

Portland
energy recovery
facility

Environmental statement
Technical appendices



Cultural heritage

Appendix 1: Gazetteers of designated and non-designated heritage assets

Dorset HER entries

TOR ref	DC ID	Description
1	MDO19477	Waycroft Quarries, Portland
2	MDO19479	Admiralty Quarries ('Nicodemus Quarries'), Portland
3	MDO19481	King Barrow Quarries, Portland
4	MDO19486	19th to 20th century Withies Croft Quarries, Portland
5	MDO19487	18th to 20th century Admiralty Quarries, Portland
6	MDO19572	Admiralty Incline, Portland
7	MDO19578	Merchants' Incline, Portland
8	MDO19580	Portland Railway Upper Branch, Portland
9	MDO19581	New Ground (Verne Yeates) incline, Portland
10	MDO19638	Balaclava Coastguard Station, Portland
11	MDO19663	Oil fuel tanks at Castletown, Portland
12	MDO19664	Oil fuel tanks at Castle Road, Portland
13	MDO19665	Oil fuel tank farm at The Mere, Portland
14	MDO19667	Second World War anti aircraft battery, Waycroft Quarries, Portland
15	MDO19732	Verne Construction Railway, Portland
16	MDO28548	RAF Portland, Rotor early warning station, Portland
17	MDO29704	Second World War military camp, The Verne, Portland
18	MDO29705	Second World War military buildings, The Verne, Portland
19	MDO29706	Second World War light anti-aircraft gun emplacement, Verne Hill, Portland
20	MDO29721	Second World War bomb crater, Verne Quarry, Portland
21	MDO29722	Possible Second World War weapons pits, Waycroft Quarries, Portland
22	MDO29726	Second World War military camp, Kings Pier Hollow, Portland
23	MDO29732	Second World War coastal battery and magazine, East Weare Camp, Portland
24	MDO29733	Second World War fuel store, East Weare battery, Portland
25	MDO29734	Second World War fuel store, East Weare Camp, Portland
26	MDO29735	Early modern boundaries, East Weare Camp, Portland
27	MDO29736	19th century to early modern trackways, King's Pier Hollow, Portland
28	MDO29737	Medieval to post medieval field boundaries, Verne Common, Portland
29	MDO29738	Post medieval cultivation ridges, East Weare, Portland
30	MDO29739	Second World War fuel store, East Weare Camp, Portland
31	MDO29744	Second World War bomb crater, Castletown, Portland
32	MDO29745	Second World War bomb crater or extractive pit, Castletown, Portland
33	MDO29746	Second World War bomb craters, Castletown, Portland
34	MDO29747	Second World War bomb crater, Castletown, Portland
35	MDO29748	Second World War bomb crater, King's Pier Hollow, Portland
36	MDO29749	Second World War bomb craters, Castletown, Portland
37	MDO29750	Second World War allotments, Easton, Portland
38	MDO29751	Second World War wrecks, Castletown, Portland
39	MDO29752	Second World War slit trench, Castletown, Portland
40	MDO29753	19th century reservoir, East Weare Batteries, Portland
41	MDO29754	Second World War coastal artillery searchlight, East Weare Batteries, Portland
42	MDO29755	Possible Second World War ammunition store, East Weare Batteries, Portland
43	MDO29756	Second World War fuel store, East Weare Batteries, Portland
44	MDO29757	19th century building, East Weare Batteries, Portland
45	MDO29761	Second World War wrecks, Castletown, Portland
46	MDO29763	Royal Navy seaplane base, HMS Sereptia, Castletown, Portland
47	MDO29764	Phoenix caissons, Castletown, Portland

TOR ref	DC ID	Description
48	MDO29766	Possible Second World War military buildings, Portland Port, Portland
49	MDO29767	19th to 20th century Royal Naval Hospital, Portland Port, Portland
50	MDO29768	Early modern harbour buildings, Portland Port, Portland
51	MDO29769	Possible Second World War military road, Chesil Beach, Portland
52	MDO29770	Possible Second World War barbed wire enclosure, Chesil Beach, Portland
53	MDO29779	Possible Second World War military building, Chesil Beach, Portland
54	MDO6577	Verne Citadel, Portland
55	MWX1365	19th century to modern East Weare Batteries, east of Naval cemetery, Portland
56	MWX169382	Early modern East Weare Battery, east of Verne Citadel, Portland
57	MWX1383	Second World War Verne Quarry Battery, Portland
58	MWX1480	Second World War pillbox, East Weare Batteries, Portland
59	MWX3418	East Weare Rifle Range, Portland Port, Portland
60	MWX4360	Firing Range, near Wennet Hill
60	MWX4380	19th century to modern Rifle and Revolver Range, Portland
61	MWX441	Portland Hospital, Castletown, Portland
62	MWX4715	Late 19th century East Weare barracks, Portland
63	MWX66	Weymouth and Portland Railway, Portland
64	MWX67	The Portland Railway, Portland
65	MWX68	Breakwater Railway
66	MWX69	Easton and Church Hope Railway, Portland
67	MDO19480	Nicodemus Knob, Portland
68	MDO19574	Admiralty Incline Middle Drum, Portland
69	MDO19575	Admiralty Incline Lower Drum, Portland
70	MDO19579	Merchants' Incline brake drum, Portland
71	MDO19582	East Verne incline, Portland
72	MDO19583	New Ground bridge 1, Portland
73	MDO19584	New Ground bridge 2, Portland
74	MDO19585	New Ground bridge 3, Portland
75	MDO19586	New Ground bridge 4, Portland
76	MDO19601	Zig Zag Road bridge, Portland
77	MDO19602	Portland (Merchant's) Railway milestone, Tillycombe, Portland
78	MDO19603	Portland (Merchant's) Railway milestone, Portland
79	MDO19604	Tillycombe water trough, Portland
80	MDO19605	Castletown exchange sidings, Portland
81	MDO19606	Castle Road bridge, Portland
82	MDO19616	Castletown stone shipping places, Portland
83	MDO19617	Castletown Pier, Portland
84	MDO19618	King's Pier, Portland
85	MDO19632	East Cliff boundary stone, Portland
86	MDO19639	Castletown boathouse, Portland
87	MDO19653	Chiswell gas works, Portland
88	MDO19654	Portland Nore gas works, Portland
89	MDO19656	Castle Road gas meter house, Portland
90	MDO19661	Balaclava Bay boathouse, Portland
91	MDO19670	Castletown pillar box, Portland
92	MDO19671	Castletown Custom House, Portland
93	MDO33204	Pound, Fortuneswell, Isle of Portland
94	MDO33207	Reading Room, Castletown, Isle of Portland
95	MDO33222	Boat house at Portland Port, Isle of Portland
96	MDO33237	Police station, Castle Road, Portland
97	MDO33238	Masonic hall, Victoria Square, Portland
98	MDO33239	Sunday school, Chiswell, Isle of Portland
99	MDO33240	Cemetery, Victory Road, Portland

TOR ref	DC ID	Description
100	MDO33241	Gas meter house, Castle Road, Portland
101	MDO33242	Hospital, Verne Common Road, Portland
102	MDO33243	Zigzag Road, Portland, Isle of Portland
103	MDO33244	Parish hall, Ventnor Road, Fortuneswell, Isle of Portland
104	MDO6504	Portland Castle
105	MDO6520	66 Chiswell, Chesil, Portland
106	MDO6530	Oval enclosure on the Verne, Portland
107	MDO6531	Burials found during the construction of The Verne , Portland
108	MDO6532	Inhumation cemetery, North Common, Portland
109	MDO6533	Roman burials from Verne Common Road, Portland
110	MDO6534	Roman burial found on Verne Common Road (formerly Zigzag Road), Portland
111	MDO6535	Two Roman burials at the foot of Verne Common Road, Portland
112	MDO6536	A stone sarcophagus by the Police Station, Verne Common Road, Portland
113	MDO6537	Several cists found during landslip of 1734, by Portland Castle.
114	MDO6538	The Verne: Four cists found during construction of The Verne Fortress
115	MDO6539	Three burials on the SE Glacis, Verne Hill, Portland
116	MDO6540	Two burials found on the Verne, 1933, Portland
117	MDO6541	A possible beehive chamber at the SE Demi-bastion, the Verne, Portland
118	MDO6542	Shell midden below SW Glacis of the Verne, Portland
119	MDO6569	19th century High Angle Battery, Verne Common
120	MDO6574	Mesolithic finds, Portland
121	MDO6578	Upper Palaeolithic Artefacts from Portland, near the Verne
122	MDO6582	Early medieval coin found at Fortuneswell, Portland
123	MDO6584	Hanseatic Pewter Flagon from Chesil Bay
124	MDO6584	Hanseatic Pewter Flagon from Chesil Bay
125	MDO6589	Boundary marker, Castle Road. Castletown, Portland
126	MDO6595	Castletown c1865
127	MDO6596	Dockyard Police Station, Castletown, Portland
128	MWX1357	Anti Boat-Landing Obstacle
129	MWX1361	Beach Scaffolding, Chesil Beach, Portland
130	MWX1364	Coast artillery battery at Portland Castle, Portland
131	MWX1366	Coast Artillery Battery
132	MWX1367	Coast Artillery Searchlight
133	MWX1368	Coast Artillery Searchlight
134	MWX1378	Inner Pier Head Fort
135	MWX1381	19th century coastal battery, Verne Citadel, Portland
136	MWX1384	Anti-tank blocks, Portland
137	MWX1389	Balaclava Bay: Minefield
138	MWX1390	Minefield, Chesil Beach, Portland
139	MWX1394	Minefield, Chesil Beach, Portland
140	MWX1395	HM Naval Base, Portland
141	MWX1399	Pillbox at Portland Castle, Portland
142	MWX1401	Pillbox at East Weares Camp, Portland
143	MWX1402	Pillbox at East Weares Camp, Portland
144	MWX1403	Pillbox at East Weares Camp, Portland
145	MWX1405	Pillbox at East Weares Camp, Portland
146	MWX1406	Pillbox at East Weares Camp, Portland
147	MWX1407	Pillbox at East Weares Camp, Portland
148	MWX1408	Pillbox
149	MWX1421	Pillbox, Portland
150	MWX1422	Pillbox, Portland
151	MWX1479	Pillbox

TOR ref	DC ID	Description
152	MWX1483	Rifle pit, Portland
153	MWX1504	Castletown Pier, Portland
154	MWX2532	Off Dorset Coast: collection of artefacts
155	MWX2625	South Shore, Portland Harbour: Bronze Bolt
156	MWX2764	Balaclava Bay, Portland: Bottle
157	MWX3353	Prehistoric finds from Portland Castle, Portland
158	MWX3354	Roman pottery found at Portland Castle, Portland
159	MWX3356	Lime kilns at Portland Castle
160	MWX3357	Buried soil, Portland Castle, Portland
161	MWX3358	Wall, Portland Castle
162	MWX3360	Moat and Civil War deposits, Portland Castle
163	MWX3361	Stone bridge, Portland Castle
164	MWX3362	Brew-house and stable (Captain's house), Portland Castle
165	MWX3502	Roman finds from North Common, Portland
166	MWX3504	Roman burials at Verne Common Road (formerly Zigzag Road), Portland
167	MWX3511	Portland: Cist at the top of Verne Hill
168	MWX3514	Portland: Dishes and a Jar from the SE Glacis of the Verne
169	MWX3519	Verne, Portland: Late Iron Age/Roman finds
170	MWX376	Undated burial, North Common, Portland
171	MWX377	Cemetery, Verne Common Road, Fortuneswell, Portland
172	MWX378	Earthwork on The Verne, Portland
173	MWX379	Portland: Prehistoric and later artefacts
174	MWX380	Romano British Cemetery, East Cliff/Breakwater Quarries, Portland
175	MWX3871	Wooden pier at Castleton, Portland
176	MWX3872	Wooden pier at Castleton, Portland
177	MWX3873	Reservoir at Castletown, Portland
178	MWX3874	Reservoir at Castletown, Portland
179	MWX3875	Coastguard Station at Chiswell, Portland
180	MWX397	Verne: Inhumations
181	MWX4248	New Pier, Portland
182	MWX4250	Portland: Signal Station
183	MWX429	Mesolithic flints found at Victory Road, Portland
184	MWX4325	Portland Road: anchorage
185	MWX4375	Rocket Post, Portland
186	MWX4376	Portland: Cattle Pens
187	MWX4377	F.J. Barnes Saw Mills, Portland
188	MWX4378	Rocket and Life Saving Apparatus House, Portland
189	MWX4379	Portland: Drill ground
190	MWX4407	Wooden Jetty, Portland Harbour
191	MWX4408	Portland: Navigational Beacon
192	MWX4409	Portland: Navigational Beacon
193	MWX445	HMP Weare
194	MWX446	Roman burial, Verne Common Road, Fortuneswell, Portland
195	MWX454	Portland Old Station
196	MWX4541	German Aircraft, Portland Cliffs
197	MWX455	Portland Station
198	MWX456	The Governor's Garden, Portland Castle, Portland
199	MWX516	Portland Inner Breakwater

Listed Buildings (National Heritage List for England)

TOR ref	Description
LB1	<p>Portland Castle, GV I</p> <p>Coastal fortification. c 1540, one of Henry VIII's castles. Total cost »4964-19-10d. Portland ashlar, lead and slate roof. Circular keep enclosing octagonal hall, flanked by wings at an obtuse angle, and enclosing a gun platform at upper level, contained in a segmental wall to seaward. A short cranked passageway gives access to the octagonal hall from the W side; on each side of the hall a large rectangular room at each level, that at ground floor to the SE being the former kitchen. The straight enclosing walls have various rectangular openings to splayed jambs, with a continuous weathered string at mid height, and a further string immediately below the bold segmental parapet with wide splayed gun ports. This detail is carried round the upper level of the roofed quarters. The seaward segment is set on a wide splayed glacis, and has 5 segmental-headed deep double-splayed gun ports, below the weathered string at the segmental parapet with 4 gun ports. The gun platform, behind the parapet with its walkway, is in stone flags. Interior: the ground floor has stone flags, and the upper floor is boarded, carried on heavy floor joists and beams, some of these original. Walls are ashlar, unpainted. The octagonal hall is sub- divided at each level by timber and plaster partitions. The kitchen, to the right, has very deep splayed openings, to former gun-loops, with flat straight-sided inner arches. The great thickness of walls is shown by the dept of reveals to all openings. Various arched fireplaces; stone stairs with flat-slab stone ceilings. Portland Castle was one of a pair with Sandsfoot Castle in Weymouth, across the harbour and c 3km to the N. Portland originally had a defensive moat. In 1623 it had 13 guns, but by the time of the Civil War there were 21 guns. The Castle was held by the Royalists, but yielded in 1646. From 1816 it was occupied by the Manning family, and the adjacent Captain's House (qv) was built. In 1870 it reverted to the Crown, and in 1984 became an English Heritage Property in Care. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 251-2; Buildings of England: Pevsner N and Newman J: Dorset: London: 1972-1989: 340-1).</p>
LB2	<p>Castle Road, Castletown, Captain's House GV II*</p> <p>Large detached house, adjoining Portland Castle (qv). Between 1816 and 1835, on site of and partly incorporating walls of former outbuildings to the Castle. Rendered and scribed, slate roofs. A long single-depth rectangular building in two storeys, entered on the E, courtyard side. E front in 6 bays, 3-light narrow casements in plat band painted surrounds, and mostly with protective vertical iron bars; at ground floor bay 2 has plank and batten C19 door, and bay 5 a projecting Gothick oriel in 3 small-pane casement lights to panelled crenellations and over panels with plain shields. South end has margin-pane sashes, at both levels in deep splayed surrounds, that to ground floor larger than above. West front has various casements, and some single-storey additions; two parapet stacks. Hipped slate roofs concealed behind crenellated parapet above continuous string course. Crenellations have weathered copings, but over the last two bays at north end they are without stone dressings. North end, nearest Castle, has fine Gothick door in narrow panels to ogee heads, and a margin-pane sash centre first floor. Later lean-to not of special interest. Interior retains good stick baluster staircase opposite main entry, and a secondary stair with turned balusters in NW corner. The house is now that of the Captain to HMS Osprey, but was the Master Gunner's residence before it came into the Manning family in 1816, when it is assumed that the major reconstruction took place. The site was occupied until then by brewhouse, stable, and sutler's house. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 252).</p>
LB3	<p>Castle Road, Castletown, Gateway and curtain wall to SE of Captain's House GV II*</p> <p>Gateway and walling, formerly part of main enclosure to and access to Castle, now giving access to Captain's House (qv). Mid C16. Fine squared dressed stone. Length of c 15m of crenellated wall and c 3.5m high, at left end abutting Captain's House. Towards right end a pair of early plank gates in a 4-centred double-chamfered arch, flanked by blind cruciform arrow slits. Above the arch, set in a deep recessed square panel a Royal Arms of 1660, in lead. There is a straight joint in the masonry to the right of the gateway. Back of</p>

