



THE ARCHAEOLOGY CO.

9 - 8 Draw Well Road, Knowsley

Historic Building Survey

June 2024

Contents

Non-technical Summary and Acknowledgements

1. Introduction

2. Site Location

3. Aims and Objectives

4. Methodology

5. Historical Background

6. Physical Description

7. Analysis and Phasing

8. Conclusions

9. Archive

10. Copyright

Bibliography

Appendix 1: Figures

Appendix 2: Plates

NON-TECHNICAL SUMMARY

A level 2 archaeological building survey was required of the former munitions bunker at Bunker 9/8 Draw Well Road, Knowsley Industrial Park, Kirkby, Knowsley, L33 7BJ (NGR SJ 43568 98780) prior to its conversion. The building is one of 10 former munitions bunkers and recorded as one of this group on the Historic Environment Record (MHER MME21493). The work was carried out by Steven Price of The Archaeology Co on the 3rd May and the 10 June 2024.

The building was constructed in 1940 as one of the group 9 munitions bunkers for the storage of munitions from the Royal Ordnance Filling Factory at Kirkby ROF. It was constructed of reinforced concrete, and connected to the munition works rail network directly, via tracks which ran into the loading bay of the building. Following the closure of the factory in 1946 the bunker was used as storage space.

1. INTRODUCTION

- 1.1 Steven Price has been commissioned to perform an Historic England Level II building survey of 9 - 8 Draw Well Road, Knowsley. The planning application (23/02741/FUL) is awaiting a decision, although it is expected that the following condition will be required:

No development or demolition shall take place until the applicant or their agents, has secured the implementation and submission of a report on a programme of historic building investigation. That programme of historic building investigation works should be undertaken in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority prior to works taking place. The WSI must include the following:

- A programme and methodology of site investigation and recording.*
- A programme for post-investigation reporting to include production of a final report of the significance of the historic building.*
- Provision for appropriate publication and dissemination of the archaeology and history of the historic building.*
- Provision for archive deposition of the report and records of the site investigation.*
- Nomination of a competent person or persons / organisation to undertake the works set out within the approved WSI."*

The use of such a pre-commencement condition is necessary to ensure the implementation of the required scheme of historic building investigation and its appropriate publication. The condition is in line with guidance set out in Paragraph 205, Chapter 16, Conserving and Enhancing the Historic Environment, of the National Planning Policy Framework (Department for Levelling Up, Housing & Communities: September 2023), Managing Significance in Decision Taking in the Historic Environment: Historic Environment Good Practice Advice in Planning: 2 (Historic England: 2015) and Knowsley Core Strategy Policy CS20 (2016).

The works are for the "conversion of abandoned World War II magazine bunker into a commercial/industrial premises for the manufacturing and storage of metal products".

- 1.2 This procedure followed the advice of Chapter 16 of the National Planning Policy Framework. This came into effect in March 2012 and has been subsequently been updated, most recently in December 2023. Paragraph 211 of Section 16 states that “Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible” (NPPF 2023).
- 1.3 Steven Price BA (Hons), MA, MPhil, PCIfA has been commissioned to carry out the historic building recording. Steven Price is a Practitioner of the Chartered Institute for Archaeologists with over 15 years’ experience of surveying and recording buildings of many types. He has carried out numerous standard Level 2 and 3 surveys.

2. SITE LOCATION

- 2.1 The site is located on the west side of Draw Well Road in Knowsley Industrial Estate to the east side of Kirby. The postal address is 9 - 8 Draw Well Road, Knowsley Industrial Park, Kirkby, Knowsley, L33 7BJ and the National Grid Reference is SJ 43568 98780. The building is one of ten bunkers recorded on the HER (HER No. MME21493) recorded as “Second World War munition bunkers, Draw Well Road, Knowsley Industrial Park, Kirkby”. There were 10 such bunkers but four on the east side of Draw Well Road were demolished in late 2020.

3. AIMS AND OBJECTIVES

- 3.1 Buildings are an important part of the historic environment as they provide information on historical technology, social structure and lifestyles. The alteration of such buildings may remove evidence of their past uses and occupation and make it more difficult for future historians to understand and interpret them. The aim of the survey was to preserve 'by record' the information that may be lost as a result of demolition or alteration. This was achieved by recording and analysing the plan form, function, age and development of the building and by the provision of a written, drawn and photographic archive for future reference.
- 3.2 The purpose of an Historic Building Recording, according to the ClfA (2020) is to "examine a specified building, structure or complex, and its setting, in order to inform a) the formulation of a strategy for the conservation, alteration, demolition, repair or management of a building, or structure, or complex and its setting or b) to seek a better understanding, compile a lasting record, analyse the findings/record, and then disseminate the results".

Research Objectives

- 3.3 The North West Regional Research Framework was reviewed for relevant research objectives. The site is a former munitions bunker and, in this instance, the results may go towards addressing the following question:

Ind75: How have former military sites been adapted for re-use?

4. METHODOLOGY

- 4.1 An appropriate record has been made of the building to Historic England level 2 standards. A floor plan and cross section were required of the building. Architects' drawings were provided, which formed the base for the survey drawings after being checked for accuracy on site. Measurements were taken with hand tapes (5m and 50m), as well as distometers as appropriate. The drawn record shows all features of interest that have been recorded photographically, as well as showing other features of historical significance that may not be directly affected by the proposal but which are necessary to put those features in context.
- 4.2 Construction techniques and sequences were appropriately illustrated or described, if visible.
- 4.3 The archaeologist on site identified and noted:
- All blocked, altered or introduced openings;
 - Evidence for phasing, and for historical additions or alterations to the building.
- 4.4 Drawing conventions conform to Historic England guidelines as laid out in *Understanding Historic Buildings – A guide to good recording practice*, Historic England 2016.
- 4.5 Photographs were taken with an Olympus E600 Digital SLR camera (12 Megapixels) in RAW format. All detailed photographs and general shots contain a 2-metre ranging-rod, discretely positioned, sufficient to independently establish the scale of all elements of the building and its structure, where it was safe to do so.
- 4.6 The photographic coverage includes:
- General photographs of the interior and exterior of the building/complex, along with photographs of the site/setting of the building.
 - The overall appearance of loading bay and munitions storage area.

- Detailed coverage of the building's external appearance.
 - Any detail which is relevant to the building's design, development and use and which does not show adequately on general photographs.
 - Internal detail, structural and decorative which is relevant to the building's design, development and use and which does not show adequately on general photographs. Elements for which multiple examples exist (such as supporting columns) have been recorded by means of a single representative illustration.
- 4.7 A plan showing the location from which the photographs have been taken has been produced (figure 10).
- 4.8 A photographic register listing all photographs taken has been produced. For ease of use each set of photographs have been numbered sequentially 1, 2, 3, etc.
- 4.9 The site was visited on the 3rd May 2024. Proforma building recording sheets were used to record the fabric of the building in order for the building to be formally described, and photographs taken. An additional visit was made on the 10th June when the roof was stripped of vegetation.
- 4.10 The project was carried out in accordance with the recommendations of *The Management of Archaeological Projects* 2nd ed. 1991 and the Chartered Institute for Archaeologists' *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings and Structures* 2020.

