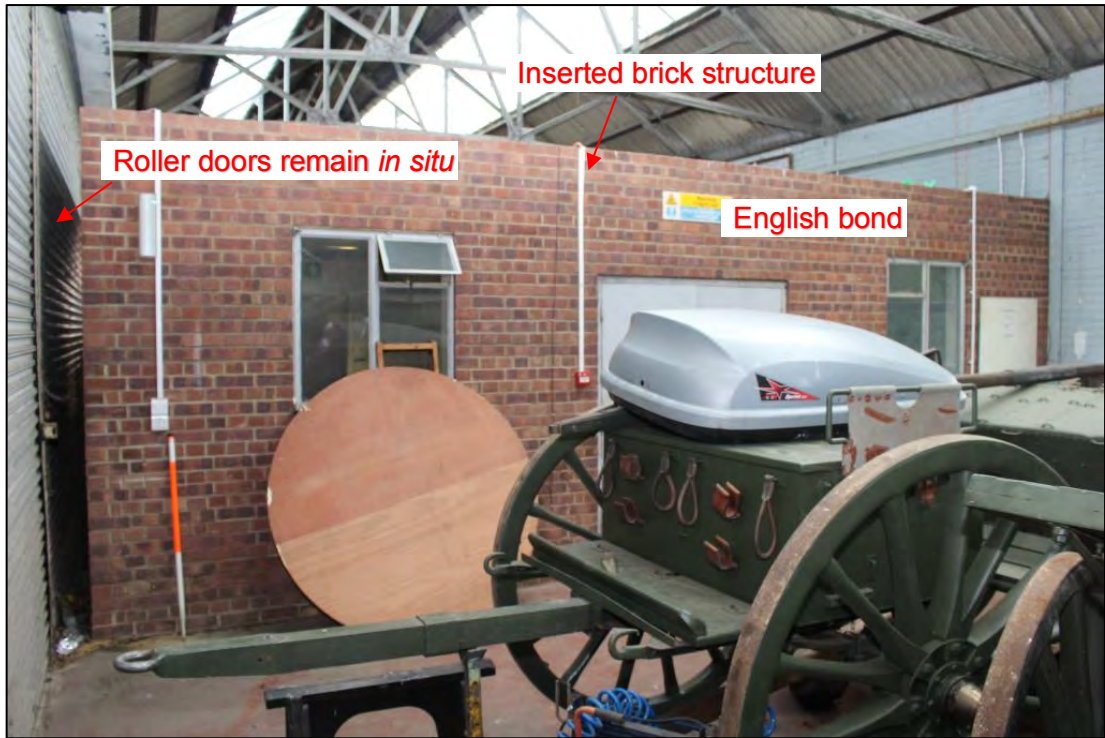


Photo 87: Overview of brick structure to the eastern extent of Room D31

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## 5. STATEMENT OF SIGNIFICANCE

- 5.1. The following Statement of Significance has been produced with reference to the four heritage values identified in *Conservation Principles* (English Heritage 2008, section 2) along with the Listing Selection Guide: Military Structures (Historic England, 2017).

### *Evidential Value*

- 5.2. The evidential value of the buildings lies principally in the surviving fabric of the early 1930s/1940s phase of construction. Buildings A to D all retain evidence of their former function and use through the survival of original internal spaces and large vehicle doors. Internally, each building has been altered over time, principally through the introduction of sub-divisions to create areas of clerical and training functions. The advent of the Second World War may have been a catalyst for the construction of the buildings and advances in technology and military requirements in the intervening period may have influenced the buildings' development.

### *Historical Value*

- 5.3. The buildings are considered to be of historical value through their associations with the Princess Royal Barracks, which played an important role in armed conflicts from the 19th-century to the present day. Visual associations with the Royal Logistics Corps survive through paraphernalia located within the buildings (such as museum artefacts and objects bearing the RLC coat of arms), however, this does not extend to fixtures and fittings, where the buildings are largely devoid of historical features of interest.

### *Aesthetic Value*

- 5.4. The buildings were principally designed for functionality, constructed at the beginning of a period of armed conflict around the early 1940s. Consequently, the buildings incorporate very limited architectural and aesthetic merit.

### *Communal Value*

- 5.5. Communal value is limited by the restricted public access available to the buildings within a secure military camp. Some communal value may be inherent for the personnel that have worked within them and associate the buildings with the Royal Logistics Corps. However, external and internal access to the buildings is fundamentally limited for all but those with appropriate permission.