TOR ref	Description
	wall plain. A surviving section of former curtain wall with moat. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 252).
LB4	Castle Road, Castletown, Boundary stone c 23m S of entrance to Captain's House II Boundary marker.Mid to late C19.Stone c 300mm square to worn pyramidal top,partly concealed by rising road surface level,and immediately adjoining boundary wall to the Castle.South face has'WD BOUNDARY'incised,E and W faces with WD arrow.One of a number of similar stones on the Island,set up by the military authorities;probably carries an identifying number on lower part.
LB5	<p>Mulberry Harbour Phoenix Caissons at Portland Harbour</p> <p>Summary</p> <p>Two Phoenix Caissons, sections of the structure known as a Mulberry Harbour designed for, and used in, the invasion of Normandy in June 1944. The harbour was a part of the vital support structure behind the successful operation. The caissons are moored in-line to the north of Castletown Pier in Portland Harbour.</p> <p>Reasons for Designation</p> <p>The Mulberry Harbour (two Phoenix Caissons) at Portland Harbour is listed at Grade II for the following principal reasons:</p> <p>Architectural interest: • For the Mulberry Harbour design as an innovative construction created specifically for its critical role in the invasion of Normandy in 1944; • The caissons survive largely unaltered.</p> <p>Historic interest: • As part of the vital support and supply structure that helped secure an Allied victory in Operation Overlord of June 1944; • The fabrication, deployment and installation of the Mulberry Harbour was a formidable task and testament to the ingenuity and heroism involved in the invasion of Normandy.</p> <p>Group value: • As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships; • Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area, including Portland Castle (Grade I) and the East Weare Defences.</p> <p>History</p> <p>Due to the lack of a suitable port an absolutely essential part of the Allies' planning for the invasion of Normandy in 1944 was the provision of 'Gooseberry' and 'Mulberry' harbours. The 'Gooseberries' were anchorages of calm water formed by sinking a number of ships to form a sea wall off Port-en-Bessin, Varreville, Courseulles and Ouistreham. The 'Mulberries' were altogether more sophisticated pre-fabricated concrete harbours and their design was based on a concept originally proposed by Winston Churchill in 1917 for an operation in the Friesian Islands. 'Mulberry 'A' serving the American forces at Saint-Laurent-sur-Mer (Omaha Beach) and 'Mulberry 'B' serving the British forces at Arromanches (Gold Beach). This was a considerable undertaking: 4,500 men were involved in their construction, and each 'Mulberry' was intended to be roughly equivalent in area to Dover Harbour and be capable of handling 12,000 tons of supplies daily. They consisted of a number of exotically code-named components: 'Phoenix' (a hollow concrete caisson); 'Comcob' (a sunken blockship); 'Whales' (floating pierheads); 'Spuds' (extendable steel legs); 'Beetles' (concrete pontoon barges); and 'Bombardons' (steel mooring buoys).</p> <p>The two operational harbours were built within two weeks. Although "Mulberry "A" had to be abandoned after a storm in late June 1944, Mulberry "B" remained in use for ten months for the landing of over 2.5 million men, 500,000 vehicles, and 4 million tons of supplies. The Mulberry Harbour initiative undoubtedly contributed significantly to the successful invasion of Normandy and the subsequent liberation of Europe.</p>

TOR ref	Description
	<p>Ten of the 'Phoenix' caissons were towed to Portland in 1946 and were positioned to the west of the harbour to protect berthed vessels from prevailing westerly winds. In the early 1950s they provided sheltered protection during the construction of a new pier within Portland's dockyard, known as Queen's Pier, (or 'Q Pier'). Eight of the caissons were then sent by the Admiralty to the Netherlands to repair and block breaches in the dykes, following a great storm in January 1953. Two caissons remain moored about 115m north of Castleton Pier as a reminder of the remarkable technical achievement of the harbours and the Normandy invasion as a whole.</p> <p>Details Two 'Phoenix' caissons of 1944 moored end-to-end.</p> <p>MATERIALS: built of reinforced concrete each weighs 7,000 tons (7,113.8 tonnes). DESCRIPTION: each caisson is rectangular on plan and 12.19m long, 9.14m wide and 12.19m high. Of monolithic appearance, the concrete walls rise above a wider concrete base that provides a walkway around the caisson. At the centre of each end elevation is a vertical concrete pier with an opening to allow passage along the walkway. The pier can be used for ladder access to the roof and there are fixed ladders at the adjacent ends, and a gangplank between the two caissons. Each caisson has steel railings at parapet level and on the roofs are fixings for former 40-mm Bofors light anti-aircraft gun mounted on a squat tower. Internally, they are subdivided into a number of open transverse chambers that could be flooded to sink the caissons to the sea floor to form a breakwater.</p>
LB6	<p>Castletown (South side) Nos.17 and 18 Royal Breakwater Hotel, II Hotel, c 1890 - 1910. Rendered, some brick, slate roofs. A large complex building in three sections: a low service wing at left hand end, lofty twin-gabled centre section, and 3-bay unit to right with deep coved cornice. There are also units in parallel behind, where the building cuts into the steep hillside. The service unit is in two storeys, with a large 4-light casement with transom in broad gable above two 2-light with transom and to stone cills. Lower floor in English bond brick to a brick dentil course, and a dentilled brick eaves moulding, ogee gutters and long hopper heads. High brick stack to swept-down hipped end, and, set back, a 2-storey carriage-house unit fronted by small courtyard, Centre section four storeys, 2-windowed; paired 2-light small-paned casements in timber-framed gables above canted oriels with glazing bar sashes, that to left set on wooden brackets above a 2-light casement with transom, and that to right above slight bow with 5 lights and transome. Ground floor has pair of glazed doors between Gibbsian pilasters, and with modillion cornice, and glazed door flanked by 2-light casements, all in Portland ashlar walling. Right hand unit in three storeys and attic, 3-windowed. Three 2-light casement dormers, alternately pointed and rounded pediments over a deep coved cornice carrying in bold sans serif ROYAL BREAKWATER HOTEL. Then 2-light small -pane casements with aprons above 2-light casements with transom. Ground floor, under continuous modillion cornice and fascia, has 3 large 12-pane fixed casements flanked by paired panelled doors in pilaster surrounds and to curved pediments on scroll supporters, all to ashlar stall riser and responds. Down pipes set to long horizontal hopper-heads. Four brick stacks. Plain return to narrow through-way to right. Interior not inspected. A rich composition characteristic of turn of century design, unaltered in its main frontage facing the harbour. This is one of several hotels and inns which were built in the late C19 to serve the Dockyard.</p>
LB7	<p>1 Castletown, Portland Harbour Summary Former customs house. Mid-to late C19.</p> <p>Reasons for Designation 1 Castletown is listed at Grade II for the following principal reasons:</p>

TOR ref	Description
	<p>Architectural interest: • For its accomplished, formal composition in the Gothic style, and the quality of its decorative detailing; • Good survival of plan form and original fixtures and fittings.</p> <p>Historic interest: • For its role first as a customs house, and then as a police station, in the administration and security of the nationally important naval base at Portland; • The carved royal monogram to the gable emphasises the port's relationship with Queen Victoria and Prince Albert, and their support of the scheme to create a harbour of refuge.</p> <p>Group value: • As part of a largely complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships.</p> <p>History</p> <p>The area around Portland Harbour has historically been recognised as an important military strategic location. The advent of a steam-driven naval fleet in the early to mid-C19 necessitated the storage of large quantities of coal, not only at the dockyards, but also at strategic locations determined by the likelihood of enemy attack and the limited range of the steamship when using its engines alone. Portland, conveniently situated equidistant between Portsmouth and Plymouth and facing the French naval dockyard at Cherbourg, was established as the first naval anchorage specifically designed for the navy's fleet of steam-driven warships, and the necessary breakwaters and coaling facilities were an integral part of the scheme. Suggestions for fortifying the anchorage here were first put forward in 1835. An 1844 survey map of Portland, by surveyor John Taperell, shows the proposed breakwater structures of the scheme designed by the Admiralty's Chief Engineer, James Meadow Rendel. Preliminary works for the breakwaters began in 1847 with the formal construction of the inner breakwater being marked by a ceremony in which HRH Prince Albert laid the foundation stone on 25 July 1849.</p> <p>1 Castletown appears to have been built in the mid-to late C19 to serve the naval base at Portland. It is labelled as a customs house on the first edition (1891) and second edition (1903) Ordnance Survey map, becoming a police station in the early C20 when a new customs house was built to the west, on the opposite side of the road. The late C19 single-storey stone wall to the east concealed a small yard containing a wash house and a coal house. This has been roofed over.</p> <p>Details</p> <p>Former customs house of the mid-to late C19 and former railway station, to the east, of the early C20, with late-C20 alterations and additions.</p> <p>MATERIALS: No. 1, the former railway station, and the flanking walls, are of coursed, rock-faced stone with ashlar dressings. The addition to No. 2 is rendered, and No. 2 is of snecked stone. All have slate tile roofs.</p> <p>PLAN: a linear range that from right (east) to left (west) comprises a single-storey former railway station with flanking walls, a two-bay, two-storey, gabled building (No. 1), and a three-bay, two-storey building with a hipped roof (No. 2).</p> <p>EXTERIOR: the former railway station is a single-storey building with a pitched roof; corrugated iron to the sides and front overhang the canted frontage. To either side, stone walls with coping stones and a central doorway are connected to the railway station with brick. No. 1 is a two-storey, two-bay building with a coped gable to the side (east) and principal (north) elevation. It has ashlar quoins and dressings, plain bands at intervals and a moulded plat and cill band which continue around the cast iron downpipe which has decorative brackets. The ground floor has a framed door with diagonal planks, and a transom light, and to the right a pair of sash windows divided by a hollow moulded transom. All are beneath hollow-moulded, four-centred arch heads with spandrels. At first floor, the window openings have square heads, and the oriel window to the right has a stone tile roof. Above the oriel window is a square recess with a stone shield carved with the royal monogram VR. There is a first-floor sash window to the east elevation, and a tall</p>

TOR ref	Description
	<p>lateral stone stack, with a pair of octagonal shafts, to the west elevation. The rear elevation is blind.</p> <p>No. 2 is a three-bay, two-storey building with a shallow hipped roof; the bay to the left is an early C20 addition, and is rendered. At ground floor there are two pairs of four-light sash windows, and a single sash window to the right (also at first floor), each with a heavy stone cill. The windows to the right are set within moulded stone window surrounds. Both doorways have four-panelled doors; that to the left is beneath a transom light, that to the right has a moulded stone canopy with console brackets. The first floor has a pair of timber bay windows, 1:3:1, supported on wooden brackets. Attached to the rear elevation is an outbuilding.</p> <p>INTERIOR: the interiors have been modernised. No. 1 and No. 2 retain their mid-to late C19 staircase and fire surrounds. There are Art Nouveau, cast-iron fireplaces within the extension to No. 2. The outbuilding to the rear of No. 2 has a late C19 toilet.</p>
LB8	<p>Dockyard Offices (Building 228, Portland Port Business Centre), Main Road, Castletown, Portland, Dorset, DT5 1PA, II</p> <p>Summary Former dockyard engineer's offices of 1848 by John Coode, built to oversee the construction of the breakwaters at Portland Harbour. The building was extended and altered in 1890 and 1910, and later.</p> <p>Reasons for Designation Dockyard Offices, Castletown, Portland is listed at Grade II, for the following principal reasons: Architectural interest: • As a dockyard Engineer's Office dating from the 1840s it is an early example of its type; • Including some architectural detailing and constructed using good quality Portland stone; * Despite considerable alteration it still retains its historic core and the changes to its layout are in line with a building that has been adapted regularly to its evolving use. Historic interest: • As the focal point of the historic breakwater construction overseen by James Rendel and realised by John Coode, who designed this building for his own use and for the day-to-day running of the breakwater construction project over decades. Group Value: • As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships; • Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area, including Portland Castle (Grade I and Scheduled Monument) and the East Weare Defences.</p> <p>History The area around Portland Harbour has historically been recognised as an important military strategic location. The advent of a steam- driven naval fleet in the early to mid-C19 necessitated the storage of large quantities of coal, not only at the Dockyards, but also at strategic locations determined by the likelihood of an enemy attack and the limited range of the steamship when using its engines alone. Portland, conveniently situated equidistant between Portsmouth and Plymouth and facing the French naval dockyard at Cherbourg, was established as the first naval anchorage specifically designed for the navy's fleet of steam-driven warships, and the necessary breakwaters and coaling facilities were an integral part of the scheme. Suggestions for fortifying the anchorage here were first put forward in 1835. An 1844 survey map of Portland, by surveyor John Taperell, shows the proposed breakwater structures of the scheme designed by the Admiralty's Chief Engineer, James Meadow Rendel. Preliminary works for the breakwaters began in 1847 with the formal construction of the inner breakwater being marked by a ceremony in which HRH Prince Albert laid the foundation stone on 25 July 1849.</p>

TOR ref	Description
	<p>In 1859, due to concerns over a possible French invasion, Lord Palmerston, the Prime Minister, instigated the establishment of the Royal Commission on the Defence of the United Kingdom which recommended that vital points along the south coast be fortified. As a consequence large scale construction work took place in and around Portland Harbour from the 1860s, including the continuation of the 1840s scheme to build defensive breakwaters. The inner pierhead fort designed by the Admiralty in 1859 was constructed between 1859 and 1862 and the breakwater fort added to the north end of the outer breakwater was built in 1868-1879.</p> <p>The Dockyard Engineer's Office was a central focal point during this extended period of construction and the projecting bay at the east end of the building was designed to provide views of the breakwaters. The ground and first floors were an office and model room, and the basement was a waiting room for naval personnel consulting the engineers on construction issues. The Engineer's Office was noted as being "a very handsome suite" in the London Daily News of 27 July 1849. The office served its original use until 1890 when a new façade, in a sympathetic style, was added. In 1909/10 the building was extended to the west with an adjoining block, and there were further additions and modifications to its internal layout. There were later alterations in 1948 and a large new block and attached single-storey addition was built to the west in the later C20 when the building served as a naval centre. In the early C21 it is vacant and the fabric in the 1848 building and elsewhere has suffered from water ingress.</p> <p>Details</p> <p>Former dockyard engineer's offices of 1848 by John Coode, extended and altered in 1890 and 1910, and with later C20 extensions and alterations.</p> <p>MATERIALS: the principal elevations are constructed of Portland ashlar with the range to the west rendered. The extensions are built using brick and concrete block. The roofs are covered in slate.</p> <p>PLAN: the principal historic structure is two adjoining buildings attached in-line. The site is split level so that the south front is of two storeys with basement and the north front is of three storeys.</p> <p>EXTERIOR: the façade is split into two distinct sections. The five-bay eastern façade is a front of 1890 to the 1848 office. It is in the Vanbrughian style with a 2:1:2 window arrangement and the central bay is set back under a pediment. The first floor has 12-pane sashes, but the ground floor has replaced C20 windows, all in raised eared plat-band surrounds with three projecting keystones and plain cills. There are central panelled doors in a slightly set forward plain pilaster portico. There is a small plain plinth, heavy pecked rusticated alternating quoins, a mid string course and a modillion cornice. The return to the right (east) has a plain wall with one replacement window to the ground floor, then, very slightly brought forward, a single-bay unit in rusticated quoins with a 12-pane sash in a surround matching the treatment of the façade above a semi-octagonal bay window with 12-pane sashes to the ground and basement floors. There is a cornice and blocking course, which continues to a basement level. Attached to the north east is a large C20 brick addition, of two storeys.*</p> <p>The four-bay west section of the façade is rendered and has 12-pane sashes with a panelled door with transom light in the right bay. There is a mid string course, cornice, blocking course and parapet. The west end of the north front has a similar treatment. The three-bay gabled west front carries a small square clock tower of 1910 and has three 12-pane sashes at first floor under a single sash to the gable, and one at ground floor. The ground floor has a projecting bay to the centre and left and is partly concealed by a later addition. The clock turret has a string course, clocks to all faces, and a low pyramidal slate roof on moulded eaves. The openings across the north front have 12-pane sashes and those to the east have decorative architraves including some rustication. There are later C20 additions on the west front and north side.*</p>