5. HISTORICAL BACKGROUND

- 5.1 At the turn of the twentieth century Kirkby was a small village located to the west of the site in an agricultural landscape. It was characterized by scattered farmsteads, large fields and mixed woodland, mid-way between the urban centres of Liverpool to the south-west and St Helens to the east. Prior to the 1930's the site of the Royal Ordnance Factory, as well as the 9/8 bunker, was within an enclosed field, of which there were several in the area. To the north, Boundary Lane was present by the time of the 1893 OS mapping (figure 3) and north of this were Draw Well Farm and Stockpit Farm. The site changed little over the turn of the 20th century (figure 4), with the 1927 OS map (figure 5) showing little change from the previous maps.
- 5.2 Britain entered the Second World War in 1939 and towards the end of this year ROF Kirby was commissioned. A complex of buildings was laid out along with 18 miles of road and 23 miles of railway with the removal of 12 farms. When completed the factory consisted of more than 1000 buildings (MHER No. MME17237). The 10 bunkers were a part of this factory and located to the western side of the facility, off Birchill Road. Regarding the factory, the HER notes that "In the late 1930s the Liverpool Corporation took tentative steps towards creating an industrial estate here, but on the outbreak of war a Royal Ordnance Factory was established. ... Royal Ordnance Filling Factory No.7 Kirkby was one of the first group of ten new filling factories approved and designed in the late 1930s or shortly after the outbreak of war. The factory was approved in late 1939 but construction did not start until after the declaration of war. A dedicated railway station was built and the local tramlines were extended to the site" (MHER No. MME17237). The railway was first used on 8 May 1940 when Dale Lane No.1 signal box was opened to control the junction between the ordnance factory branch and the main line (Graham & Wright 2017). Government policy at the time was to locate factories to the north and west of the country where they would be less vulnerable from bombing.
- 5.3 In common with other factories of this period, the Royal Ordnance Filling Factory was large and designed to fill a variety of munitions (MHER No. MME17237). The

munition storage bunkers were a part of this operation. Many of the workers came from Liverpool which necessitated the opening of the Kirkby Royal Ordnance Factory station. Passenger train services were unadvertised and provided purely for the munitions workers. The name Kirkby Royal Ordnance Factory was not used on destination boards as the site was subject to intense secrecy. By the summer of 1941 the factory was employing 10,000 workers and the factory continued to expand, with the workforce reaching a total of 23,000. Vast quantities of munitions went out by rail, with the munitions bunkers linked to the rail network. By the close of hostilities Kirkby had produced 10% of all of the ammunition used by Britain during the Second World War (Graham & Wright 2017).

- 5.4 Kirkby was designated as a wartime-only Royal Ordnance Factory and closed in March 1946. Aerial photographs from 1947 (figure 7) show the factory shortly after closing, with the munitions bunkers visible along either side of Draw Well Road as low mounds, covered with grass for camouflage with the surrounding fields. Following the closure of ROF Kirkby, a survey was undertaken of the site resulting in the creation of plans (Figure 6), photographs and a schedule of all the buildings including information on the measurements and construction material. The survey described the bunkers as semi-sunk, although this appears to be incorrect. It also describes them as mounded buildings in a cul-de-sac, with rail access from the north only, and covered loading bays for road and rail access. The buildings were recommended for use as storage spaces (Ark Knowsley: ROF Kirkby Schedule). In the late 1940's the factory site was taken over by Liverpool Corporation who developed it as an industrial estate (Graham & Wright 2017). In the beginning many of the wartime buildings were converted to new uses, other were demolished and new buildings erected. The road pattern of the factory is preserved in the layout of the industrial estate. The 1966 OS map shows the ten bunkers at this time, with the railway tracks still present. The bunkers are shown as rectangular mounds.

6. PHYSICAL DESCRIPTION

General Description

- 6.1 (Plate 1) The building is a rectangular single story over ground bunker constructed of reinforced concrete. The entrance lies at the eastern end of the north elevation and the rest of the bunker is butted to the south and north sides by later buildings, although where visible, is plain concrete (plate 16). The west elevation lies with the yard of a separate industrial unit and was not accessible. The eastern elevation faces onto Draw Well Road. The whole is covered with scrub vegetation. The entrance lies to the north with the rail bay set lower than the storage area of the bunker. Following the stripping of the vegetation, the roof of the bunker was found to be flat and constructed of reinforced concrete covered with bitumen (plates 44 – 47).

Exterior

- 6.2 East Elevation (Plates 1 - 5). This elevation was blocked by the outer wall of the man-made bank, facing onto Draw Well Road. It is a featureless concrete wall which rises up from c. 1.8m at the southern end to c. 3.m at the northern end. The wall is not vertical, but sloped back at an angle of c.85 degrees. This is set in front of the face of the east elevation of the bunker, with the space between filled with earth. This was likely constructed in order to limit any internal accidental explosion from damaging the rest of the site and spreading to surrounding buildings. Upon excavation of the earth bank, the make up was found to be redeposited soil, containing rubber tyres and other 20th century debris. The east elevation of the bunker itself lay beyond and was featureless reinforced concrete.
- 6.3 North Elevation (Plates 6 - 15). The majority of this face is butted by an adjacent works, but where present, is visible as plain concrete. However, at the eastern end is the main entrance to the building. This is flanked by a pair of tapering blast walls, c. 9.5m long, the eastern of which runs parallel with the western, before angling to the northeast c. 4.6m from the doorway. The number '8' is painted to the face of the western blast wall, indicating its number in the group. The

remains of the railway track arm used for transporting munitions into and out of the bunker are evident towards the western side, close to the wall. The entrance itself is a large rectangular opening, with a pair of large timber loading doors, hinged to open outwards. The opening measured c. 4.1m wide and was c.4.0m high. A personnel doorway has been inserted to the lower part of the eastern door.

Interior

6.4 (Plates 17- 43) The entrance leads into a rectangular loading bay, aligned roughly north – south along the east side of the building. At the northern end, c.1.6m from the entrance, a short set of concrete steps give access to a short corridor which leads onto the loading platform, which lies on the western side. The floor of the loading bay is concrete, but at the southern end, the buffers at the end of the former rails are still present. The loading platform lies 0.7m above the floor of the loading bay, and has an original timber face to the upper half, in order to protect the concrete from damage during loading. The loading bay is separated from the main bunker by a concrete wall running the length of the loading bay. A series of six wide openings lie within the wall, although three of these have been blocked with concrete blocks. At the northern end the original opening has been widened in modern times. Through these openings is the main bunker. This is a large open space with the concrete roof supported on a series of 30 reinforced concrete columns. The columns are set out in 5 rows of 6 columns and are square with wide splayed capitals. No beams are present between. To the north and south sides of the columns, metal fixings are present. In the western wall, high in the face, are a pair of square openings; the northern of these still had the metal bars over and were likely for ventilation. Throughout, the concrete has been painted white in modern times and around the ceiling the concrete is chamfered in a simple fashion. The floor has been covered with bitumen, which has been partially removed. Towards the southeast corner the remains of an inserted modern concrete block wall were present, suggesting a former small room was constructed in this area following the conversion of the bunker. A window was also present in the blocked opening to the loading bay.

7. ANALYSIS AND PHASING

- 7.1 The building was constructed in 1940 as one of the group 10 munitions bunkers within and serving the munitions Factory. The bunkers to Draw Well Road were designated as 'Group 9' and numbered 1 – 10. The subject bunker was thus recorded as 9-8; the 8th bunker within group 9. It was constructed of reinforced concrete and comprised the main storage bunker with loading bay and railway lines to the east. The railway lines ran along Draw Well Road, with five bunkers to both the east and the west, with bunker 9-8 comprising the centre bunker to the west side. All of the bunkers had rail lines running into the northern end and connecting to the main line along Draw Well Road. Trains would transport the munitions into the bunker, up to the buffers at the southern end. Munitions would then be loaded/unloaded from the platform and through the openings into the main storage area. The timber fascia to the face of the loading platform is likely the original timber protecting the corner of the platform for damage during this process.
- 7.2 The building was constructed in a single phase and utilitarian in design. The roof of the bunker was covered with grass in order to camouflage it from above. It was flat and covered with bitumen, likely to protect the concrete from the vegetation. The earth bank to the east was constructed between the loading bay and the external railway and likely constructed to protect from any internal explosions from spreading to nearby buildings. Accidental detonation was most likely to occur during the loading and unloading of the munitions.
- 7.3 Following the closure of ROF Kirkby the bunker was used as storage space, and the remainder of the site became an industrial estate. Several of the former openings between the bunker and the loading bay were blocked up, and the remains of a demolished concrete block wall, present to the southeast side of the bunker, suggest the presence of an inserted small admin office for the site. A window from this office looked out onto the loading bay. The railway lines appear to have been removed, although part of the track was still visible close to the entrance and the buffers still in-situ at the end of the loading bay.