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## 6. CONCLUSIONS

- 6.1. Buildings A to D comprise a complex of four detached buildings, located at the south-eastern extent of the Princess Royal Barracks. The predominant construction material is red brick, incorporating hipped roofs of tile or corrugated concrete sheeting. Externally, the buildings are relatively unaltered since their original construction in the late 1930s/early 1940s. The most visible alterations to the buildings' exteriors are the incorporation of brick infill within former vehicle entrance apertures and the construction of small extensions to two of the buildings during the mid to late 20th-century.
- 6.2. The architect of the buildings is unknown, however, their overall form and architectural features are simple and functional with no decorative elements. The buildings' original function appears to be principally for the storage and maintenance of vehicles or ordnance. The buildings were once occupied by divisions of the Royal Logistics Corps.
- 6.3. The significance of the buildings lies in their evidential value as some of the only surviving structures from a period during the Second World War within the barracks. Whilst a major rebuilding programme during the late 1960s had no effect on the fabric of the buildings, the works substantially altered the historical context of the buildings and diluted an appreciation of their function within the pre-1960s barracks. The buildings retain very limited aesthetic and communal value due to their entirely functional roles and restricted access.

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## APPENDIX 1: ELEVATION PHOTOGRAPHS

### *Building A*



Photo 88: Building A, South elevation

Photos 89 to 91 show eastern elevation of Building A, from south to north



Photo 89: Building A, East elevation 1



Photo 90: Building A, East elevation 2



Photo 91: Building A, East elevation 3



Photo 92: Building A, North elevation

Photos 93 to 96 show western elevation of Building A, from north to south



Photo 93: Building A, West elevation 1



Photo 94: Building A, West elevation 2





Photo 95: Building A, West Elevation 3



Photo 96: Building A, West elevation 4

*Building B*



Photo 97: Building B, South elevation

Photos 98 to 100 show eastern elevation of Building B, from south to north



Photo 98: Building B, East elevation 1



Photo 99: Building B, East elevation 2



Photo 100: Building B, East elevation 3



Photo 101: Building B, North elevation

Photos 102 to 105 show western elevation of Building B, from north to south



Photo 102: Building B, West elevation 1



Photo 103: Building B, West elevation 2



Photo 104: Building B, West elevation 3



Photo 105: Building B, West elevation 4

### *Building C*



Photo 106: Building C, West elevation

Photos 107 to 115 show southern elevation of Building C, from west to east



Photo 107: Building C, South elevation 1



Photo 108: Building C, South elevation 2



Photo 109: Building C, South elevation 3



Photo 110: Building C, South elevation 4





Photo 111: Building C, South elevation 5



Photo 112: Building C, South Elevation 6



Photo 113: Building C, South elevation 7



Photo 114: Building C, South elevation 8



Photo 115: Building C, South elevation 9



Photo 116: Building C, East elevation

Photos 117 to 125 show northern elevation of Building C, from east to west



Photo 117: Building C, North elevation 1



Photo 118: Building C, North elevation 2



Photo 119: Building C, North elevation 3



Photo 120: Building C, North elevation 4



Photo 121: Building C, North elevation 5



Photo 122: Building C, North elevation 6



Photo 123: Building C, North elevation 7



Photo 124: Building C, North elevation 8



Photo 125: Building C, North elevation 9

*Building D*



Photo 126: Building D, West elevation

Photos 127 to 135 show southern elevation of Building D, from west to east





Photo 127: Building D, South elevation 1



Photo 128: Building D, South elevation 2



Photo 129: Building D, South elevation 3



Photo 130: Building D, South elevation 4



Photo 131: Building D, South elevation 5



Photo 132: Building D, South elevation 6



Photo 133: Building D, South elevation 7



Photo 134: Building D, South elevation 8



Photo 135: Building D, South elevation 9



Photo 136: Building D, East elevation

Photos 137 to 143 show northern elevation of Building D, from west to east



Photo 137: Building D, North elevation 1



Photo 138: Building D, North elevation 2



Photo 139: Building D, North elevation 3



Photo 140: Building D, North elevation 4



Photo 141: Building D, North elevation 5



Photo 142: Building D, North elevation 6





Photo 143: Building D, North elevation 7

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