TOR ref	Description
	<p>INTERIOR: many of the historic fittings have been removed or refurbished although some C19/early C20 joinery remains, but much modified. The few remaining fireplaces appear to be of the 1910 phase. Areas of removed render to the north wall indicate that it is the survival of the original 1848 construction.</p> <p>SUBSIDIARY FEATURES: a two storey plus attic office addition of late-C20 date is attached to the south-west corner of the main block via a first-floor bridge.*</p> <p>* Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that these aforementioned features are not of special architectural or historic interest.</p>
LB9	<p>The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort, II</p> <p>Summary The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort. Constructed between 1849 and 1882. Designed by Chief Engineer, James Meadow Rendel, succeeded by John Coode in 1856, and carried out by civil engineer John Towlerton Leather. The outer breakwater fort was designed by Captain E H Steward. Late C19, C20 and C21 alterations and additions. All post-1945 buildings, structures and plant added to the structures are excluded from the listing.</p> <p>Reasons for Designation The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort are listed at Grade II for the following principal reasons: Architectural interest: <ul style="list-style-type: none"> • The huge and impressive engineering feat of constructing the breakwaters; • An innovative combination of Victorian architecture and hydraulic engineering in response to the problems of coaling the increasingly steam-driven navy of the time; • Association with nationally significant engineers, J M Rendel, J Coode and E H Seward; • The good degree of survival. Historic interest: <ul style="list-style-type: none"> • As the first safe anchorage specifically designed to create a harbour of refuge to replenish the navy's fleet of steam-driven warships; • The importance of the mid-C19 coaling shed in the history of the mechanised fuelling of ships; • Fortification of the breakwaters in response to the 1859 Royal Commission on the Defence of the United Kingdom, a nationally important period of England's military history; • Subsequent adaptation to the fortifications to keep pace with advancing military tactics and technology. Group value: <ul style="list-style-type: none"> • As part of a largely complete naval base of considerable importance; • With the Grade II listed late C19 Bincleaves Groyne and North-Eastern Breakwater to the north of the harbour. History The area around Portland Harbour has historically been recognised as an important military strategic location. The advent of a steam-driven naval fleet in the early to mid-C19 necessitated the storage of large quantities of coal, not only at the dockyards, but also at strategic locations determined by the likelihood of enemy attack and the limited range of the steamship when using its engines alone. Portland, conveniently situated equidistant between Portsmouth and Plymouth and facing the French naval dockyard at Cherbourg, was established as the first naval anchorage specifically designed for the navy's fleet of steam-driven warships, and the necessary breakwaters and coaling facilities were an integral part of the scheme. Suggestions for fortifying the anchorage here were first put forward in 1835. An 1844 survey map of Portland, by surveyor John Taperell, shows the</p>

TOR ref	Description
	<p>proposed breakwater structures of the scheme designed by the Admiralty's Chief Engineer, James Meadow Rendel. Preliminary works for the breakwaters began in 1847 with the formal construction of the inner breakwater being marked by a ceremony in which HRH Prince Albert laid the foundation stone on 25 July 1849.</p> <p>The inner and outer breakwater were intended to be straight, but after work began John Coode, Resident Engineer (who succeeded Rendel as the Admiralty's Chief Engineer in 1856) suggested that the outer arm be curved. This was considered as a great improvement by Rendel and the plan of the breakwaters drawn up in 1852 incorporates this amendment. Both breakwaters were constructed from stone brought from the quarries on Portland via an inclined railway and using timber piers, railways and cranes, stone was dumped into the sea from a height and the action of the sea compacted the mass. The breakwaters were very successful, being cheap to construct and effective in providing a harbour of refuge for the ships using the coaling facility.</p> <p>The coaling shed (1856-1860) at the western extent of the inner breakwater and the coaling jetty halfway along the breakwater's length operated to replenish the navy's steam fleet. Coal was lited from colliers berthed at the west end of the storehouse jetty, via hydraulic cranes, into wagons which ran on four sets of rails in the roof of the coaling shed. The coal was then either stored at first-floor level or transferred to the ground floor tunnels from where the wagons carried the coal, via the viaduct, onto the elevated section of the inner breakwater, the Prince Consort Walk, and the coal was transferred to the vessels by hydraulic chutes to ships at the coaling jetty. The coaling operation was regarded as a failure and adaptations were made. By 1869 coal was being unloaded in bags from the sides of the coaling shed by manually-operated winches and berthed at three, timber coaling stages which had been built on either side of the jetty. Lighters would carry the coal out to the ships. These have since been removed and the system was condemned in 1885. The west end of the storehouse jetty was rebuilt in 1906. In 1907 the viaduct, which had carried the rails from the coaling shed to the inner breakwater, was demolished and replaced with a new viaduct with concrete arches faced in ashlar. Four of these seven arches have now (2017) been demolished.</p> <p>In 1859, due to concerns over a possible French invasion, Lord Palmerston, the Prime Minister, instigated the establishment of the Royal Commission on the Defence of the United Kingdom which recommended that vital points along the south coast, including the Royal Dockyards at Portsmouth, Chatham, Plymouth and Portland, be fortified. As a consequence the defences at the port were developed and large scale construction work took place in and around Portland Harbour from 1862, when the Admiralty handed over the site to the war office. This included the advancement of the 1840s scheme to build defensive breakwaters.</p> <p>The inner breakwater fort, a coastal artillery battery at the north-east end of the inner breakwater, was designed by the Admiralty in 1859 and constructed by local builders Jesty and Baker between 1859 and 1862. The war office completed the fort in 1866. The armament rapidly became obsolete due to military advances and between 1897 and 1899 the fort was upgraded and the five north- eastern chambers of the inner breakwater were adapted to provide accommodation and a cookhouse, and latrines were added. In 1902 a concrete glacis, a sloping structure, was added to the seaward side of the fort incorporating positions for two 12-pounder quick-firers and a Maxim gun as part of its anti-torpedo defences. These were removed by 1919 and it was rearmed with 6" and 9.2" breech loading guns. During the Second World War it was equipped with a 40mm Bofors gun.</p> <p>The outer breakwater fort was added to the north end of the outer breakwater in 1869-1882. It was originally designed by Captain E H Steward in 1857 as a casemented granite structure, but it was amended to a single-tier stone and iron fort armed with fourteen, 12.5 rifled muzzle-loading guns, installed between 1874 and 1875. To install the guns the L-</p>

TOR ref	Description
	<p>shaped jetty was added to the breakwater, extending from the fort's entrance, and including rails to transfer the guns to the fort. The guns themselves were powered, supplied with ammunition, and operated, using a steam engine that was installed at the fort in 1884. In 1900 the gun floor was altered for the installation of two, 12-pounder quick-firer guns, which were also installed on the jetty. In 1907 the fort's armament was replaced and the remaining rifle muzzle-loading guns were broken up and discarded; some of the remains are evident on the seaward side of the outer breakwater.</p> <p>There are a number of additional buildings added around the outer breakwater fort and to the jetty, as well as the northern end of the breakwater. The rendered brick buildings largely date from the First World War, and the breeze block, concrete and steel constructions from the breakwater's re-use during the Second World War. A plan of 1947 shows the function of each of these buildings. By 1956 the fort was abandoned as a coastal defence, and the breakwater as a coastal watch.</p> <p>Details</p> <p>The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort. Constructed between 1849 and 1882. Designed by Chief Engineer, James Meadow Rendel, succeeded by John Coode in 1856, and carried out by civil engineer John Towlerton Leather. The outer breakwater fort was designed by Captain E H Steward. Late C19, C20 and C21 alterations and additions. All post-1945 buildings, structures and plant added to the structures are excluded from the listing.</p> <p>PLAN: the inner breakwater, inclusive of the storehouse jetty which forms the return to the west into The Camber, and the inner breakwater fort at the outer (north-east) end, is a total length of approximately 750m. Separated by the South Ship Channel, the outer breakwater forms a continuation of the inner breakwater and runs from south to north, curving towards the west at its southern end. At the northern end is the outer breakwater fort, and extending to the south-west is the L-shaped jetty. The outer breakwater has a total length of approximately 1820m.</p> <p>DESCRIPTION</p> <p>The STOREHOUSE JETTY at the western extent of the inner breakwater is constructed of large, bolstered roach stone blocks to a battered face. The west end has been rebuilt (1906). There are some of the timber stubs of the mid-C19 coaling stages to either side. The COALING SHED is constructed of Portland rubble stone with ashlar dressings, and originally had a slate roof; it is now corrugated iron. It is a long 11-bay stone structure arranged in two parallel ranges with gabled west and east ends; the east gable has been rebuilt in brick above the eaves line. The roof is divided by two raised and coped 'party divisions' which do not correspond with the main bay articulation. The south elevation has eleven sunken panels, divided by a high band, and a series of segmental-headed openings near ground level, and four larger openings in bays 3, 4, 6 and 8. At the right-hand end is a single-storey, breeze-block addition. The north elevation is as the south, with the addition of two staircases to the upper doors. The west gable has a pair of large lunette windows, beneath which are the timber stubs of the platform used to transfer coal to the shed. Both the west and east end have three, ground- floor arched openings with keystones; the central arch is wider than the outer two and corresponds to the layout of the internal tunnels. The ground floor of the coaling shed has a main axial brick-vaulted tunnel with stone surrounds to segmental-arched openings leading into the narrower side tunnels. The upper floor of the coaling shed, originally a coal store, is divided longitudinally by raised baulks and heavy axial timbers with braces supporting a double king post roof with joists in iron shoes. The rails for the former coal wagons and other original parts of the coaling system also remain. The lube oil storage tanks to the eastern end of the coaling shed and the alterations to provide office accommodation are not of special interest and excluded from the listing.</p>

TOR ref	Description
	<p>The INNER BREAKWATER continues towards the east, and its stone construction has large bolstered stone blocks to a battered seaward face. The upper, elevated section is the Prince Consort Walk and at its western end is a carved commemorative stone. On its west face is the Royal Coat of Arms and on the north face is the inscription: FROM THIS SPOT / ON THE 25TH JULY 1849 / HIS ROYAL HIGHNESS PRINCE ALBERT, / CONSORT OF QUEEN VICTORIA / SUNK THE FIRST STONE OF THIS BREAKWATER. / UPON THE SAME SPOT / ALBERT EDWARD, PRINCE OF WALES, / ON THE 18TH AUGUST 1872 / LAID THIS LAST STONE / AND DECLARED THE WORK COMPLETE. / THESE ARE THE IMPERIAL WORKS / AND WORTHY (OF) KINGS.</p> <p>The east face is inscribed: JAMES MEADOW RENDEL / DESIGNED THIS WORK / AND DIRECTED ITS EXECUTION / TILL HIS DEATH IN 1856. / JOHN COODE, / THE RESIDENT ENGINEER FROM ITS COMMENCEMENT, / THEN SUCCEEDED TO ITS CHARGE / AND COMPLETED IT. / J.T. LEATHER WAS THE / CONTRACTOR FOR THE WORK.</p> <p>The inner face of the breakwater has brick-vaulted, stone storage chambers with segmental arched openings with keystones. The chambers are divided by battered piers. Some of the openings have been walled across with brick or concrete, and some have had modern plant inserted, these later alterations are not of interest and excluded from the listing. Above is a stone cornice, and projecting from and beneath the cornice are the timber stubs of the staging that supported the hydraulic chute system to the COALING JETTY where coal was transferred to the ships. The inner walkway is paved with stone setts; although the inner section is now covered with tarmac.</p> <p>The INNER BREAKWATER FORT is built of roach stone and granite. The circular fort has a diameter of 35m and is accessed from the breakwater via a stone staircase and wooden bridge, replacing an earlier sliding bridge. To either side of the drawbridge are flanking walls with granite cones projecting from the coping stones. A segmental arched opening, partially infilled with brick, gives access to the gun floor that retains the shell and cartridge hoists from 1897, the mountings for the quick-firers, and the concrete glacis, a sloping surface, to its southern side. A plaque has been added to the gun floor inscribed:</p> <p>THIS STONE COMMEMORATES THE VISIT BY / HIS ROYAL HIGHNESS / THE PRINCE PHILIP DUKE OF EDINBURGH / ON 14TH JULY 1999 / TO CELEBRATE THE 150TH ANNIVERSARY OF / THE LAYING OF THE FIRST STONE OF / THE PORTLAND BREAKWATERS / BY / THE PRINCE ALBERT THE PRINCE CONSORT</p> <p>To the centre of the gun floor is an iron cover which provides access to the magazine below. The magazine has a cross plan with a stone spiral staircase within a brick stairwell to its centre. The southern arm has been filled with concrete as has part of the eastern arm but it retains cartridge and shell stores.</p> <p>The OUTER BREAKWATER similarly consists of an inner pier and an elevated section on the seaward side. It is built of large boulders, and the outer face is sloped towards the sea and is mortared in places. The inner face of the elevated section is largely of cut, and coursed stone, with some sections of strewn boulders. There is evidence of repair and rebuilding along its length. On the elevated section survive some of the timber piles for the original staging for the rails, and there are baulks of timbers. The circular pierhead at the south end is faced in granite and has a Second World War concrete searchlight, as well as the winches and bollards associated with working the boom that closes the South Ship Channel. Behind the pierhead is a small landing stage, and a ramp along the inner face of the breakwater. There are the ruins of an unroofed, ashlar building. Further towards the north are C20 searchlights and observation posts. And at the northern end, which terminates with the outer breakwater fort, are a series of C19 and C20 buildings of brick, stone and concrete which includes a single-storey, four-bay building of rusticated stone with ashlar to the openings, and internally, a fireplace and niches. To the inner face of the outer breakwater, at the northern end, is a triangular landing platform.</p>