8. CONCLUSIONS

- 8.1 The building was constructed in 1940 as one of the group 9 munitions bunkers for the storage of munitions from the Royal Ordnance Filling Factory. Within the North West Regional Research Framework, following question was noted as being relevant:

Ind75: How have former military sites been adapted for re-use?

- 8.2 Following the closure of ROF Kirkby the bunker became used as a storage space. This was likewise the case for the other group 9 bunkers along Draw Well Road, most of which became storage areas or small workshops (WA 2019). At the 9-8 bunker, the openings along the loading bay were infilled and a small office space added through the insertion of concrete block walls to the former openings, in order to adapt the building for its new role. The railway lines were removed to allow road vehicles to drive into the bay.

9. ARCHIVE

- 9.1 The results of the survey will form the basis of a full archive to professional standards, in accordance with ClfA Archives Selection Toolkit, Archaeological Archives Forum (2011) Archaeological Archives and current ClfA “standards and guidance for the creation, compilation, transportation and deposition of archaeological archive” (published October 2014). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation’s code of conduct.
- 9.2 All documents and project files will be reviewed by Steven Price throughout the project lifespan. Material will be selected on the basis of its contribution to the overall aims of the project as set out in section 4. All digital data created over the course of this project will be collected, stored, and selected for final deposition. Only final copies of any born digital data will be deposited in the final project archive. Deselected material is expected to include duplicates and any non-final versions of data. In terms of photographic images, this would include blurred or light imbalanced images. Deselected material will be deleted following acceptance of the archive.
- 9.3 The archive will comprise the report, digital photographs and the AutoCAD drawing file. The paper archive, comprising the report, will be placed with National Museums Liverpool, within a reasonable time of completion of the project, and the ‘project completion form’ filed. The primary digital archive shall be deposited with the Archaeological Data Service (ADS), comprising the digital photographs saved as tiff files following ADS guidance, a pdf-a copy of the report and the dwg AutoCAD file. A digital copy of the report will also be sent to the Merseyside Historic Environment Record. Should the results warrant it, a summary report, or detailed article on the work shall be submitted for publication in a regional or national journal, appropriate to the significance of the results and findings of the project, as well as being uploaded to the OASIS

database. This shall be done no later than one year after the completion of the work

10. COPYRIGHT

- 10.1 Full copyright of this commissioned report and other project documents shall be retained by the author of the report under the Copyright, Designs and Patents Act 1988.

BIBLIOGRAPHY

Abbreviations

ADS	Archaeological Data Service
CIfA	Chartered Institute for archaeologists
NPPF	National Planning Policy Framework
OS	Ordnance Survey

Sources

CIfA 2020a "Standard and guidance for the archaeological investigation and recording of standing buildings or structures"

CIfA 2020b "Standard and guidance for the creation, compilation, transfer and deposition of archaeological archives"

Graham, Tony & Wright, Paul 2017 "Disused Stations Site Record - Kirkby Royal Ordnance Factory". Accessed online at:
http://disused-stations.org.uk/k/kirkby_royal_ordnance_factory/index.shtml

Historic England 2016 "Understanding Historic Buildings – A guide to good recording practice"

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<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

"North West England Regional Research Framework" 2023. Accessed online at: <https://researchframeworks.org/nwrf/industrial/#section-59>

Wardle Armstrong 2019 "Draw Well Road, Knowsley Industrial Park - Archaeological Building Recording"

Appendix 1: Figures

Contents

Figure 1: Location plan

Figure 2: Site plan

Figure 3: 1893 OS map Lancashire sheet C.6

Figure 4: 1908 OS map Lancashire sheet C.6

Figure 5: 1927 OS map Lancashire sheet C.6

Figure 6: The Royal Ordnance Factory Kirkby Schedule 1945, Group 9

Figure 7: 1947 Aerial photograph showing the site

Figure 8: 1966 OS map Lancashire Sheet SJ49NW

Figure 9: Ground floor plan

Figure 10: Section and Ground floor photo plan

Figure 11: Photograph Register

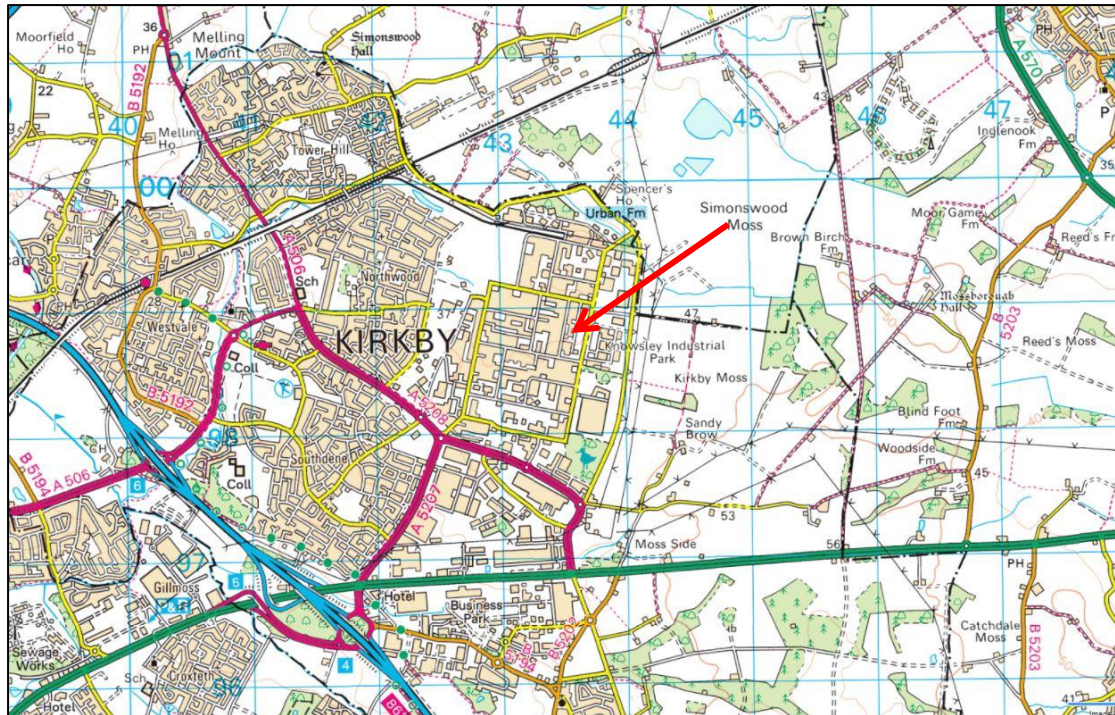


Figure 1: Location Plan (OS Licence Number: 100057911)