TOR ref	Description
	<p>The OUTER BREAKWATER FORT is constructed on a concrete substructure that is faced in granite. Above is the cast iron fort which comprises two rings of iron box-girders, supplied by Jeavons & Co. of Millwall, fanning from a central, octagonal well. The walls are three thicknesses of 15cm iron plates, supplied by Messrs Brown of Sheffield. The iron roof is capped with concrete, and on top of the roof is a Second World War pre-cast concrete coastal artillery searchlight.</p> <p>Internally, the central well is faced with ashlar with rusticated Roach stone forming the quoins and keystones to the arched openings to the gun rooms and ports for fourteen guns. There is concave fluting to the sloping ceiling to the gunports, supported by pillars between the casements. The lower level has shell and cartridge stores and separate passages and lifts for both. To the centre is the former engine room. Both levels of the fort are connected by a spiral cast-iron staircase. The fort retains many fixtures and fittings including doors, slatted timber floors to guard against explosions, pegs for hanging clothes changed when ammunition was being handled, and an original lamp in the lamp passage, as well as shell hoists.</p> <p>The buildings to either side of the ramp leading from the west entrance of the fort to the L-shaped jetty, are early-C20 garrison buildings. The ramp leads down to a two-tier structure. On the upper floor is a late C19 gun emplacement with associated magazine stores and a C20 concrete-rendered brick building added to the ground floor of an earlier stone building. To the lower floor are three segmental arched openings, behind which are stores and ablutions. The position of the capstan and winch which transferred the guns onto rails up the slow-rising staircase and ramp to the right, is evident in grooves to the side of the jetty. The jetty continues to the west over three segmental arches with quoins and keystones. Above is a flat-roofed, altered, brick building and a three-bay, flat-roofed stone building with rusticated quoins to the openings. To the rear wall of the jetty are the winches for the boom. The jetty continues to the south.</p> <p>Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that all post-1945 buildings, structures and plant added to the inner and outer breakwater, the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort are not of special architectural or historic interest. These include: the small brick lean-to attached to the east end of the coaling shed; the oiling jetty, attached to the storehouse jetty; the detached late-C20 building with corrugated iron roof to the east of the coaling shed; the brick and concrete walling across the openings of some of the storage chambers and the inserted modern plant; the fuelling jetty and associated pipelines; the mid-C20 building, known as the salvage shed, attached to the inner face of the inner breakwater, at its eastern extent.</p>
LB10	<p>INCLINE ROAD, H.M. Naval Base (South side) East Weare Batteries at SY 694 741, GV II</p> <p>Disused gun emplacement. c1870. Portland stone, some concrete and iron. Remains of 3 platforms plus magazine. A central magazine with earth-covered revetment has a platform on the axis to the NE, flanked by a platform to each side at 30 degrees; behind the magazine on the main axis is a small single-celled unroofed building. All is sunk into the slopes of The Verne on its N side and with a series of sunken passageways surrounding the central mound. The central platform has a semi-circular end in ashlar to a heavy rounded parapet at ground level; there are 4 vertical embrasures with segmental heads alternating with 5 mid-height square recesses with iron bolts and rings. To each side a straight run of rock-faced masonry wall runs approx 8m at approx 2.5m height to a bold weathered coping, and returns at an obtuse angle for approx 8m at same height, each with a central deep square recess at pavement level. The centre of the emplacement has a raised circular base in stone and concrete, with a central iron pivot or spigot, and a ramp towards the magazine mound. Each of the flanking platforms has a semi-octagonal termination. Each emplacement has a small stone plaque inscribed: LEVEL OF TOP OF RACER ABOVE HWM 216 FT. Axially to the SW is the mound over the magazine, with a small square vent in rock-faced stone. Retaining the mound on the SW side is an ashlar</p>

TOR ref	Description
	<p>wall approx 20m long and 4.5m high, raked at either end above paired arched openings with bold rock-faced jambs and voussoirs; openings filled with concrete blockwork. Remains of a square-plan building approx 4m SW. The battery can be seen from the higher slopes of The Verne and commanded Portland Harbour to its SE.</p>
LB11	<p>Battery approximately 160m NE of East Weare Camp, II</p> <p>Summary A large battery and magazine store with four gun positions originally constructed in the 1860s, altered during the 1880s and again at the end of the C19.</p> <p>Reasons for Designation The 1860s battery approximately 160m north-east of East Weare Camp, formerly known as Battery C, is listed at Grade II for the following principal reasons:</p> <p>Architectural interest: • As a good example of a battery dating from the 1860s, with some architectural detailing and use of good quality Portland stone; • For the good degree of survival of historic fabric, and the legibility of its layout.</p> <p>Historic interest: • As part of the C19 and earlier defences at East Weare, which played an important role in British naval history.</p> <p>Group value: • As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships; • Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area.</p> <p>History The area around Portland Harbour has historically been recognised as an important military strategic location. The advent of a steam-driven naval fleet in the early to mid-C19 necessitated the storage of large quantities of coal, not only at the Dockyards, but also at strategic locations determined by the bases of a likely enemy attack and the limited range of the steamship when using its engines alone. Portland, conveniently situated equidistant between Portsmouth and Plymouth and facing the French naval dockyard at Cherbourg, was established as the first naval anchorage specifically designed for the navy's fleet of steam-driven warships, and the necessary breakwaters and coaling facilities were an integral part of the scheme. Suggestions for fortifying the anchorage here were first put forward in 1835. An 1844 survey map of Portland, by surveyor John Taperell, shows the proposed breakwater structures of the scheme designed by the Admiralty's Chief Engineer, James Meadow Rendell. Preliminary works for the breakwaters began in 1847 with the formal construction of the inner breakwater being marked by a ceremony in which HRH Prince Albert laid the foundation stone on the 25th July 1849.</p> <p>The defences at East Weare, to the south of Portland Harbour, were also developed around this time and the Verne Citadel fort (1857-1881) and East Weare Battery (1862-1869) were constructed. East Weare Camp was established around 1880 and from 1889 the rifle range was built. The building of Verne High Angle Battery in 1892 and Upton Fort in 1902 demonstrate the continuing importance of Portland as a strategic location.</p> <p>Five batteries were completed at East Weare between 1862 and 1869; these were armed with 9in and 10in rifled muzzle loading (RML) guns, and varied in size and plan. They were arranged on the north east slopes of Portland, overlooking the harbour. A series of photographs taken in 1877 show the completed batteries as originally built, with gun positions located and magazine stores behind them, concealed by angular earth mounds.</p> <p>Due to continually advancing technology, the batteries quickly became outdated and had been updated by 1886 to take C pivot 9in RMLs. Towards the end of the C19 this battery,</p>

TOR ref	Description
	<p>known as C Battery, was altered again so that the two centre gun positions took 10in RMLs.</p> <p>Details A large battery with magazine store and four gun positions originally constructed in the 1860s, altered during the 1880s and again at the end of the C19. MATERIALS: the magazine stores and gun positions are constructed of stone, with some later alterations in concrete. The stores are concealed under a large earth mound. PLAN: the magazine is roughly square on plan with a central corridor running north-south, accessed from the south. The four gun positions lie to the east of this. EXTERIOR: the exterior of the magazine stores is mostly concealed by the earth mound. The gun positions to the east are aligned roughly north-south with roughly equal distances between them, and are connected by a substantial stone wall. This wall has square recesses along its length. The gun positions have sections of both stone and concrete, and some retain iron tethering rings and mounts. INTERIOR: the magazine is entered through a door on its south side, which opens into a wide corridor with stone walls and brick vaulted ceilings. Off the corridor are smaller rooms which were used as a shell store and cartridge store. These rooms have their original doors surviving. There is a lamp passage to the rear.</p>
LB12	<p>East Weare Camp, Incline Road, II</p> <p>Summary A defensible barracks built in 1870-80 constructed of local stone and overlooking Portland Naval base.</p> <p>Reasons for Designation East Weare Camp, Portland is listed at Grade II, for the following principal reasons:</p> <p>Architectural interest: • As a rare C19 defensible barracks adopting an original design in response to its required function overlooking Portland Naval Base; • Including some architectural detailing and constructed using good quality Portland stone; • Despite considerable dilapidation it still retains a legible layout and a substantial proportion of its principal structure.</p> <p>Historic interest: • The C19 and earlier military defences at East Weare and the surrounding area have an important role in demonstrating British naval history as it developed, particularly in response to innovation brought about by the Industrial Revolution.</p> <p>Group Value: • As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships; • Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area, including Portland Castle (Grade I and Scheduled Monument) and the Verne Citadel.</p> <p>History The area around Portland Harbour has historically been recognised as an important military strategic location. The mid-C19 was marked by a period of growing political and military concern over French foreign policy and an arms race developed between the two nations. In 1845 the Royal Navy established a base at Portland, constructing a new harbour where its fleet of steam-driven warships could be replenished with coal. In 1859, due to concerns over a possible French invasion, Lord Palmerston, the Prime Minister, instigated the establishment of the Royal Commission on the Defence of the United Kingdom which recommended that vital points along the south coast, including the Royal Dockyards at Portsmouth, Chatham, Plymouth and Portland, be fortified. As a consequence the defences at East Weare, to the south of Portland Harbour, were developed and the Verne Citadel fort (1857-81) and East Weare Battery (1862-9) were constructed. In circa 1880</p>

TOR ref	Description
	<p>East Weare Camp was established and from 1889 the rifle range was being built. The building of Verne High Angle Battery in 1892 and Upton Fort in 1902 demonstrates Portland's continuing role as an important strategic location.</p> <p>East Weare Camp, a self-defensible detention barracks, provided secure accommodation for the gunners and garrison of the East Weare Batteries, A-E. This is the only known example of this type of small defensible barracks. A range finding station and observation post were built near East Weare Camp in c.1901. Converted to coastguard use in 1914, East Weare Camp has had successive adaptations and alterations during the C20. By 1991 it had fallen out of use, was dilapidated and subject to vandalism. In 1995, a modern steel structure was erected over the south-west range in order to shield the failing original roofs. The site left Ministry of Defence ownership in 1995 and since that time minimal remedial works have been carried out to the barracks and the fabric of the buildings has continued to decline.</p> <p>Details A defensive barracks of c.1870-80, later converted for coastguard use, and with subsequent adaptations. MATERIALS: constructed of snecked and dressed rubble, some slate roofs remain. PLAN: two rectilinear buildings set at opposing positions on a levelled slope and adjoined by an enclosure wall to form a quadrangular camp of c.35m square. There are projecting corner units to the south and north and the remains of other structures within the courtyards. East Weare Camp is set well up on the slopes of The Verne, c.175m to west of Incline Road. It is approached by a climbing zigzag route. DESCRIPTION: the principal south-west front is a broad single-storey elevation. The central entrance has a wide semi-circular arch in heavy pecked rusticated quoins, voussoirs and keystone under heavy roll-mould coping. The door is set slightly forward and rises above the enclosure wall, although partially covered by the apron of a modern steel structure that provides weather protection for the failing roofs. There are various blocked openings to all elevations, some with remains of timber window units. The lintels have been raised above inserted gun ports and iron plates cover the musket slits. The main elevations have chamfered cills and cast-iron vents at upper level between the openings. The wall is crowned in a heavy roll-mould cornice. The entrance is flanked within by hipped slate-roofed workshops, now in a state of collapse, and the entry arch is repeated on the courtyard side. The entrance to the north-west workshop has two cast-iron columns standing on pad stones and supporting the remains of a former roof structure. Each workshop has a stone division wall incorporating a chimneybreast for a fireplace on each side. There are other C19 iron fixings remaining such as door pintles and some floors are still covered in flag stones. A roofless brick addition is attached to the north west, extending along the enclosure wall to the edge of the lower section of courtyard, which is accessed by steps.</p> <p>The enclosure walls to north-west and south-east sides are ramped down from the workshops to the barracks. The north-east building is a former barrack block, also with a heavy roll-mould cornice. To the left the lower openings are blocked and at upper level is a series of deep-set cast-iron windows. To the centre and right are various openings and a structure at upper level with external stairs probably relates to the later coastguard observation point. The outlook tower in the east corner of the courtyard is also part of this later use of the site. The north-east barracks building could not be internally inspected due to unsafe structure. All of the buildings have suffered some degree of collapse and been subject to vandalism. The site is generally overgrown making complete external inspection impractical.</p>
LB13	<p>Battery approximately 80m SE of East Weare Camp, II</p> <p>Summary A large battery dating originally from the 1860s, altered during the 1880s and again during the C20. It is located on the NE side of the Isle of Portland.</p>

TOR ref	Description
	<p>Reasons for Designation</p> <p>The 1860s battery approximately 80m south-east of East Weare Camp, formerly known as Battery A, is listed at Grade II for the following principal reasons:</p> <p>Architectural interest: • As a good example of a battery dating from the 1860s, with some architectural detailing and use of good quality Portland stone; • For the good degree of survival of historic fabric, and the legibility of its layout.</p> <p>Historic interest: • As part of the C19 and earlier defences at East Weare, which played an important role in British naval history.</p> <p>Group value: • As part of a complete naval base of considerable importance, specifically designed as the first safe anchorage for the replenishment of the navy's fleet of steam-driven warships; • Portland Harbour and the nearby coast of the Isle of Portland has a significant collection of designated assets associated with the military history of the area.</p> <p>History</p> <p>The area around Portland Harbour has historically been recognised as an important military strategic location. During the mid-c19, a period of growing political and military concern over French foreign policy led to an arms race between the United Kingdom and France and in 1845 the Royal Navy established a base at Portland, constructing a new harbour where its fleet of steam-driven warships could be replenished with coal. In 1859, due to concerns over a possible French invasion the Prime Minister, Lord Palmerston, instigated the establishment of the Royal Commission of the Defence of the United Kingdom, which recommended that vital points along the south coast, including the Royal Dockyards at Portsmouth, Chatham, Plymouth and Portland, be fortified. As a consequence, the defences at East Weare, to the south of Portland Harbour, were developed and the Verne Citadel fort (1857-81) and East Weare Battery (1862-69) were constructed. East Weare Camp was established c.1880 and from 1889 the rifle range was built. The building of Verne High Angle Battery in 1892 and Upton Fort in 1902 demonstrate the continuing importance of Portland as a strategic location.</p> <p>Five batteries were completed at East Weare between 1862 and 1869; these were armed with 9in and 10in rifled muzzle loading (RML) guns, and varied in size and plan. They were arranged on the NE slopes of Portland, overlooking the harbour. A series of photographs taken in 1877 show the batteries as originally built, with gun positions located with the magazine stores behind them, concealed by angular earth mounds.</p> <p>Due to continually advancing technology, the batteries quickly became outdated and had been updated by 1886 to take C pivot 9in RMLs. The two batteries at the southern end of the site, which were at that time known as A Battery (the furthest south) and B Battery, were again updated c.1890; Battery B then having three 10in RML guns and Battery A with two 10in RMLs.</p> <p>A final upgrading took place between 1899 and 1901. A Battery was converted at this time to take two 9.2in breech loading (BL) guns, and three 6in BL guns were installed in B Battery. New magazine stores were constructed and the original magazine became the sergeant's mess and quarters. From this time on it seems that the two were collectively known as A Battery. A series of hand-drawn plans thought to date from the end of the C19 and the early C20 shows the batteries as altered at that time and much as they survive today.</p> <p>The batteries ceased active military service after 1945, and were for some time used for Royal Navy training exercises, including disaster relief and riot training.</p>

TOR ref	Description
	<p>Details</p> <p>A large battery dating originally from the 1860s, altered during the 1880s and again during the C20. It is located on the NE side of the Isle of Portland.</p> <p>MATERIALS: the battery has magazine stores constructed primarily of stone under earth mounds, with gun positions of concrete and stone.</p> <p>PLAN: the battery is entered from the north along a vehicle track which passes garrison buildings and the former Battery B (not listed); south of these is a freestanding, L-shaped building and the magazine stores which are housed within a large earth mound. This has an internal corridor running roughly north - south with the stores accessed off it. The two gun positions lie to the east.</p> <p>EXTERIOR: there is a small, L-shaped building of coursed stone at the north-west corner of the magazine stores. This has a ramped parapet wall, individual door and window openings corresponding to the rooms within. This survives relatively intact from the original 1860s construction.</p> <p>To the south, the large magazine store is housed underneath an earth mound. The western part of the magazine sections of stone elevations with arched openings which give access to the corridor within. The walls are of coursed ashlar stone with some later brick repairs.</p> <p>To the east there are two gun positions from the rebuilding c.1900, mostly of concrete with some surviving ironwork and curving passages to the sides with sections of collapsed ceiling.</p> <p>INTERIOR: The northern L-shaped building has four rooms, each with their own external access. Some of these rooms have later fireplaces inserted.</p> <p>In the main magazine building there is a series of six barrel-vaulted rooms which are accessed from a long internal passage. These rooms were shell stores and cartridge stores, with a shelter for men at the southern end. The walls are mostly of stone, with brick vaulted ceilings, and some rooms retain timber doors, some with painted signs. At the end of each room is a small opening, with a lighting passage beyond. To the east there are believed to be further subterranean stores (not inspected).</p>
LB14	<p>The Verne, The Citadel, North Entrance, GV II*</p> <p>Entrance to former military citadel, now prison. Dated 1880, possibly from the office of Capt. E Crossman, RE, general designer of The Citadel. Portland ashlar. Bold elliptical moulded arch set between broad plain abutments with plinth and small recessed gun slit, and under heavy attic course on roll-moulding; return each side to main retaining and abutment walls of The Citadel. Above the crown of the arch a high relief carved Royal Arms. Inner order of moulded arch on responds and with pair of iron gates and side railings opens to barrel-vaulted section with 3 cross ribs, then lower segmental moulded arch with square head and spandrels with VR 1880 beneath 4 recessed vertical gun slits. This gives to long barrel-vaulted tunnel through which the road climbs to the inner arch which is semi-circular with heavily rusticated quoins and voussoirs set in rock-faced squared stone under heavy roll-mould parapet; from the E side a long flight of plain stone steps between ashlar walls to weathered copings descends to roadway from main Citadel level.</p>
LB15	<p>The Verne, Railings at approach to The Citadel North Entrance II</p> <p>Railings to road edge. c 1880. Cast iron. Run of c 130m length of railing on east side of approach road to prison North Entrance (qv), returning on curve to finish c 35m NW from Entrance. Series of 33 bays each c 3.7m, with bold standards c 1.2m high, circular, but to square base, centre block and crown; the crown also with ball and spikes. Most of the top blocks also carry VR in sunk panel. Two continuous horizontal rod rails c 500mm diameter, partly C20 replacements. All set to concrete curb. A well-maintained run of robust railing forming part of the original construction at The Verne. Included for group value.</p>
LB16	<p>The Verne, Governor's House II</p> <p>Detached house, formerly for Governor of the Verne Citadel. c 1870, by Col. Cox, RE. Ashlar, slate roof. A principal square block with lower elements to east and north-west; main entrance to south and secondary entrance to office in north-west wing. Enclosed</p>

TOR ref	Description
	<p>service yard to north. Main block is two lofty storeys. Ground floor heavily rusticated, with plinth, and plat bands at first floor and as cill band to upper windows, heavy bracketted eaves to hipped roofs. Front (south) is 3 windowed with glazing-bar sashes, arched to ground floor and in projecting rusticated jambs and voussoirs; this continued in set-back lower wing to right, in two bays, but upper windows with raised semi-circular gables with moulded coping. Panelled door to fanlight in bay 3 of main block. Wing return to right has 1-storey hexagonal bay to hipped roof under sash and gable as front; left return has 1 and 2-light casement at each level, then panelled door with fanlight in rusticated jambs and voussoirs to small projecting unit. Centre of main block has square stack with heavy capping, and a further lofty stack on north side. The service yard retains a coal bunker with shaped slab capping. Interior not accessible. A very mannered design in an exposed position near the south-east sally port to the fortress; unoccupied at the time of survey (May 1991).</p>
LB17	<p>The Verne, Reception Centre, GV II Prison Reception Centre. c 1865, possibly by Capt. W. Crossman, RE, general designer of The Citadel. Portland stone, asbestos-cement slate roof. A single-storey L-plan structure, the N/S wing projecting forward of the wing to its left; small projecting porch to front and to right return at front corner. Main front is 3+2 windows, all late C20 good glazing-bar sashes with deep stooled cills. To left are three arched lights, then arched doorway to right in projecting porch, these all with heavy rusticated surrounds and keystones; to right a pair of sashes in plain wall. Right return has arched opening in projection, formerly door, now sash, and a door and two further sashes, plus flat-roofed projection. Windows to flat lintels have slightly rounded angles at the heads of openings. Hipped low-pitch flat roofs, on modillion cornice, and all set to high plain plinth, with rusticated quoins to corners above plinth. Interior not accessible for inspection. All carried out in the style characteristic of The Citadel in the late C19, with excellent late C20 replacement sashes worked by prisoners here.</p>
LB18	<p>The Verne, Gymnasium GV II Prison gymnasium. c1865, probably by Capt. W. Crossman, RE, general designer to The Citadel. Portland stone, mostly rusticated, asbestos-cement slate roof. Single-storey rectangular building. East gable has 3 arched openings above the entrance, with paired sashes, and low stack at gable apex. S front, partly concealed by late C20 flat-roofed addition is 2:2:3 windows with arched heads over paired casements plus lunettes, and to heavy stooled cills; central eaves stack with lofty shaft and block modillion capping. W gable in heavy rock-faced masonry with central buttress. Plinth, raised coped verges. Interior not inspected. A vigorously detailed building typical of RE work at The Verne.</p>
LB19	<p>The Citadel, SW and SE Casemates GV II* Military casemates. c 1860. Probably by Capt. W. Crossman, RE, general designer of The Citadel. Rusticated Portland ashlar, turf and grass roof. Two long and one shorter runs of continuous casemates to the south-west and south-east edge of the Citadel enclosure. The structure is backed by high earth mounds, standing above the very deep surrounding ditches, so that only one face is exposed; the short south casemate, connecting the two longer units, lies immediately adjacent to the South Entrance (qv). Continuous high wall in rusticated ashlar, with heavy weathered coping on deep moulding, carrying square stacks to flat pyramidal cappings, above 3-course plain band and a string with bold cavetto-mould immediately above stepped voussoirs to main arches. Segmental arches carried to broad responds, over a Diocletian window. Main opening has bold projecting square porch with tall rectangular light to face, and heavy door under transom-light on return. The porch is flanked by a tall rectangular light each side; many of the porches missing at time of survey (May 1991). The SW casemate has, returning at right angles to the N, a length of plain stepped walling to a heavy capping then 35 arches; the S run has 10, and the SE has 17. On the splayed length of wall connecting SW and S casemates is a large segmental opening over a flight of stairs to heavy stone balustrades, flanked by paired doors under fanlights in rusticated surrounds with voussoirs set within segmental arches linked with the centre. Each casemate has a deep, narrow compartment enclosed and vaulted in Portland stone. This remarkable run of structures enclosing the main central area of The Citadel is</p>

TOR ref	Description
	vigorously detailed, and on a characteristically grand scale, lying above the very deep surrounding Ditches, and modelling the landscape in views from many parts of The Island.
LB20	<p>The Verne Chapel GV II</p> <p>Prison chapel, formerly Officers' Mess. c 1865. Possibly by Capt. W. Crossman, RE, general designer to The Citadel. Portland stone with roach stone rustication, slate roof. Long narrow block, main axis E/W. Central porte-cochere south side, 2+3 windows, all C20 steel casement, segmental-headed double doors in porte-cochere with arched openings, 2 to S and 1 to E and W. Modillion cornice and blocking course. Back of building plain, some repairs after wartime bomb damage, 3 eaves stacks with cappings. Interior much modified, but retains 3-arched screen to paired columns at east end. The detail is clearly from the same hand as Officers' Block B (qv); from remaining foundation walls to the north it would seem that a U-plan block was originally intended, but there is not evidence of further progress.</p>
LB21	<p>The Verne Officer's Block GV II</p> <p>Officers' accommodation, now part of prison accommodation. c1865, possibly by Capt. W. Crossman, RE, general designer of The Citadel. Portland stone with heavily rusticated roach stone to ground floor and ashlar first floor, slate roof. A flat 'H' plan with principal axis N/S, single-storey central porch to the W and two-storey service unit centrally to the east. Two storeys, 2:5:2 windows. All plate-glass sashes in arched heads and bold rusticated surrounds with keystones; north end is in three bays, all blank openings except to centre of ground floor. Arched doors to west porch. Plinth, first-floor band, heavy modillion cornice and blocking course; cills are c 300mm deep, with central roll-mould. Flanked east and west by blast bunkers, this is all presented with great vigour, but is a controlled design. The interior not available for inspection.</p>
LB22	<p>The Verne Blacksmith's Shop GV II</p> <p>Former racquets court, now prison blacksmith' shop. c 1875. Probably by Capt. W. Crossman, RE. Portland stone, all in rock-faced finish, corrugated asbestos-cement roof. Long rectangular building in two storeys and 7 bays, on N/S axis. North gable in 3 bays with arched openings to first floor, filled with glass block, and to very heavy cills, above one light to a cambered head, and a wide garage opening to concrete lintel. Moulded string, raised coped verge and apex stack with cavetto capping, above an oculus. On the W side a prominent steel stair rises to a central door at first-floor level, which has a series of pilasters to recessed panels, the upper half set back slightly from lower half. East side similar, without stair. Interior not inspected. Like other buildings in The Verne complex, a very vigorously detailed building from the RE office.</p>
LB23	<p>The Verne (North side) The Citadel, South Entrance GV II*</p> <p>Gatehouse to citadel, now prison. Dated 1881, possibly from office of Capt. E Crossman RE, general designer of The Citadel. Portland ashlar. Long narrow entrance corridor has at S end a round arch over main plank doors, with heavy rusticated quoins and voussoirs beneath carved panel with VR 1881 to heavy roll-moulded gable and flat parapet top. Arch approached over C20 concrete bridge to large landing on very deep substructure; this has heavy rock-faced masonry to S with deep and lofty blind arch, returning left to plain wall and parapet above heavy roll mould which continues on three sides at this level. Right return has plain walling with various slits and openings dropping into deep ditch. The left return of the main building continues c 100m in plain ashlar to roll-mould top, with various segmental-headed openings. The whole is roofed in turf, and runs back to the SW casemates (qv). Very dramatically set above the S and SE Ditches.</p>
LB24	<p>The Verne (West side) The Citadel, disused battery approx 150m SES of South Entrance GV II</p> <p>Disused artillery battery. Dated 1892 and 1898. Portland stone, concrete, brick; tunnels roofed in earth and grass. A large artillery complex outside the main confines of the Verne, with 2 single emplacements and a run of 6 linked by three tunnel runs, and based on series of entrenchments c 4.5 m wide; long N/S run c 120m dying out to north, 3 E/W arms, and a projecting curved arm of c 55m running out at S/W limit. Retaining walls to trenches in good ashlar, rough coursed stone, or brick variously, and rising to c 1.6m on average. At E end of northernmost arm, and at extreme of SW arm are single</p>

TOR ref	Description
	<p>emplacements in concrete and brick, with set of concrete steps giving to trench; series of 6 emplacements to SE with flat concrete top, linked by bridge to ramp, with narrow gauge rails along top and to ramps, also in trench, passing into tunnel entries N and S. The semicircular emplacements all have two concentric rows of hexagonal-headed fixing bolts at base. A cast concrete barrel-vaulted tunnel runs N/S in two sections; that to N has pedimented arched entries set back in raked revetments, all rendered, at each end, with square panel to pediment inscribed VR 1892 over round arch with iron railed openings. Middle section of tunnel has similar entries but to flat parapet over segmental arch, down 8 steps to bricked-up openings, dated VR 1898. Third tunnel runs in an arc W to E, with 1892 pedimented entries as at north end. Near the S end of the main N/S trench are two blockhouses, both to heavy rock-faced stone quoins, and with flat roofs contained with blocking of large Portland slabs over heavy square cornice, all former door or window openings blocked. That to N is in ashlar, and to S is scribed rendering. This was a substantial emplacement, now outside the main body of The Verne fortifications and freely accessible to pedestrians.</p>
LB25	<p>New Ground, Yeates, Bridge at SY 6926 7326, GV II Road bridge over former tramway. Dated 1881. Heavy rock-faced masonry. Single segmental arch with voussoirs and keystone, carrying date on S side, set on lofty plain abutments to a deep glacis/plinth. Heavy square-edged weathered parapets and short pilaster stops, parapet c 1m above roadway, which is c 10m long x 3m wide. The lower (N) side has short curved abutments raked down on either side. One of a group of bridges of similar date and design. It is a reminder of the nineteenth century industrial activity in the quarries of the island, when rail and tramways were an important aspect of the transport system.</p>
LB26	<p>Verne Road, Yeates Bridge at SY 6923 7324 GV II Road bridge over mineral railway. Late C19. Heavy rock-faced squared stone. Single segmental arch with rusticated quoins and voussoirs on plain internal abutments; probably with plinth, but lower parts concealed by raised ground level. Heavy square-edged weathered parapet, which is set at incline following road slope, with a change in the angle of incline above the arch centre; length c15m. Sited to the south west of three bridges in alignment over the former tramway. Of interest as it is a reminder of the C19 industrial activity in the quarries on the island, when rail and tramways were an important aspect of the transport system.</p>
LB27	<p>New Ground, Yeates, Bridge at SY 6924 7330, GV II Road bridge over former mineral tramway. Dated 1882. Heavy squared rock-faced stone. Segmental arch to rusticated quoins and keystone on plain internal abutments to high offset plinth. Heavy square-edged weathered parapet, and short stopped pilaster ends. Inner face of parapet, to road, in dressed stone. North face has short curved and raked abutments. Roadway c 3m wide, parapets c 10m long. One of three close-set bridges over the former tramway taking stone from the quarries on Tophill to the harbour, and of interest as a reminder of the C19 industrial activity of the quarries on the island, when rail and tramways were an important aspect of the transport system.</p>
LB28	<p>Verne Road, Yeates, Bridge at SY 6923 7333, GV II Road bridge over mineral railway. Dated 1875. Heavy rock-faced squared stone. Single segmental arch with rusticated quoins and voussoirs on plain internal abutments; probably with plinth, but lower parts concealed by raised ground level. Heavy square-edged weathered parapet, which is set at incline following road slope, with a change in the angle of incline above the arch centre; length c 15m. The earliest of three bridges in alignment over the former tramway. Dated 1875 on the road side of the N parapet. Of interest as it is a reminder of the C19 industrial activity in the quarries on the island, when rail and tramways were an important aspect of the transport system.</p>
LB29	<p>Verne Road, Fortuneswell (North side (off)) Cistern on slopes of The Verne at NGR SY 6907 7344, II Water supply cistern with monumental entrance in the hillside. c 1880. Heavy rusticated rock-faced Portland stone with drafted edges to blocks. A stone-vaulted chamber c 2.5m x 3.5m x 3m high entered through a square opening with voussoirs with drafted edges,</p>

TOR ref	Description
	part blocked in lower half by concrete block wall. The approach has raking retaining walls to either side, following the steep incline of the hill slope. Interior has low segmental vault, a plinth, and 3 iron tie bars; at each end are shaped recesses cut into wall, presumably to house former pumping machinery. This cistern evidently served, inter alia, a tank slightly lower on the slope, but concealed by undergrowth and inaccessible at the time of survey (June 1991). Before the supply of piped water to the Island, this storage cistern and its works would have been an important installation.
LB30	Nos.59 AND 61 Fortuneswell, II House with shops at junction with High Street. C18 with modifications in C19 and C20. Large square block, painted, to front, plain block or rubble elsewhere, slate roofs. A twin-gabled slightly canted front with lower buildings behind, in High Street, and stepping down the hill. Two storeys with basement and attic; each coped gable contains small 9-pane sash above a continuous moulded string course, below which 2+2 four-pane sashes to stone cills, and plate-glass shop fronts full width, with small central stone pier, and small section of stone to right end. The left return has two brick eaves stacks on stone bases, with 3 and 2 linked flues respectively; one plain casement at first floor, and small plank door to cellar at centre -plinth offset here runs through to adjoining flush unit in two storeys, lower than front, with small 2-light early casement, a 12-pane casement, and plank door. Beyond this, slightly lower, a hipped single bay unit. Rear gables also with coped verges. Interior not accessible, but may contain items of interest. An important corner site, and one of the earliest buildings in the area.
LB31	No.10 and attached outbuilding High Street, Fortuneswell, II Shown on O.S. Map as Nos 10 and 12. Small house in row. Late C18, with later alteration. Painted squared and coursed Portland blocks, slate roof. Long shallow symmetrical 2-storey 2-windowed house with plate glass sashes and central C20 door. Raised verges, stone stacks, to left with moulded capping and to right a brick capping. Plain return. Behind, and parallel to main building, a lean-to outbuilding in rubble with corrugated iron roof, with door on short flight of stone steps at right hand end; remains of connecting wall from adjoining garage (not of special interest) to right. The outbuilding is characteristic of the small-scale development in Fortuneswell in the C18.
LB32	No.79 Fortuneswell, Post Office, II Commercial building, including Post Office. Dated 1894. Yellow brick, stone dressings and enrichments in terra-cotta, slate roof to clay cresting. Three storeys, 2 bays about central plaques. At second floor are paired arched plate-glass sashes in raised surrounds with bold keystones and pilasters to a plat cill band above similar but larger windows under a drip mould. Ground floor has 2 windows to deep-set doors in fluted 'Doric' pilasters, and a further C19 panelled door to segmental head with keystone, all under bold cornice with cast iron cresting. Deep brick stacks left and right. At first floor is a stone plaque with POST OFFICE AD 1894, and at second floor a terracotta panel with a head flanked by swags. At eaves level, and partly into the extrados of the second floor arches a terra-cotta frieze with roundels, and two-course dentils. Plain pilasters left and right to upper two floors. A very typical brash commercial design which has remained unaltered.
LB33	No.81 Fortuneswell, II Office building in row, immediately adjoining Post Office (qv), and sharing some of its detail. Late C19. Red brick with stone dressings, slate roof. Three storeys, 2-windowed. Arched plain sashes to stone arch with key and dripstone at second floor and more boldly detailed at first floor. Central and end pilasters to simple caps, cill band at second floor. Ground floor has heavy 'Baroque' rusticated door surround to deep consoles and heavy keystones. Central pair of Roman Doric columns set back and framing large shop front above a modelled apron; heavy cornice and plain frieze. Terracotta decoration at eaves level continues from adjoining Post Office. Brick stack to right, plain return gable. A simplified version of the adjoining property, probably from the same designer's hand, and remaining unchanged externally, this demonstrates the commercial vigour of the area in the later part of the C19.
LB34	No.8 Bow Cottage, with boundary wall, Fortuneswell, II