Figure 2: Site plan

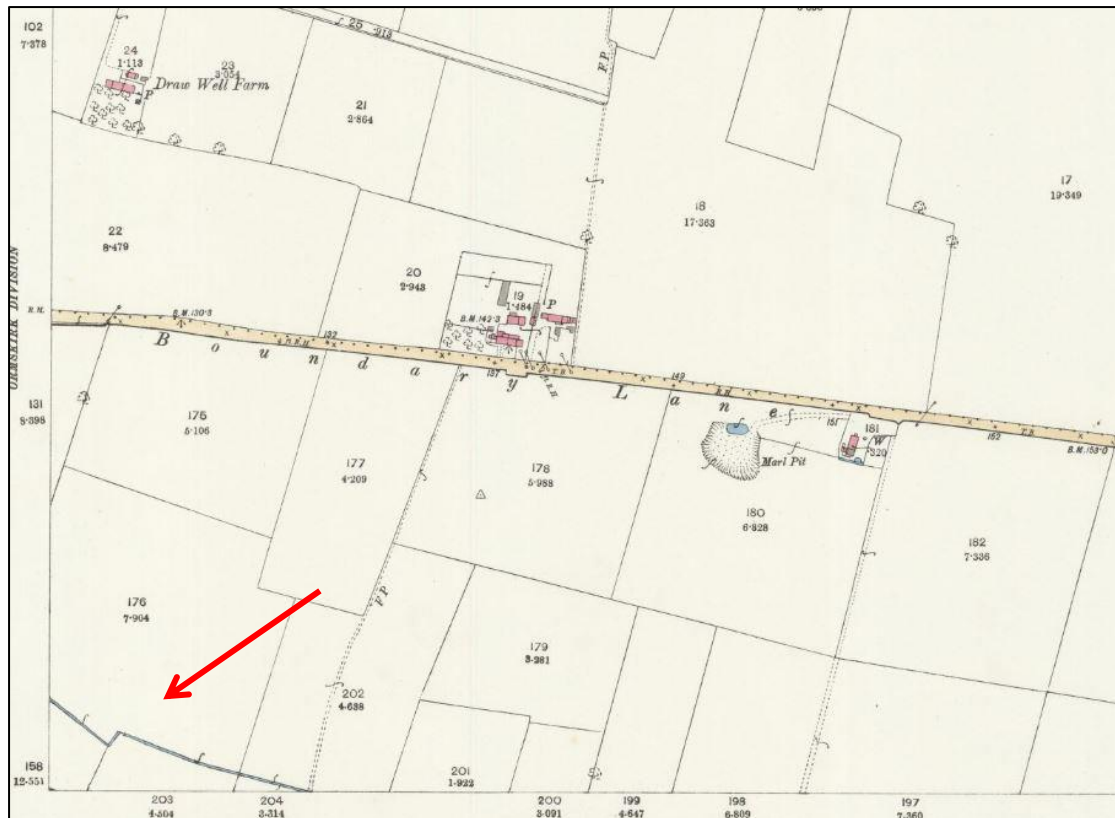


Figure 3: 1893 OS map Lancashire sheet C.6 showing approximate site location



Figure 4: 1908 OS map Lancashire sheet C.6 showing approximate site location

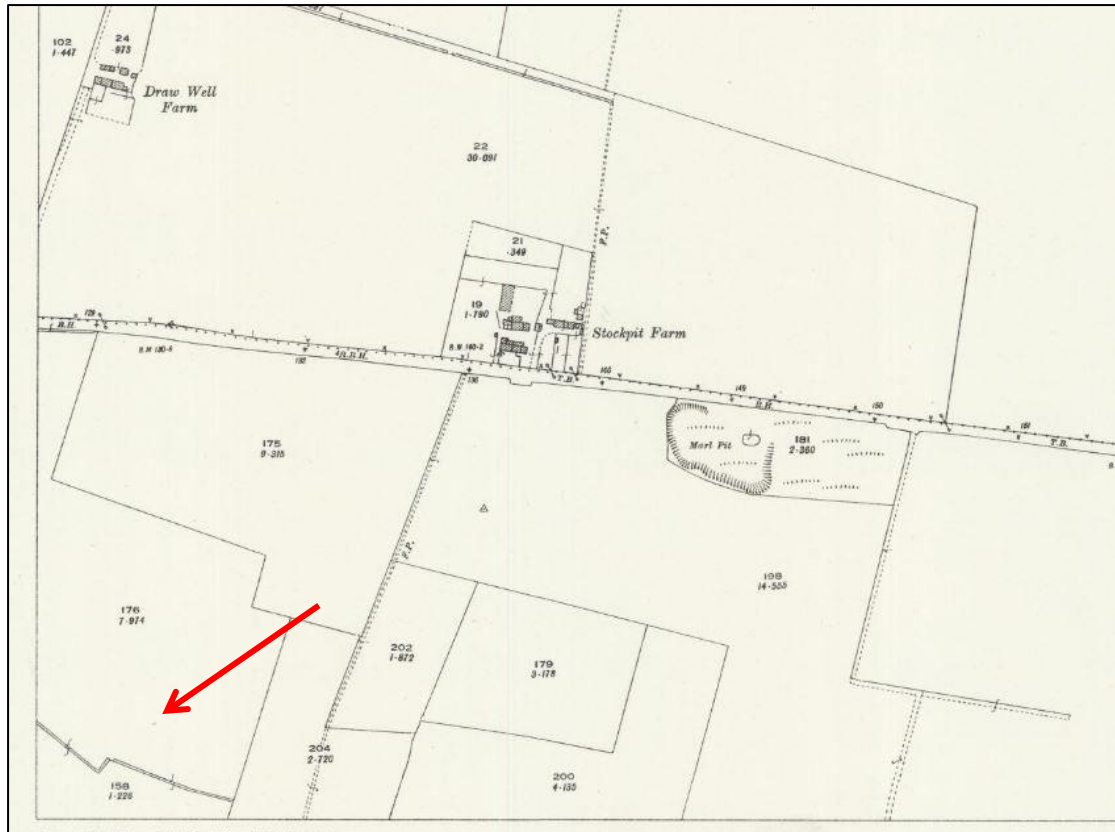


Figure 5: 1927 OS map Lancashire sheet C.6 showing approximate site location

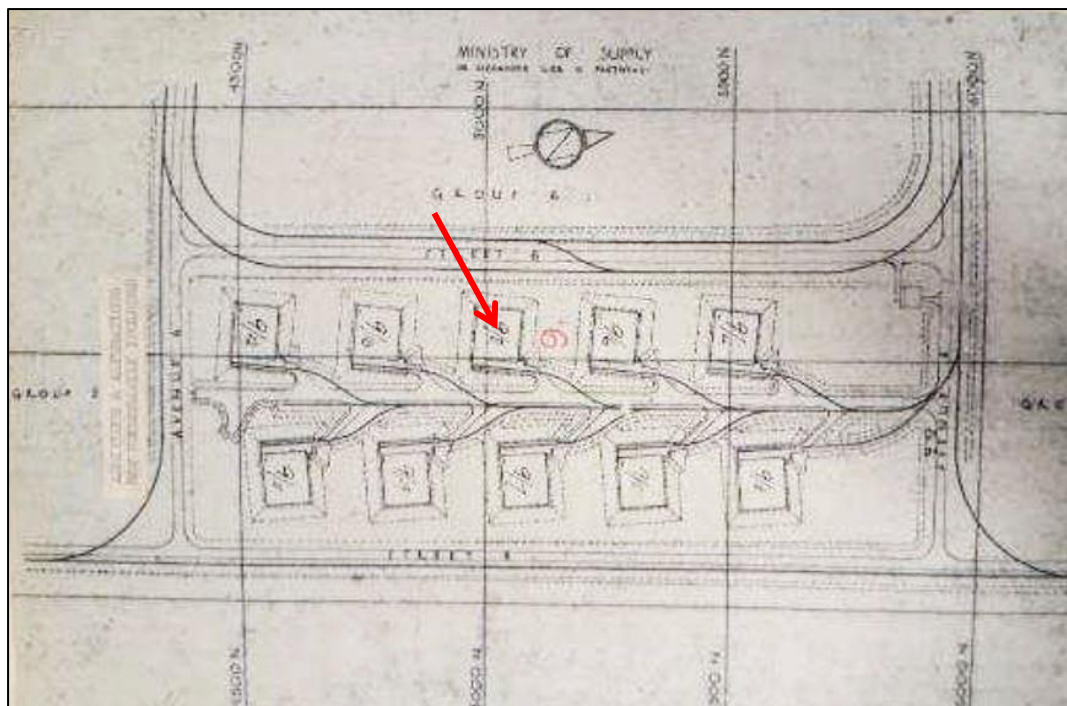


Figure 6: The Royal Ordnance Factory Kirkby Schedule 1945, Group 9 (Ark Knowsley: ROF Kirkby Schedule)