TOR ref	Description
	<p>Small house at lower end of row. Early to mid C19. Portland ashlar in small sizes, large flush quoins, asbestos-cement slate roof. Two storeys and attic, 1-windowed. All 4-pane sashes, including raked half-dormer; C20 door, left. Ground and first-floor openings have good flush voussoirs. Brick stack to right, slightly raised coping left; on plain rendered return remains of flues from demolished adjoining property. To right across frontage a low wall in large stone block to high flat saddle coping returns to front of house; to left a worn stone step and, set back, a large rectangular pier. Modest, but better retained than most houses in this street and representative of their artisan origins.</p>
LB35	<p>Nos.62 AND 64 Tenastelion (64) Fortuneswell, GV II Pair of houses at end of row. Mid C18. Portland ashlar, slate roof. A house of higher quality than most in the area, with a 3-bay symmetrical front and coupled central doors to formal classical portico. Two storeys and attic. Two 2-light flat-roofed dormers above 3 plate-glass sashes at first floor and 2 at ground floor; these in moulded stone architraves with swept feet on stooled cills. Central Roman Doric portico with three-quarter columns carrying fluted frieze and moulded flat cornice, with two C20 intrusive doors separated by a plain stone pilaster, all on two stone steps. Plinth, rusticated alternating quoins and moulded stone eaves cornice; raised coped verges to kneelers, rendered gable stack, left, and brick stack, right. Interior to No 64 retains, first-floor front, a fully panelled room, with dado and main panels raised and fielded, frieze with anthemion decoration, and fireplace with pulvinated frieze and eared architrave; some panelled window shutters also remain. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 255).</p>
LB36	<p>The Captain's House and attached wall to SE II Ruins of former large detached house. Mid C18. Portland ashlar with pecked surface, no roof. This is a long-standing ruin of a dignified house, built in two parts; left is a symmetrical two-storey 3-windowed unit with central portico, then, beyond a straight joint, a wide one-bay unit with two-storey canted bay. Left part has 3 over 2 openings with stone cills, formerly with sashes, and a central Gibbsian portico to pediment, remains only of cheeks and banded front piers. Full entablature with modillion cornice and pediment remain, also worn steps and lowest stone course to cheeks. Openings each side of porch to basement. The canted bay to right formerly had 3 large sashes at each level with extremely narrow corner mullions. The left (N) return has an elegant small Palladian window with keystones over a similar doorway. South gable has central opening at first floor and another at ground floor, left. Interior has cross wall to centre, remains of a fireplace in the E wall at first floor, to square opening and hearth, above similar of less projection to ground floor. Wall niche opposite main door, and a shallow niche c 2m high x 450mm wide on the E wall near the Palladian door. There are steps down to basement from the entry hall, which has stone floor. Subsidiary features: from the middle of the south gable wall a stone boundary wall c 2.5m high runs out to site boundary, and returns forward towards High Street in irregular steps. This was formerly one of the grandest houses in Underhill, but now needs some attention to stabilise it for the future. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 254-5).</p>
LB37	<p>No.58 Mallams GV II Small house in row. Late C18 or early C19. Large squared coursed block with pecked surface, asbestos-cement slate roof. Three storeys, 1-windowed. All 4-pane horned sashes to wood cills. To left a stone gabled porch with solid cheeks over good C19 4-panel door. Raised verge, left, and brick stack on stone base, right ridge. This is probably a refenestration of an earlier front, and the ground-floor window was at one time wider than now.</p>
LB38	<p>No.63 Mallams Fair Winds GV II Detached house at lower end of row. Early C19. Painted brick front, in Flemish bond, rendered N gable, rubble elsewhere, slate roof. A well-proportioned symmetrical two-storey, 3-bay front. Blank window to centre at first floor, and C20 replacement casements remainder, all in moulded architraves to plain stone cills; central pent porch over C20 glazed door. Flush alternating stone quoins, bold cavetto eaves cornice returning at ends. Raised coped gables to plain kneelers and to flat central section with coping under brick stacks. Returns have 2 small C20 lights at attic level, and back has a raised centre section</p>

TOR ref	Description
	over the staircase under a raking roof, and a full-width single-storey lean-to. Except for the unfortunate loss of sash windows and original door, this is rather more grand than most houses in the area, and is unusual in having a brick frontage which the RCHM notes "the only use of facing brick dating from before c.1850 on the Island". (Royal Commission on Historical Monuments: Dorset: London: 1970-: 255).
LB39	Nos.62 AND 64 Mallams, GV II Pair of houses in row. Late C18 with mid C19 fenestration. Large squared coursed stone block, slate roofs. Three storeys, each 1-windowed. All plain sashes with horns and to stone cills. Centre of first floor has a blocked former window with flush lintel, above paired doors, both C20 replacements. To left gable a stone stack with moulded capping, and to right a rendered stack. Included for group value.
LB40	No.60 Mallams, GV II Small house in row. Early C19, possibly earlier origins. Painted large squared stone block, plain tile roof, with 3 courses of stone slate at eaves. Two storeys, 2-windowed. At first floor two 16-pane sashes with moulded architraves to stone cills, above one 16-pane sash, and to left C19 panelled door with square glass inset in stone-cheeked porch to flat stone slab roof. To right a lofty stone stack raised in brick. This property is considerably stepped down from No 58 (qv) adjoining, following steep slope of the road.
LB41	No.53 Mallams, II House in row. Early C19. Fine small squared stone block, rendered plinth, slate roof. Narrow and lofty 3-storey, 1-windowed front. Plain sashes, C19 6-panel door with raised and fielded panels, part glazed, on three concrete steps. Large brick stack to right; flush voussoirs to windows.
LB42	No.19 Mallams II House in row. Early C19. Painted coursed squared block, slate roof. Three storeys, 1-windowed. All 16-pane sashes; to left is C20 door. Coped verge to right, no stack visible. This property appears to have been built at the same time as No 17 (qv) adjoining, but is stepped down following the line of the street. It is one of few on this side of the street not fundamentally modified in the C20.
LB43	No.42 Mallams, GV II House at upper end of row. Mid to late C18. Rendered. asbestos-cement slate roof. Two storeys, 2-windowed. First floor has a tripartite sash with plain stone mullions to 8:16:8-pane sashes, and a single 16-pane sash above a Palladian window with 8:15:8-pane sashes and, to right, a C20 door. Upper windows in raised plat bands and with stone cills. Raised cemented verge to right, and rendered return gable. Stone stack to rear eaves, part rendered, also low-pitched one-storey lean-to. A building with greater architectural pretension than most in this row. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 255).
LB44	No.17 Mallams II House in row. Early C19. Fine squared cut stone, slate roof. Three storeys, 1-windowed. All 4-pane sashes; to left a C19 6-panel door, part glazed. Large flush lintels, coped verges; large stone stack with capping to right. Included for group value.
LB45	New Star Inn, II Public house, end of street row. Early or mid C19 with early C20 pub front. Rendered, slate roof. Two storeys and basement, 2-windowed. Large 16-pane sashes in moulded architraves, plain stone cills on moulded brackets, and a central decorative cartouche. At ground floor a full-width pub front, symmetrical with central pair of part-glazed margin-paned doors under twin-arched overlight with central baluster. To each side are 2 pairs of casements with triple overlights all to a moulded frieze and architrave on heavy paired end consoles and with central flat segmental pediment; the consoles above brought forward pilasters. All carried out in dark glazed brick. Parapet with thin coping, coped verges, brick stacks, rendered to right. Plain return. A forceful and unaltered frontage characteristic of its era.
LB46	Churchyard walls and piers to Church of St. John, GV II Churchyard boundary walls, gate piers, railings, and steps. 1839-40. Portland ashlar, wrought and cast-iron. Wall in squared and coursed block, running to follow slope of hill

TOR ref	Description
	<p>and not horizontally, to plain flush weathered coping, rises to c 1.5m full width of churchyard. At each end a single pier, and to centre a pair of piers raised on simple plinth to wall height and flanking a set of 8 plain stone steps in return walls; these piers retain a simple iron overthrow, and are flanked each side by a run of c 1m of iron railing. All the piers are square, with sunk panel to face, under gabled capping to stepped weatherings and roll capping. At the left end is an opening to further flight of steps, and to their left, along the NW boundary of the churchyard, a wall swept up at the far end by a flight of 12 steps to a gate giving to the former Rectory garden.</p>
LB47	<p>Church of St John GV II</p> <p>The building axis lies NW to SE, but the ensuing description takes the chancel as liturgical E. Anglican parish church. 1839 by Edward Monney; late C19 chancel and organ chamber. Portland ashlar in small blocks, slate roof to nave, tile to chancel. A simple structure in Commissioners' Early English style. Broad unaisled nave, west tower, lower chancel, vestry at SE corner. West front has small lancet each side to nave, under raking moulding to blocking course brought to stopped ends under coping. West tower in 3 stages, the first two with diagonal buttresses in two offsets, and the top stage with chamfered corners, crowned by moulded cornice beneath high crenellations. In flush surrounds to deep plain chamfer a pair of plank doors in pointed arch, under lancet, and louvred lancets to bell stage, but clock to S face. Nave has four broad lancets, the first 2 with Y-tracery to original glazing, divided by plain buttresses with two weathered offsets, but set diagonally at ends. High plinth, plain eaves, coped gables, small metal ventilator at ridge. To right is projecting C20 vestry in similar detail, with entrance door in pointed arch, and with coped gable on kneelers over a lancet at the street end. The set-back chancel, added later in the C19, has a small lancet on the S side, and E end has plate-tracery 6-foil rose in plain gabled wall. The steeper pitch of the chancel roof cuts across the coped gable to the nave, in detail as at the W end. N side of the chancel is small dressed square block, but the nave wall, which is built close against rising ground, is in rubble. Interior: plain unaisled nave in 7 bays with queen-post roof trusses on wooden corbels. Plain walls with deep window embrasures. Chancel arch flanked to left by blind door, and to right by door to vestry. Chancel and sanctuary on 4 steps, with panelled reredos. Nave has west gallery carrying large Willis organ of 1896, from St. Paul's School, West Kensington, brought to St. John's in 1969. Pine pews, those to side aisles reputed to have been constructed by prisoners at The Verne. The plain lancets at the E end each side with stained glass; on S side of 1903, and to N, one signed C. Maile, Canterbury, 1971, and another, unsigned, of 1968, to the Mothers' Union. In the W tower a stone stair with iron stick balustrade and wrought-iron rail gives access to gallery. The church is of a simple dignity, reflecting minimal outlay by the Commissioners, but provides an important accent in the street. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 249-50; Buildings of England: Pevsner N and Newman J: Dorset: London: 1972-1989: 343).</p>
LB48	<p>Two monuments approx. 5m NE from W tower of Church of St. John GV II</p> <p>Two headstones. Mid C19. Portland stone. Set very close together, inscriptions towards tower: (1) Stone to segmental head, plain thin surround to sunk panel bearing figure of a sailor gesturing towards a draped urn on a monument. Small scroll decorations to head. Inscription almost worn away, but JOHN GREEN just decipherable; (2) Immediately to right of the last, stone to segmental head, with sunk panel to upper part bearing a two-masted ship in full sail. Inscription below almost worn away, but ... JOSEPH ... decipherable.</p>
LB49	<p>Nos. 116 & 118 Fortuneswell including front garden walls and gatepiers, GV II</p> <p>Pair of attached houses of early-C19 date.</p> <p>MATERIALS: Constructed of coursed Portland stone rubble which is rendered, except for the rear of No. 116. A stone-coped roof of asbestos slate with brick ridge and end stacks.</p> <p>PLAN: Each house has a four-unit plan with a rear outshut. A detached shop that fronts onto the road has been built within part of the former garden of No. 116, sometime between 1892 and 1903. This is not of special interest.</p>

TOR ref	Description
	<p>EXTERIOR: The principal (south-west) elevation of each house is double-fronted with a central entrance and C20 doors. The windows are of various dates and styles. No.116 has late-C20 French doors to either side of the doorway which, according to historic photographs, have replaced similar doors. Above are two uPVC windows and a roof dormer. To the rear of No.116 there are early-C19 six/six-pane hornless sash windows, a horizontal-sliding sash with glazing bars, and a small fixed-window of C20 date. The windows to the front of No.118 are mostly late-C19 in date; the dormer window is a late-C20 replacement with a uPVC frame. To the rear are late-C20 timber casements.</p> <p>INTERIOR: The original plan form and circulation remains largely intact. Historic features survive throughout, including staircases of stick balusters and turned newels; doors that are mostly four-panelled with architraves; some simple cornicing; and, although the fireplaces have been blocked, many retain early-C19 timber surrounds.</p> <p>SUBSIDIARY FEATURES: No.118 retains its front garden walls which extend to the roadside boundary wall which has a central entrance. The gateway has pyramidal caps to the piers flanking the central steps, a similar right end pier, and tall pier to the left with ball finial. In the rear yards of both houses is a small outbuilding, probably a wash-house. These have been constructed of large blocks of Portland stone and built against the rear retaining wall of the yard; each has a monopitch roof. The outbuilding to No.116 retains a copper for heating water.</p> <p>HISTORY: Fortuneswell, which was originally known as Fortunes Well because it was established around a small watercourse, lies on steeply sloping land and is the principal settlement on Portland. Nos. 116-118 Fortuneswell are a pair of semi-detached houses which are set back from the road. The exact date of construction is unknown but the houses are depicted on the 1841 Tithe Map.</p> <p>SOURCES: RCHME, An Inventory of the Historical Monuments in the County of Dorset (1970), vol. II, part II, South-East, 255 Weymouth & Portland Local Plan Review (2003), Weymouth & Portland Borough Council</p> <p>REASONS FOR DESIGNATION: Nos. 116-118 Fortuneswell on the Isle of Portland are designated at Grade II for the following principal reasons: • Architectural interest: despite the loss of early-C19 fenestration to the principal elevation, the symmetrical and balanced design of these semi-detached houses displays good craftsmanship using local materials • Interior: the early-C19 plan form and fabric remain intact, with a good survival of internal joinery, original staircases and doors, and original roof structure • Group value: they contribute to the local streetscene and form a good grouping with St John the Baptist's Church.</p>
LB50	<p>No.165, Fortuneswell, II</p> <p>House at end of row set at right angles to main road. Early C19. Rubble, some rendered, slate roofs. The main front of the house faces NW into a narrow alley, and has a deep back wing enclosing small courtyard facing Coastguard Road. NW front in rubble, previously rendered; 3 storeys, 2-windowed. All 16-pane sashes with stooled stone cills, brick segmental arches to first and second floors, stone lintel to ground floor. Semi- circular brick arch over C20 door with fanlight to left. Three-storey, 1-windowed range at rear with 16-pane sashes, and further 16-pane windows in return wing, with brick stack to left.</p>
LB51	<p>Nos.90 AND 92, Chiswell, II</p> <p>Pair of houses in row. Probably C17 origins, but raised and refronted in late C19. Rendered, stone block gable, slate roofs. A small pair of houses at the end of a row, twin gables to street. 3 storeys, 1+1- windowed. All 4-pane horned sashes. In No 90 the ground-floor window offset to right of C20 door in cheeked porch with flat slab roof; No 92 has C20 door in similar porch, far right. Central brick stack. The return gable is in good squared and cut stone and shows clearly the line of the earlier, lower steep roof. At the back is a full width lean-to unit in two storeys, including one 16-pane sash. The earlier</p>

TOR ref	Description
	provenance of the building is also indicated by the low ceiling heights and overall small scale. Interior not inspected. Subsidiary features: across the front and returned at either end a low boundary wall in large squared block, with simple openings opposite doors.
LB52	No.86 Chiswell, II House in row. Early to mid C19. Rendered, slate roof. Three storeys, 2-windowed, all 12-pane sashes to stone lintols and stooled stone cills. Central lead tent-hood porch on C20 lattice cheeks over C19 6-panel part-glazed door. Raised verges to small kneelers, deep brick gable stacks. Interior not inspected, but noted as having some panelled shutters to ground floor windows. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 254).
LB53	The Cove House Inn II Public house. Early C19 with earlier origins. Large square dressed Portland stone blocks, slate roofs and stone stacks. The main central unit extends one bay to the right and one bay to the left at a lower level.; there are various additions at the rear, stepped down to a lower access level. Centre block is in 3 storeys, 2 windows: 4-pane sashes in flush boxes, but at ground floor are small 12-pane; at centre a lean-to porch with C20 door. To the left is a 4-pane sash over a broad recessed mid C20 window and to the right the same. The left gable includes an early C19 small 9-pane sash in the gable. At the right hipped end are two 4-pane sashes and, at basement level, a gabled porch with stone cheeks; there is a further door in the rear extension. The centre block has gable stacks. Interior modified in C20; there are substantial dressed stone walls in the basement, possibly part of an earlier building on the site. This is one of the rare survivals from the great storms of 1824 which caused such damage to this part of the Portland coast. The inn played a prominent part in the saga of shipwrecks on this part of the coast, particularly in the infamous Avalanche and Forest disaster of 1877. Watch was kept from its windows, survivors were taken in and bodies of victims were taken to the nearby "dead house" by the landlord's family - Ranter's Lodge (q.v.). Many important meetings were held here in the C19, including committees for the relief of suffering for catastrophic storms, for the establishment of a lifeboat (1870) and for protest against the practice of catching fish by dynamite charges (which became national news in 1877). (Morris S: Information on Cove House: 1991-).
LB54	Conjuror's Lodge, St Clement's Lane, II Workshop and store. Late C18 or early C19. Squared and dressed stone front, rubble returns, corrugated asbestos-cement roof. A long narrow building in two storeys set gable to street, with loading-bay door centrally to first floor above larger pair of C20 doors in plat band surround, offset to right at ground floor. Raised verge, dressed flush alternating quoins. To right a straight-flight stone external flight of steps with stone balustrade rises to door at first floor. Towards back a glazing bar sash at each level. This property is reputed to have been used during the C19 by a breakaway Dissenting sect, whence its strange name. A rare surviving example of this building type on Portland, which, like Ranter's Lodge (q.v.), has historical interest in tracing the development of non-conformity which was an important factor in the island's social history.
LB55	Ranters' Lodge,with enclosing wall, Chiswell II Also known as The Dead House. Small cottage with outbuilding, altered for use as Methodist chapel. Late C18 or early C19. Large squared coursed block, felted roofs. Two small gabled buildings in parallel, enclosed in stone boundary wall, set to slope to W of Chiswell, behind No 57 (not included). Main building, to N, has door flanked by openings each side with remains of casements on S front, into courtyard, and a square opening in gable to W, beneath small stone stack. Raised verges. Roof covering has been removed, temporary felting remains. Interior mainly gutted. Subsidiary Features: To the S across a small yard, a smaller building, set into beach slope to W, has 3 openings at first floor above door and 2 openings at ground floor. Large loading opening with pair of plank doors at first-floor level to W; raised verges. This building is in rubble, with lower roof pitch than main chapel. A stone retaining wall runs c 2m W from the W gable of the chapel, returns to gable of the second building, all in good squared Portland block. These buildings are of historical interest, although apparently abandoned and deteriorating at time of survey (May

TOR ref	Description
	1991). The name derives from a sect of Methodists so named for their procedure in meetings.
LB56	No.46 Chiswell (ADJOINING) Workshop adjoining No 46 (not included) II Store or workshop. C19, possibly earlier. Rubble, asbestos-cement slate roof. A small single-storey building set eaves to street with raised verges either end. Centred to street front a C20 sliding garage door set to raised portion of roof in corrugated iron; the wall slightly higher to left than to right, and continuing c 1.5m beyond left gable to raking top. A blocked door opening far right. Back also has central door. Adjoins No 46 (not included) and is a rare survival of this building type in an area of later rebuilding.
LB57	Nos. 1 and 2 with boundary wall and steps, Castle Road, GV II Pair of houses, formerly police dwellings, attached to Police Station (qv), with front boundary wall. 1904. Rock-faced Portland stone, slate roofs. Set back from Police Station frontage, 2 storeys, 1+1-windowed. All tripartite sashes with flush chamfer surrounds and stone mullions; the central upper sash unit having two vertical glazing bars. To left and right good C19 panelled door under small plain transom light, in flush chamfer surround. Plinth, moulded mid string, continuous with adjacent properties, stone eaves course, raised coped verges left and right, and at party division. Brick stacks on rear slopes; projecting rear wings. Subsidiary features: Across front of property, as retaining wall behind pavement, wall in regular coursed rock-faced stone to plain parapet, rising c 2.2m, with left, 7 stone steps returning towards Police Station. Part of a significant composition, with no external change, and important on the skyline seen from the approach road from Victoria Square, below.
LB58	No. 3, with boundary wall, Castle Road, GV II House at end of short terrace, formerly police housing, and attached to Police Station (qv). 1904. Rock-faced Portland stone, ashlar dressings, slate roofs. A twin-gabled unit in 2 storeys, each 1-windowed. Small ventilator in coped gable above tripartite sashes in flush chamfer surrounds. The central upper sash with two vertical bars. Central good panelled door under small plain transom light. Plinth, moulded mid string, continuous with Nos 1 and 2 (qv) adjoining; central cast-iron downpipe discharges to long hopper-head at mid-string level. Large square brick stacks just off ridge level. Subsidiary features: Across frontage a boundary wall in regular rock-faced stone to plain coping, continuous with boundary wall to Nos 1 and 2. Part of a significant composition, with no external change, and important on the skyline seen from the approach road from Victoria Square, below.
LB59	Front boundary wall and steps to Police Station, GV II Boundary wall and steps. 1906. Rock-faced Portland stone. Wall in regular coursed blocks to plain coping, rises c 2.2 - 2.5m from pavement level, maintaining horizontal top. A retaining wall, near left end is plain dressed opening to 11 steps, and at right end, overlapping the frontage to No 1 (qv), 7 steps, both sets returning parallel with street. Included for group value.
LB60	Police Station with Court Room, GV II Police station with court room. dated 1904 and 1906. Rock faced Portland stone with ashlar dressings, slate roofs. A two-part composition with the gabled court room set back to left, and twin-gabled police station to right; beyond this former police housing, now Nos 1-3, Castle Road (qv). Court room has one-storey ante-room to balustraded parapet and central pedimented Doric portico flanked by plain sashes in architraves with keystones, including one sash on return. Good pair of panelled doors. Main gable, behind, with Palladian window having shell motif in arch, moulded surrounds and voussoir band, under coped gable. Left return has 4 lofty 2-light stone transomed and mullioned lights under coped gables linked by arch at rainwater outlets. Moulded cill band, 3 raking buttresses, cast-iron down pipes on lugs, and hopper heads dated 1906. On main ridge an octagonal leaded wood ventilation turret. Back wall with 3-light lofty mullioned sash, and steps down to boiler house; large brick stack at eaves. Police station has symmetrical twin-gabled front, central section slightly recessed above projecting flat-roofed porch on steps. Each coped gable has small vent above 3 plain sashes in flush chamfered surrounds, and at ground floor a tripartite sash with stone mullions. Square porch has panelled door to right, 2 sashes to street and one on left return; plain parapet has inscription 'County Police' to

TOR ref	Description
	street front, above moulded string running full width of front. Near back of each ridge a brick stack. At back a sash centrally at each level, then, to right (N) a single-storey cell block in yellow brick, 7-windowed, with plain gable to E, 1 window to end of corridor; all lights small segmental-headed to heavy cills, and protective iron bars. Interior of court room with all original fittings, with 4-bay arch-braced roof to stone corbels, 5-panel doors in moulded architraves, and one with pulvinated frieze at E end; brass door handles. Royal Arms behind magistrate's chair. Police station retains original fireplaces and many good panelled doors in architraves. The cell block has 6 cells, two of these retaining original C19 pattern doors. This is a confidently detailed and presented building, holding an important position visually on the road rising from Victoria Square to Fortuneswell, and showing remarkable little change to its fabric.
LB61	Royal Victoria Hotel. GV II Hotel and inn. c 1870. Rendered, slate roof. A complex building: the main block, facing the Square, is L-shaped, with a long return to the S, and a further domestic block across the E side, enclosing a small courtyard. Two storeys, 1+5-windowed. All plate-glass sashes; at first floor in plat band surrounds to flat segmental heads and set to continuous cill band. At ground floor with arched heads, under moulded lintol band and to plain cill band. The first bay is brought forward boldly from the other 5. Central to recessed front a square porch with arched openings to three faces, C19 door to front. All with small plinth, moulded cornice, blocking and parapet coping, which continues to right return, having 3 equally-spaced windows above 3 at ground floor and a later projecting square porch. At right end of this return a lower gabled unit in one bay, which joins a hipped-roof 3-bay house with margin-pane sashes and central canted oriel to flat roof. North side has C19 door with overlight, and two 4-pane sashes. Holds an important position on the corner of the Square, complementing the 'Little Ship' (qv) opposite.
LB62	Little Ship, Victoria Square, GV II Public house. Mid C19. Rendered, slate roof. A double-depth plan with parallel range to back. 2 storeys. Main front, to east, of 2-windowed symmetrical layout; tripartite plain sashes in raised plat band surrounds to bracketted cills and small cornice mould. Central blocked doorway in moulded architrave with cornice, under diagonally-set square plaque bearing 'EP' - the Eldridge Pope insignia. Rusticated quoins each side, small plinth, cornice above first-floor windows, blocking course and plain parapet. To right a quadrant-curved corner crowned with scrolled cornice, and two painted panels separated by broad entablature band corresponding with main doorcase. To right plain wall with one sash at each floor level and a door with overlight, far right; rusticated quoins to left end, cornice, blocking and plain parapet. Entrance in late C20 addition left of main front. Plain return to left with one small sash. Back range runs half width. An externally complete example of a modest classical-style Victorian pub, holding a very important corner to this Square, at the main entry from the mainland to the island.

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Fortuneswell

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/94 (North East side) 16/01/51 No.4 Queen Anne House with boundary wall and gate piers

II*

Detached house. Early C18, probably for one of the Gilbert family, quarry owners; Thomas Gilbert designer of St. George Refome Church (qv), but incorporating some fragments of earlier work at rear. Portland ashlar, some squared and coursed, slate front slope, tile rear roof slope. Two storeys,

basement and attic, 5-windowed. 3 flat-roofed dormers with slate cheeks and 2-light 4-paned casements above 12-pane sashes. First-floor sashes in plat band surrounds on stooled cills and with small aprons; at ground floor to Gibbsian surrounds and bold projecting voussoirs on moulded cills to brackets. To basement are 2-light casements under a string, rougher stone wall, one smaller light to left of bridge over to main 3-panelled part-glazed C19 door with rosette in Gibbsian surround to bold voussoirs under cornice hood. Stone stack with plain band capping to each gable with raised verge to kneelers. Gable ends plain, one small light right end; long single- storey extension to right not of special interest. Back includes a 16-pane early C19 sash and two blind windows. Interior has entrance hall with panelled coffered ceiling and dog-leg stair with shaped open string to heavy moulded handrail on turned balusters; stair to basement has some open fret balustrading, and a section of swept handrail. Main ground-floor room to left fully panelled, with window shutters and two cupboard niches to back wall, moulded cornice, plain fire surround in simplified rococo form. Corresponding room below has wide angle fireplace with large stone bressumer, cracked at centre, and remains of bread oven. Thick-walled section at back probably from earlier structure, has stone cheeks to inner lobby flanking door at basement level, and deep embrasured openings. Subsidiary features: low boundary wall with plain weathered coping stepped across full width of frontage, pair of square gate piers to low pyramid cappings and stone balls at bridge for front door - bridge parapets in concrete block; smaller square pier at left end. The finest and most complete house of this period on the island, built from the much increased profits of the Portland stone industry. (Royal Commission on Historical Monuments: Dorset: London: 1970 254).

Fortuneswell (North East side) No.40 Royal Portland Arms II

Inn. Mid C19, possibly incorporating some earlier fabric. Ashlar, slate roofs. A lofty symmetrical frontage set flush with adjoining buildings, and having two deep gabled wings to back, cutting into ground slope. Two storeys and attic, 3-windowed. Three gabled dormers immediately above moulded stone cornice, small plain sashes under raised copings on kneelers. At first floor a bold oriel to flat roof and on shaped wooden brackets, large plate glass sashes, moulded cornice, and moulded base under skirt; each side a good 12-pane sash in moulded stone architrave and cill band. Ground floor has large nearly square openings with plate glass under 2-pane upper light, in moulded stone surround with small keystone. Central panelled C19 door in moulded architrave under plain transom light, on 2 stone steps. Plinth, band above door height, entablature and blocking course. To each gable a large stone stack with capping, coped verges; the roof surface projects boldly between and at ends of dormers. The layout and proportions suggest a late C18 front which has been modified and raised.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/96 (South West side) Nos.59 AND 61

II

House with shops at junction with High Street. C18 with modifications in C19 and C20. Large square block, painted, to front, plain block or rubble elsewhere, slate roofs. A twin-gabled slightly canted front with lower buildings behind, in High Street, and stepping down the hill. Two storeys with basement and attic; each coped gable contains small 9-pane sash above a continuous moulded string course, below which 2+2 four-pane sashes to stone cills, and plate-glass shop fronts full width, with small central stone pier, and small section of stone to right end. The left return has two brick eaves stacks on stone bases, with 3 and 2 linked flues respectively; one plain casement at first floor, and small plank door to cellar at centre -plinth offset here runs through to adjoining flush unit in two storeys, lower than front, with small 2-light early casement, a 12-pane casement, and plank door. Beyond this, slightly lower, a hipped single bay unit. Rear gables also with coped verges. Interior not accessible, but may contain items of interest. An important corner site, and one of the earliest buildings in the area.