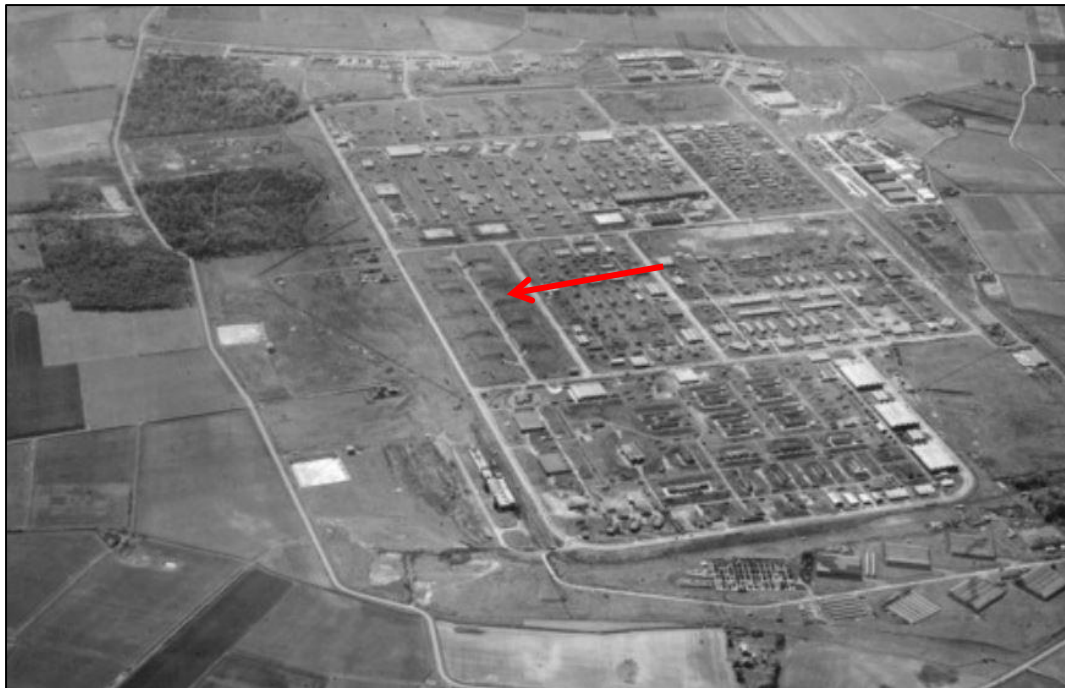


Figure 7: 1947 Aerial photograph showing the site (Ref EAW005657). From <https://www.britainfromabove.org.uk/en/image/EAW005657>

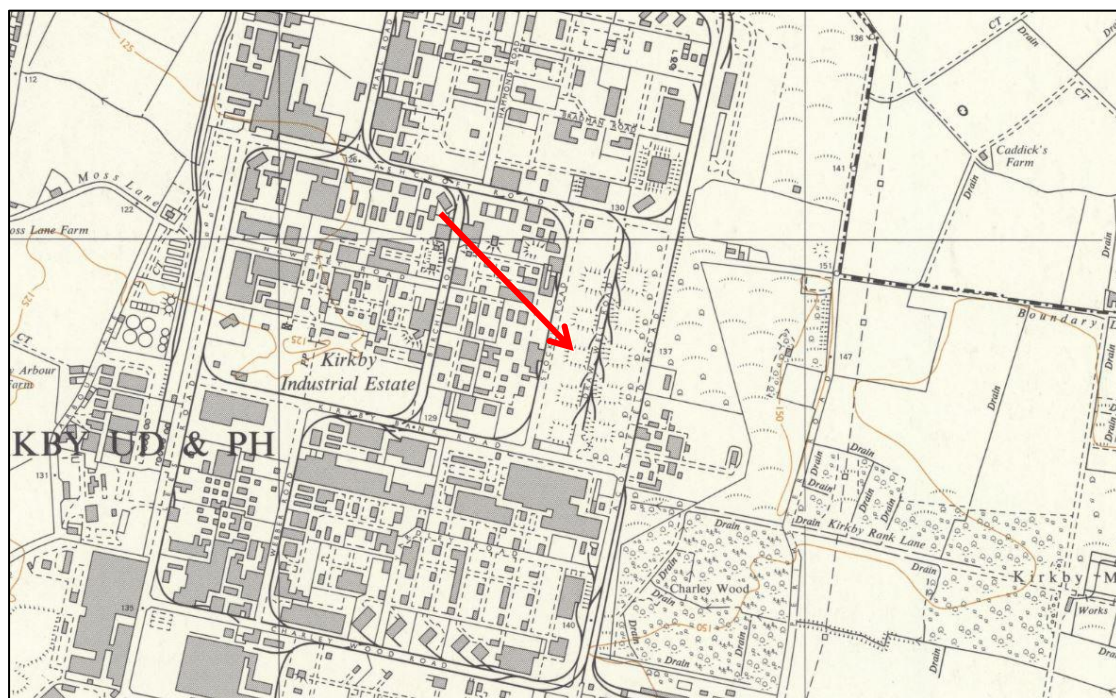


Figure 8: 1966 OS map Lancashire Sheet SJ49NW



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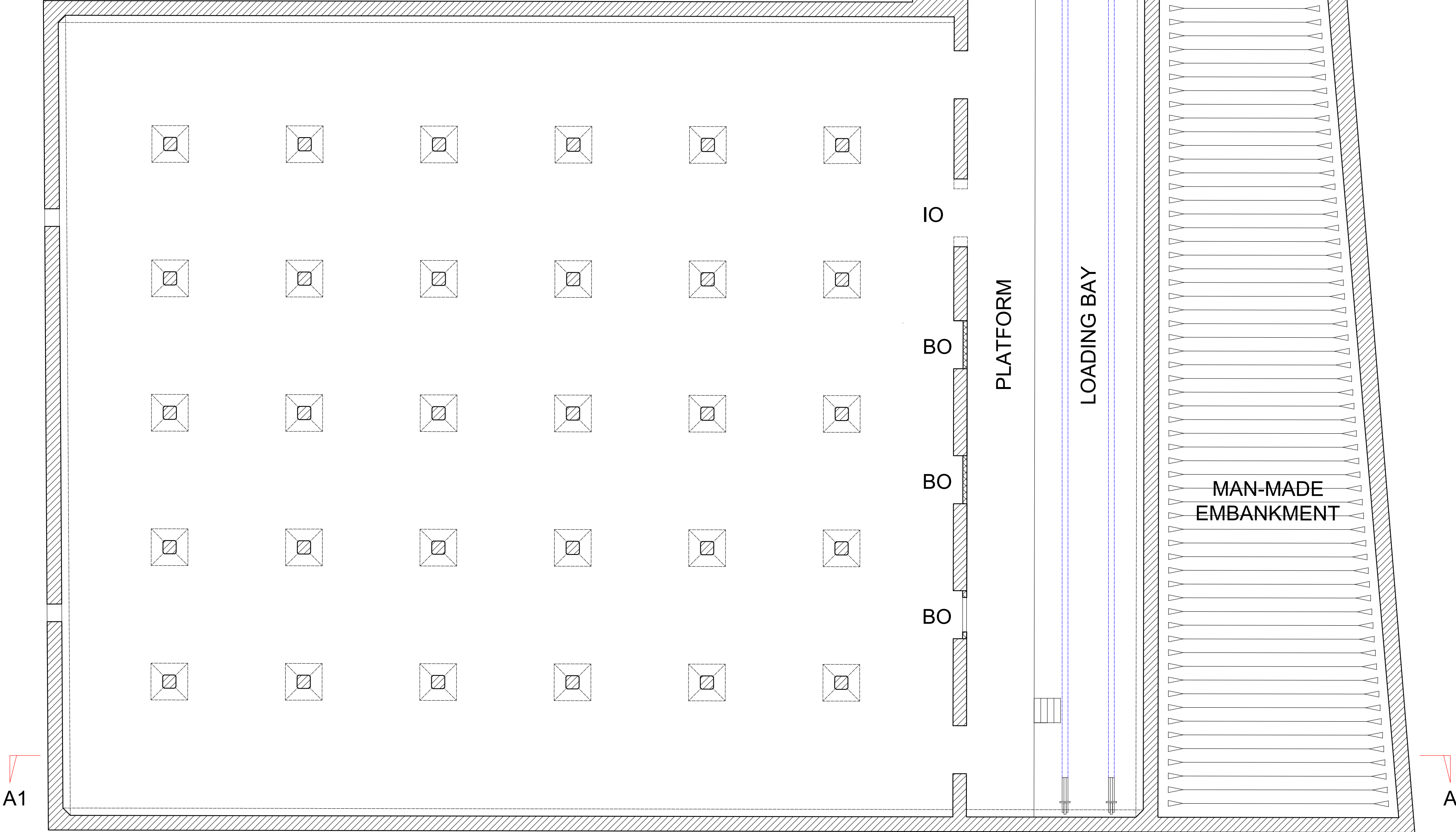
Figure 9:
Ground Floor Plan

Scale: 1:100 @ A2
Date: May 2024

Key
IO - Inserted Opening
BO - Blocked Opening



REMOVED RAILWAY LINES





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Figure 10:
Section and Ground Floor
photo Location Plan

Scale: Section 1:100 @ A2
Plan: Not to scale

Date: May 2024

Key
23 - Plate Number
→ From roof

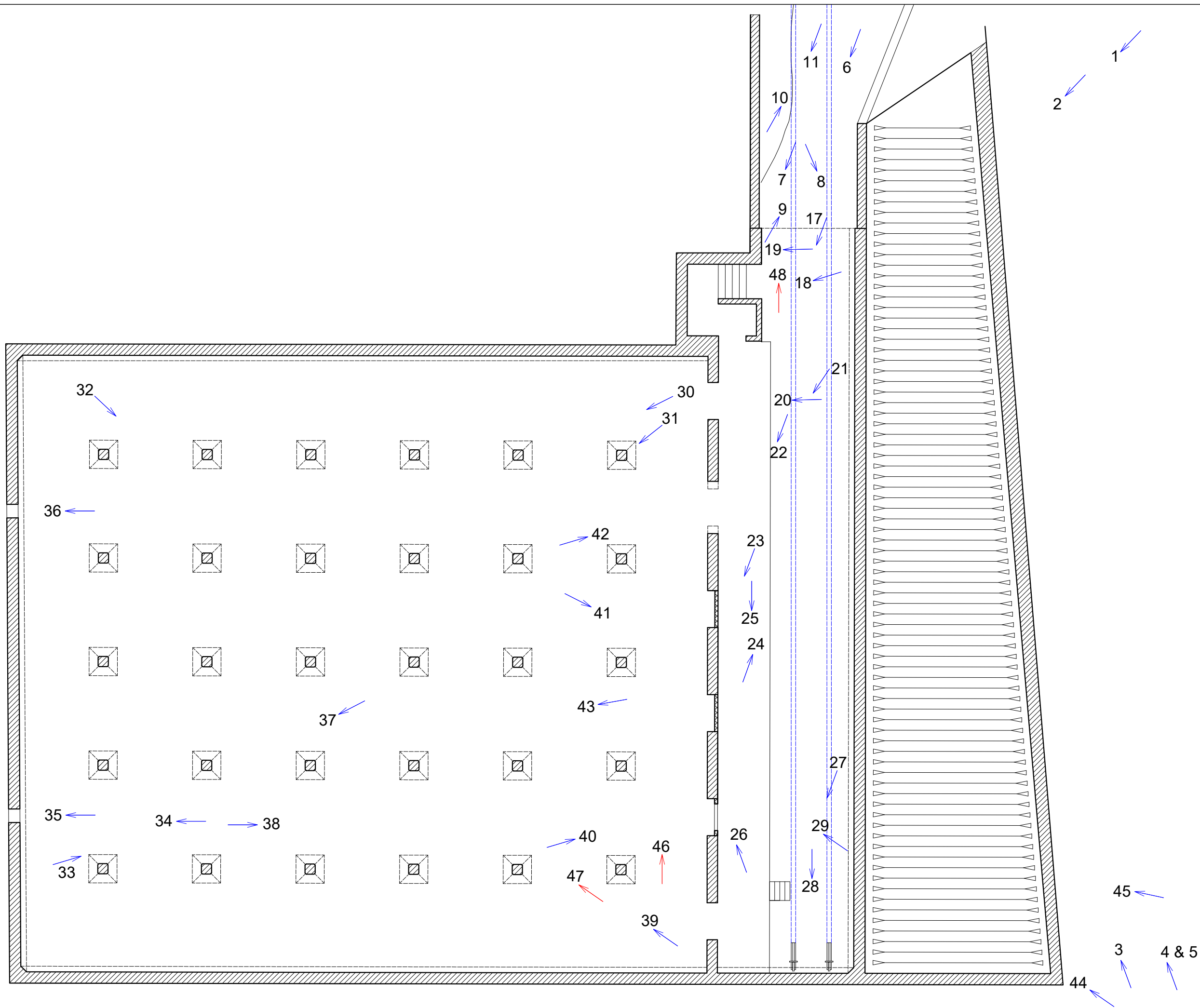
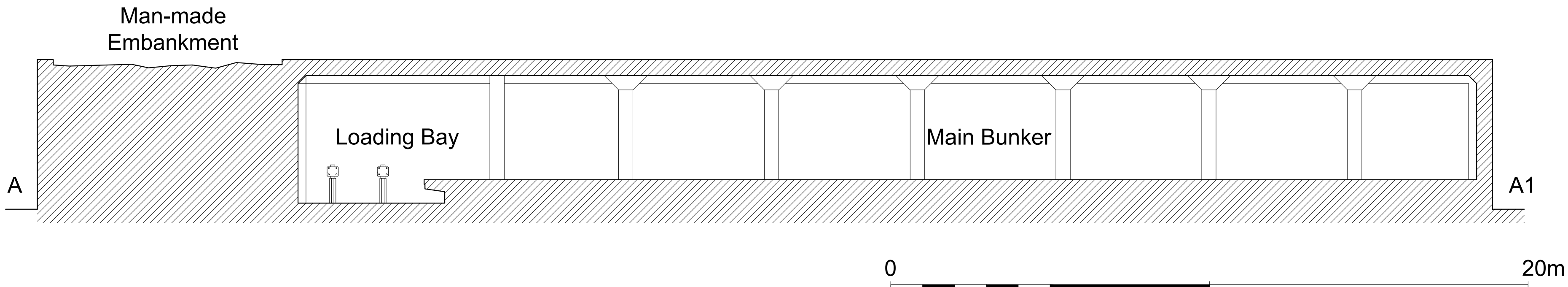


Figure 11: Photograph Register

Plate No.	Digital No.	Description	View to
1	P5036817	General shot of the bunker from Draw Well Road	SW
2	P5036816	Northern end of east elevation	SW
3	P5036818	Southern end of east elevation	NW
4	P5036820	View of east elevation looking north up Draw Well Road	NW
5	P5036821	Overgrown foliage visible to east elevation	NW
6	P5036806	Entrance and blast walls to north elevation	S
7	P5036807	Door detail	SW
8	P5036808	Door detail	SE
9	P5036809	View out from the entrance showing remains of railway line	NE
10	P5036810	Detail of buried line shown above	NE
11	P5036812	Entrance from north	S
12	P6106975	Western blast wall	SW
13	P6106976	Detail showing number 8	W
14	P6106978	Eastern blast wall	NE
15	P6106980	As above showing angle	NE
16	DJI_202406_0004_D	East end of southern wall visible	NW
17	P5036774	Northern end of loading bay looking south	SW
18	P5036788	Staircase up to loading bay	W
19	P5036775	Detail of rebar visible within concrete	W
20	P5036776	Detail of timber fascia to loading bay platform	W
21	P5036777	Loading bay showing widened opening to main bunker	SW
22	P5036778	View along loading bay	SW
23	P5036779	Blocked opening between loading bay and main bunker	S
24	P5036780	View towards entrance from loading bay	NE
25	P5036781	View along loading bay looking south	S
26	P5036782	Blocked opening with window	NW
27	P5036783	Southern end of loading bay	S
28	P5036786	Railway buffers at southern end	S
29	P5036787	Southern end of loading bay	W
30	P5036768	General shot of main bunker from northeast corner	SW
31	P5036770	Detail of column	SW
32	P5036773	View of bunker from northwest corner	SE
33	P5036791	View of bunker from southwest corner	NE
34	P5036793	Opening in southern end of west wall, high in the face	W
35	P5036795	Detail of opening	W
36	P5036798	Detail of opening at northern end of west wall	W
37	P5036796	Bitumen covered floor	SW
38	P5036797	View east from southwest corner	E
39	P5036800	View from southeast corner	NW
40	P5036801	Wall to loading bay with blocked openings	NE
41	P5036802	Detail of blocked openings	SE
42	P5036803	Widened opening at northern end	NE

43	P5036804	General shot of bunker	W
44	DJI_20240 6_0005_D	Roof after stripping	NW
45	DJI_20240 6_0006_D	Roof and exposed north wall during earth bank removal	W
46	IMG_1309	Flat roof covered with bitumen	N
47	IMG_1310	Flat roof covered with bitumen	NW
48	IMG_1350	View from top of bunker 9/8, showing remaining bunkers to the north	N

Appendix 2: Plates



Plate 1: General shot of the bunker from Draw Well Road



Plate 2: Northern end of east elevation



Plate 3: Southern end of east elevation



Plate 4: View of east elevation looking north up Draw Well Road



Plate 5: Overgrown foliage visible to east elevation



Plate 6: Entrance and blast walls to north elevation



Plate 7: Door detail



Plate 8: Door detail



Plate 9: View out from the entrance showing remains of railway line



Plate 10: Detail of buried line shown above



Plate 11: Entrance from north



Plate 12: Western blast wall



Plate 13: Detail showing number 8



Plate 14: Eastern blast wall



Plate 15: As above showing angle



Plate 16: East end of southern wall visible



Plate 17: Northern end of loading bay looking south



Plate 18: Staircase up to loading bay



Plate 19: Detail of rebar visible within concrete



Plate 20: Detail of timber fascia to loading bay platform



Plate 21: Loading bay showing widened opening to main bunker



Plate 22: View along loading bay



Plate 23: Blocked opening between loading bay and main bunker



Plate 24: View towards entrance from loading bay



Plate 25: View along loading bay looking south

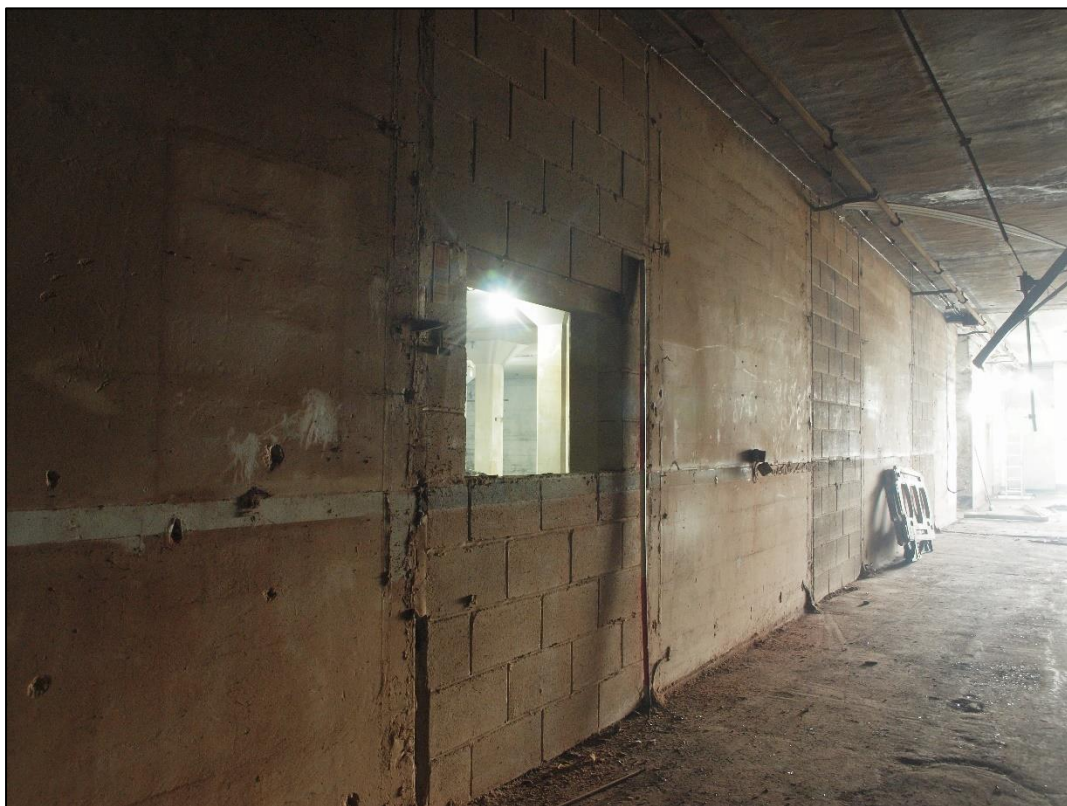


Plate 26: Blocked opening with window



Plate 27: Southern end of loading bay



Plate 28: Railway buffers at southern end



Plate 29: Southern end of loading bay



Plate 30: General shot of main bunker from northeast corner

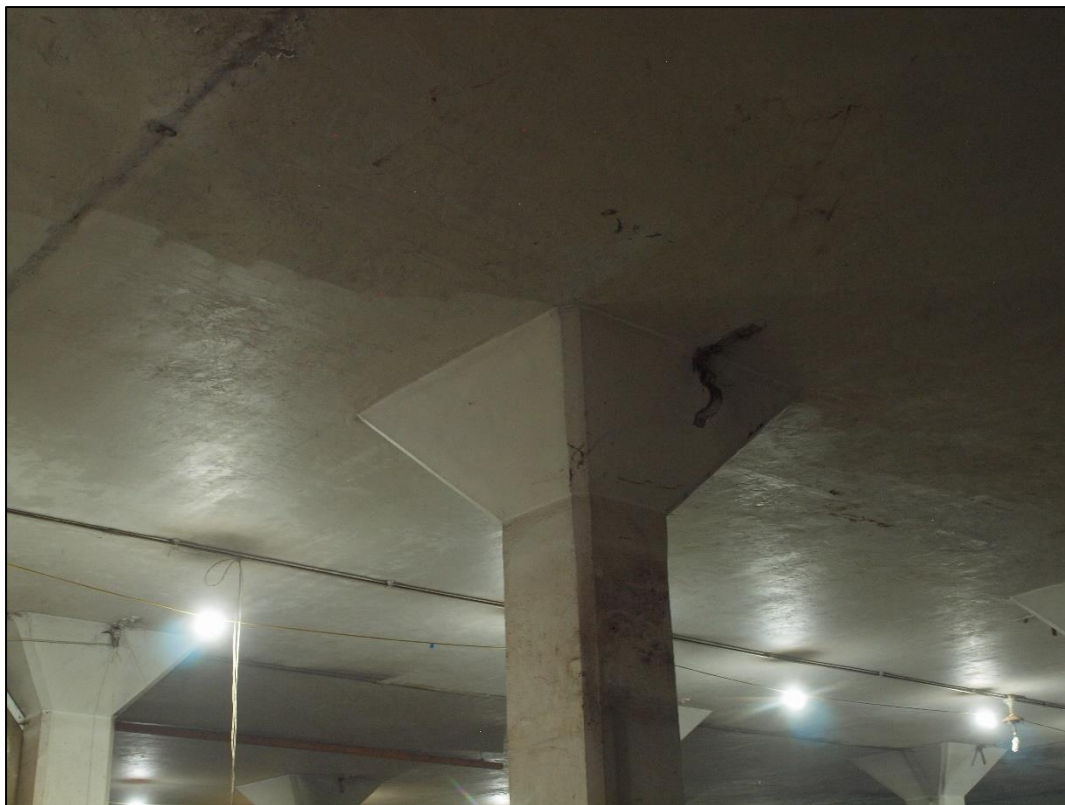


Plate 31: Detail of column



Plate 32: View of bunker from northwest corner



Plate 33: View of bunker from southwest corner



Plate 34: Opening in southern end of west wall, high in the face



Plate 35: Detail of opening



Plate 36: Detail of opening at northern end of west wall



Plate 37: Bitumen covered floor



Plate 38: View east from southwest corner



Plate 39: View from southeast corner



Plate 40: Wall to loading bay with blocked openings



Plate 41: Detail of blocked openings

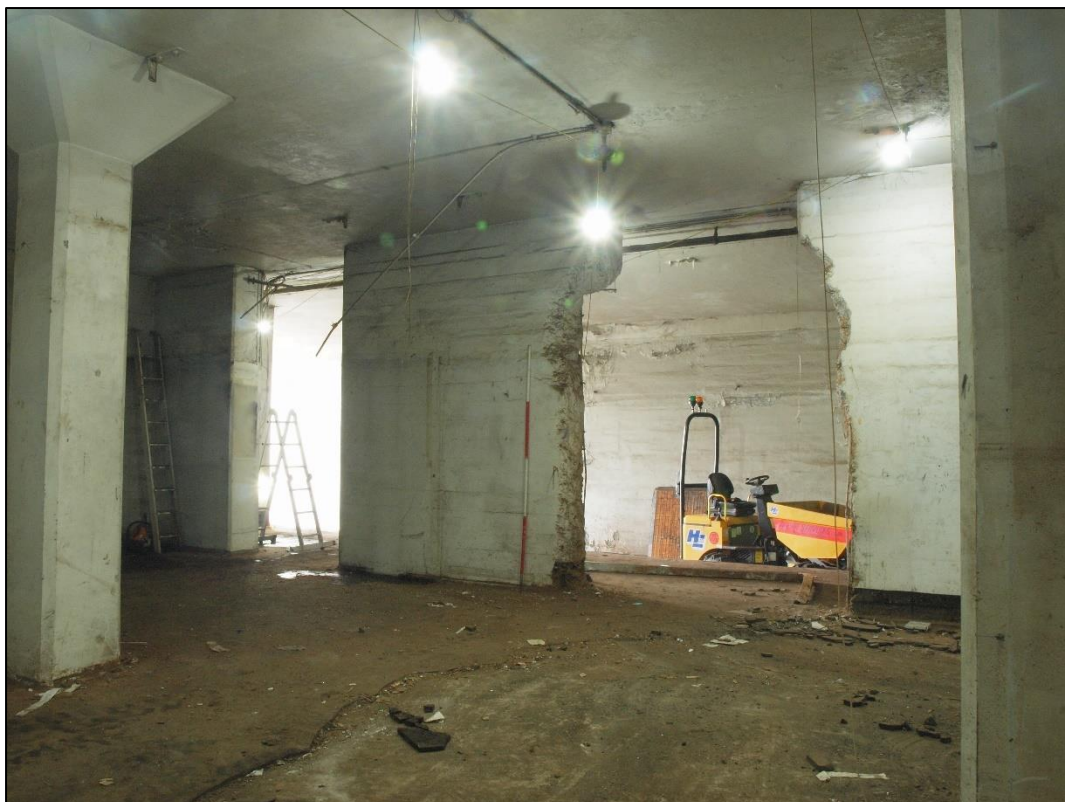


Plate 42: Widened opening at northern end



Plate 43: General shot of bunker



Plate 44: Roof after stripping

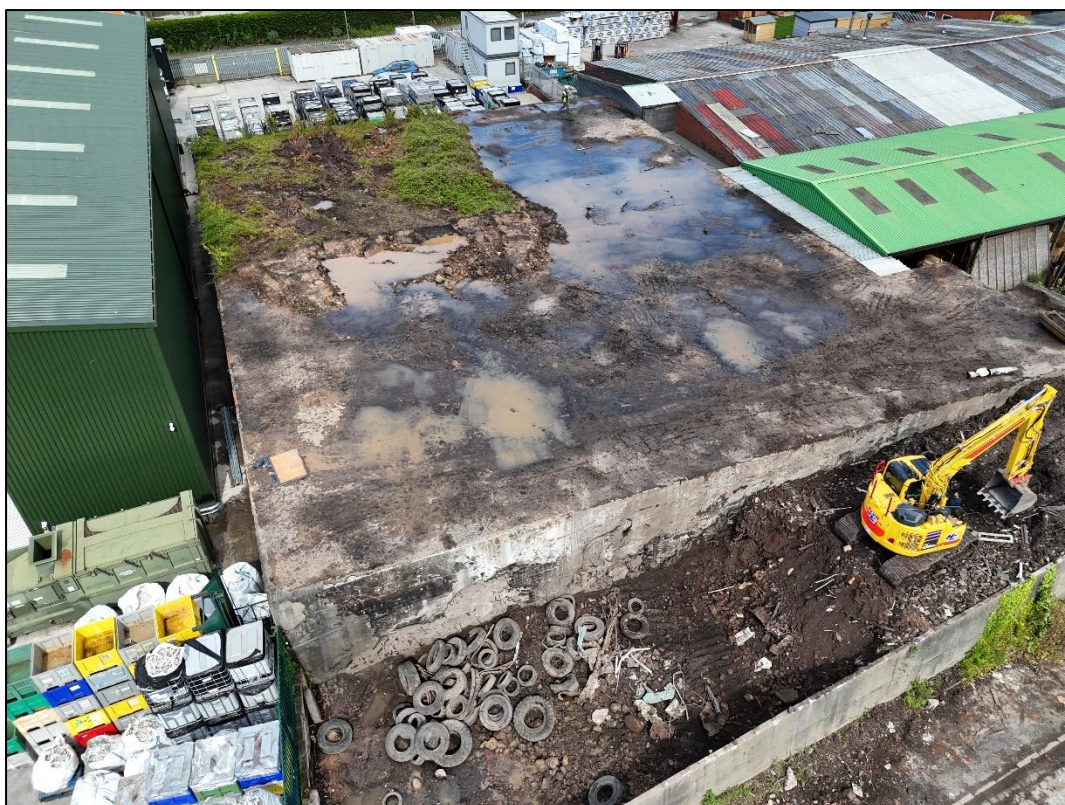


Plate 45: Roof and exposed north wall during earth bank removal



Plate 46: Flat roof covered with bitumen



Plate 47: Flat roof covered with bitumen



Plate 48: View from top of bunker 9/8, showing remaining bunkers to the north