SY6873 HIGH STREET, Fortuneswell 969-1/3/103 (North side) No.10 and attached outbuilding

II

Shown on O.S. Map as Nos 10 and 12. Small house in row. Late C18, with later alteration. Painted squared and coursed Portland blocks, slate roof. Long shallow symmetrical 2-storey 2-windowed house with plate glass sashes and central C20 door. Raised verges, stone stacks, to left with moulded capping

and to right a brick capping. Plain return. Behind, and parallel to main building, a lean-to outbuilding in rubble with corrugated iron roof, with door on short flight of stone steps at right hand end; remains of connecting wall from adjoining garage (not of special interest) to right. The outbuilding is characteristic of the small-scale development in Fortuneswell in the C18.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/97 (South West side) No.79 Post Office

II

Commercial building, including Post Office. Dated 1894. Yellow brick, stone dressings and enrichments in terra-cotta, slate roof to clay cresting. Three storeys, 2 bays about central plaques. At second floor are paired arched plate-glass sashes in raised surrounds with bold keystones and pilasters to a plat cill band above similar but larger windows under a drip mould. Ground floor has 2 windows to deep-set doors in fluted 'Doric' pilasters, and a further C19 panelled door to segmental head with keystone, all under bold cornice with cast iron cresting. Deep brick stacks left and right. At first floor is a stone plaque with POST OFFICE AD 1894, and at second floor a terracotta panel with a head flanked by swags. At eaves level, and partly into the extrados of the second floor arches a terra-cotta frieze with roundels, and two-course dentils. Plain pilasters left and right to upper two floors. A very typical brash commercial design which has remained unaltered.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/98 (West side) No.81

II

Office building in row, immediately adjoining Post Office (qv), and sharing some of its detail. Late C19. Red brick with stone dressings, slate roof. Three storeys, 2-windowed. Arched plain sashes to stone arch with key and dripstone at second floor and more boldly detailed at first floor. Central and end pilasters to simple caps, cill band at second floor. Ground floor has heavy 'Baroque' rusticated door surround to deep consoles and heavy keystones. Central pair of Roman Doric columns set back and framing large shop front above a modelled apron; heavy cornice and plain frieze. Terracotta decoration at eaves level continues from adjoining Post Office. Brick stack to right, plain return gable. A simplified version of the adjoining property, probably from the same designer's hand, and remaining unchanged externally, this demonstrates the commercial vigour of the area in the later part of the C19.

SY6873 ARTIST ROW, Fortuneswell 969-1/3/86 (North West side) No.8 Bow Cottage, with boundary wall

II

Small house at lower end of row. Early to mid C19. Portland ashlar in small sizes, large flush quoins, asbestos-cement slate roof. Two storeys and attic, 1-windowed. All 4-pane sashes, including raked half-dormer; C20 door, left. Ground and first-floor openings have good flush voussoirs. Brick stack to right, slightly raised coping left; on plain rendered return remains of flues from demolished adjoining property. To right across frontage a low wall in large stone block to high flat saddle coping returns to front of house; to left a worn stone step and, set back, a large rectangular pier. Modest, but better retained than most houses in this street and representative of their artisan origins.

SY6873 HIGH STREET, Fortuneswell 969-1/3/104 (North side) 21/09/78 No.58 (Formerly Listed as: HIGH STREET Nos.56-60 (Even))

GV II

Shown on O.S. Map as Nos 56 and 58. House at upper end of short row, set back from street. C18, with late C20 alterations. Large squared and coursed Portland block, slate roof. Two storeys and attic, 2-windowed symmetrical front. Late C20 casements, and to lofty gabled central face dormer. Central

C20 door to stone-cheeked porch, flat concrete slab roof. Stone stack half way up roof slope each gable, with skirt and capping, that to left raised clumsily in brick. Right return gable has, far right, C20 casements at first floor and attic level; marks on gable of previously abutting property, now removed. Stone stack raised in brick to back eaves. This house was built as one of a pair with No 60 (qv) adjoining.

SY6873 HIGH STREET, Fortuneswell 969-1/3/105 (North side) 21/09/78 No.60 60 and attached outbuilding (Formerly Listed as: HIGH STREET Nos.56-60 (Even))

GV II

House in row, built as pair with adjoining No 58 (qv). Mid to late C18, refenestrated mid C19. Large squared and coursed stone block, slate roof. Front block part of row, but at back is smaller parallel gabled block, built into hillside. Two storeys and attic, 2-windowed. Central hipped eaves dormer has small 2-light casement, above 4-pane sashes flanking gabled porch with side lights and a C20 door. Stone stack, left, raised in stone with capping; right stack shared with 58. Small hipped eaves dormer to back, and small attached outbuilding with raised verges.

SY6873 HIGH STREET, Fortuneswell 969-1/3/106 (North side) 21/09/78 Nos.62 AND 64 Tenastelion (64)

GV II

Pair of houses at end of row. Mid C18. Portland ashlar, slate roof. A house of higher quality than most in the area, with a 3-bay symmetrical front and coupled central doors to formal classical portico. Two storeys and attic. Two 2-light flat-roofed dormers above 3 plate-glass sashes at first floor and 2 at ground floor; these in moulded stone architraves with swept feet on stooled cills. Central Roman Doric portico with three-quarter columns carrying fluted frieze and moulded flat cornice, with two C20 intrusive doors separated by a plain stone pilaster, all on two stone steps. Plinth, rusticated alternating quoins and moulded stone eaves cornice; raised coped verges to kneelers, rendered gable stack, left, and brick stack, right. Interior to No 64 retains, first-floor front, a fully panelled room, with dado and main panels raised and fielded, frieze with anthemion decoration, and fireplace with pulvinated frieze and eared architrave; some panelled window shutters also remain. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 255).

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/101 (West side) New Star Inn

II

Public house, end of street row. Early or mid C19 with early C20 pub front. Rendered, slate roof. Two storeys and basement, 2-windowed. Large 16-pane sashes in moulded architraves, plain stone cills on moulded brackets, and a central decorative cartouche. At ground floor a full-width pub front, symmetrical with central pair of part-glazed margin-paned doors under twin-arched overlight with central baluster. To each side are 2 pairs of casements with triple overlights all to a moulded frieze and architrave on heavy paired end consoles and with central flat segmental pediment; the consoles above brought forward pilasters. All carried out in dark glazed brick. Parapet with thin coping, coped verges, brick stacks, rendered to right. Plain return. A forceful and unaltered frontage characteristic of its era.

SY6873 MALLAMS, Fortuneswell 969-1/3/117 (South side) No.17

II

House in row. Early C19. Fine squared cut stone, slate roof. Three storeys, 1-windowed. All 4-pane sashes; to left a C19 6-panel door, part glazed. Large flush lintels, coped verges; large stone stack with capping to right. Included for group value.

SY6873 MALLAMS, Fortuneswell 969-1/3/118 (South side) No.19

II

House in row. Early C19. Painted coursed squared block, slate roof. Three storeys, 1-windowed. All 16-pane sashes; to left is C20 door. Coped verge to right, no stack visible. This property appears to have been built at the same time as No 17 (qv) adjoining, but is stepped down following the line of the street. It is one of few on this side of the street not fundamentally modified in the C20.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/91 (North East side) 16/01/51 Church of St John

GV II

The building axis lies NW to SE, but the ensuing description takes the chancel as liturgical E. Anglican parish church. 1839 by Edward Monney; late C19 chancel and organ chamber. Portland ashlar in small blocks, slate roof to nave, tile to chancel. A simple structure in Commissioners' Early English style. Broad unaisled nave, west tower, lower chancel, vestry at SE corner. West front has small lancet each side to nave, under raking moulding to blocking course brought to stopped ends under coping. West tower in 3 stages, the first two with diagonal buttresses in two offsets, and the top stage with chamfered corners, crowned by moulded cornice beneath high crenellations. In flush surrounds to deep plain chamfer a pair of plank doors in pointed arch, under lancet, and louvred lancets to bell stage, but clock to S face. Nave has four broad lancets, the first 2 with Y-tracery to original glazing, divided by plain buttresses with two weathered offsets, but set diagonally at ends. High plinth, plain eaves, coped gables, small metal ventilator at ridge. To right is projecting C20 vestry in similar detail, with entrance door in pointed arch, and with coped gable on kneelers over a lancet at the street end. The set-back chancel, added later in the C19, has a small lancet on the S side, and E end has plate-tracery 6-foil rose in plain gabled wall. The steeper pitch of the chancel roof cuts across the coped gable to the nave, in detail as at the W end. N side of the chancel is small dressed square block, but the nave wall, which is built close against rising ground, is in rubble. Interior: plain unaisled nave in 7 bays with queen-post roof trusses on wooden corbels. Plain walls with deep window embrasures. Chancel arch flanked to left by blind door, and to right by door to vestry. Chancel and sanctuary on 4 steps, with panelled reredos. Nave has west gallery carrying large Willis organ of 1896, from St. Paul's School, West Kensington, brought to St. John's in 1969. Pine pews, those to side aisles reputed to have been constructed by prisoners at The Verne. The plain lancets at the E end each side with stained glass; on S side of 1903, and to N, one signed C. Maile, Canterbury, 1971, and another, unsigned, of 1968, to the Mothers' Union. In the W tower a stone stair with iron stick balustrade and wrought-iron rail gives access to gallery. The church is of a simple dignity, reflecting minimal outlay by the Commissioners, but provides an important accent in the street. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 249-50; Buildings of England: Pevsner N and Newman J: Dorset: London: 1972-1989: 343).

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/92 (North East side) 21/09/78 Churchyard walls and piers to Church of St. John

GV II

Churchyard boundary walls, gate piers, railings, and steps. 1839-40. Portland ashlar, wrought and cast-iron. Wall in squared and coursed block, running to follow slope of hill and not horizontally, to plain flush weathered coping, rises to c 1.5m full width of churchyard. At each end a single pier, and to centre a pair of piers raised on simple plinth to wall height and flanking a set of 8 plain stone steps in return walls; these piers retain a simple iron overthrow, and are flanked each side by a run of c 1m of iron railing. All the piers are square, with sunk panel to face, under gabled capping to stepped weatherings and roll capping. At the left end is an opening to further flight of steps, and to their left, along the NW boundary of the churchyard, a wall swept up at the far end by a flight of 12 steps to a gate giving to the former Rectory garden.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/93 (North East side) 21/09/78 Two monuments approx. 5m NE from W tower of Church of St. John (Formerly Listed as: FORTUNESWELL Two Tombstones in St John's Graveyard)

GV II

Two headstones. Mid C19. Portland stone. Set very close together, inscriptions towards tower: (1) Stone to segmental head, plain thin surround to sunk panel bearing figure of a sailor gesturing towards a draped urn on a monument. Small scroll decorations to head. Inscription almost worn away, but JOHN GREEN just decipherable; (2) Immediately to right of the last, stone to segmental head, with sunk panel to upper part bearing a two-masted ship in full sail. Inscription below almost worn away, but ... JOSEPH ... decipherable.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/200 (North side) Nos.116 & 118 including front garden walls and gatepiers

17-MAY-1993

GV II

Pair of attached houses of early-C19 date.

MATERIALS: Constructed of coursed Portland stone rubble which is rendered, except for the rear of No. 116. A stone-coped roof of asbestos slate with brick ridge and end stacks.

PLAN: Each house has a four-unit plan with a rear outshut. A detached shop that fronts onto the road has been built within part of the former garden of No. 116, sometime between 1892 and 1903. This is not of special interest.

EXTERIOR: The principal (south-west) elevation of each house is double-fronted with a central entrance and C20 doors. The windows are of various dates and styles. No.116 has late-C20 French doors to either side of the doorway which, according to historic photographs, have replaced similar doors. Above are two uPVC windows and a roof dormer. To the rear of No.116 there are early-C19 six/six-pane hornless sash windows, a horizontal-sliding sash with glazing bars, and a small fixed-window of C20 date. The windows to the front of No.118 are mostly late-C19 in date; the dormer window is a late-C20 replacement with a uPVC frame. To the rear are late-C20 timber casements.

INTERIOR: The original plan form and circulation remains largely intact. Historic features survive throughout, including staircases of stick balusters and turned newels; doors that are mostly four-panelled with architraves; some simple coricing; and, although the fireplaces have been blocked, many retain early-C19 timber surrounds.

SUBSIDIARY FEATURES: No.118 retains its front garden walls which extend to the roadside boundary wall which has a central entrance. The gateway has pyramidal caps to the piers flanking the central steps, a similar right end pier, and tall pier to the left with ball finial. In the rear yards of both houses is a small outbuilding, probably a wash-house. These have been constructed of large blocks of Portland stone and built against the rear retaining wall of the yard; each has a monopitch roof. The outbuilding to No.116 retains a copper for heating water.

HISTORY: Fortuneswell, which was originally known as Fortunes Well because it was established around a small watercourse, lies on steeply sloping land and is the principal settlement on Portland. Nos. 116-118 Fortuneswell are a pair of semi-detached houses which are set back from the road. The exact date of construction is unknown but the houses are depicted on the 1841 Tithe Map.

SOURCES: RCHME, An Inventory of the Historical Monuments in the County of Dorset (1970), vol. II, part II, South-East, 255 Weymouth & Portland Local Plan Review (2003), Weymouth & Portland Borough Council

REASONS FOR DESIGNATION: Nos. 116-118 Fortuneswell on the Isle of Portland are designated at Grade II for the following principal reasons: • Architectural interest: despite the loss of early-C19 fenestration to the principal elevation, the symmetrical and balanced design of these semi-detached houses displays good craftsmanship using local materials • Interior: the early-C19 plan form and fabric remain intact, with a good survival of internal joinery, original staircases and doors, and original roof

structure • Group value: they contribute to the local streetscene and form a good grouping with St John the Baptist's Church.

SY6873 FORTUNESWELL, Fortuneswell 969-1/3/99 (South West side) No.165

II

House at end of row set at right angles to main road. Early C19. Rubble, some rendered, slate roofs. The main front of the house faces NW into a narrow alley, and has a deep back wing enclosing small courtyard facing Coastguard Road. NW front in rubble, previously rendered; 3 storeys, 2-windowed. All 16-pane sashes with stooled stone cills, brick segmental arches to first and second floors, stone lintel to ground floor. Semi-circular brick arch over C20 door with fanlight to left. Three-storey, 1-windowed range at rear with 16-pane sashes, and further 16-pane windows in return wing, with brick stack to left.

SY6873 CHISWELL, Chesil 969-1/3/20 (West side) Dolphin and Neptune with attached rear boundary wall

II

Two cottages, probably formerly one property. Late C18 or early C19. Rendered, slate roof. A symmetrical front to the street, with double-depth plan, including a smaller parallel back range which has become a separate property (Dolphin). Two storeys and attic, 2-windowed. 4-pane sashes with central C19 flush 4-panel part-glazed door. Raised verges, rendered stacks. Right return has plain gable to Neptune, then lower plain gable to Dolphin, but with C20 door and small 4-pane sash at ground floor. Back has some 4-pane sashes, and two one storey lean-to wings, all enclosed by high stone boundary wall. Central rendered ridge stack to Dolphin. This property, now rather isolated, may be one of the survivals from the great storm of 1824 which caused extensive damage in the low-set area.

SY6873 CHISWELL, Chesil 969-1/3/17 (East side) Nos.90 AND 92

II

Pair of houses in row. Probably C17 origins, but raised and refronted in late C19. Rendered, stone block gable, slate roofs. A small pair of houses at the end of a row, twin gables to street. 3 storeys, 1+1-windowed. All 4-pane horned sashes. In No 90 the ground-floor window offset to right of C20 door in cheeked porch with flat slab roof; No 92 has C20 door in similar porch, far right. Central brick stack. The return gable is in good squared and cut stone and shows clearly the line of the earlier, lower steep roof. At the back is a full width lean-to unit in two storeys, including one 16-pane sash. The earlier provenance of the building is also indicated by the low ceiling heights and overall small scale. Interior not inspected. Subsidiary features: across the front and returned at either end a low boundary wall in large squared block, with simple openings opposite doors.

SY6873 CHISWELL, Chesil 969-1/3/16 (East side) 21/09/78 No.86 (Formerly Listed as: CHISWELL, Chiswell Nos.84 AND 86)

II

House in row. Early to mid C19. Rendered, slate roof. Three storeys, 2-windowed, all 12-pane sashes to stone lintols and stooled stone cills. Central lead tent-hood porch on C20 lattice cheeks over C19 6-panel part-glazed door. Raised verges to small kneelers, deep brick gable stacks. Interior not inspected, but noted as having some panelled shutters to ground floor windows. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 254).

SY6873 CHISWELL, Chesil 969-1/3/198 (West side) The Cove House Inn

II

Public house. Early C19 with earlier origins. Large square dressed Portland stone blocks, slate roofs and stone stacks. The main central unit extends one bay to the right and one bay to the left at a lower level.; there are various additions at the rear, stepped down to a lower access level. Centre block is in 3 storeys, 2 windows: 4-pane sashes in flush boxes, but at ground floor are small 12-pane; at centre a lean-to porch with C20 door. To the left is a 4-pane sash over a broad recessed mid C20 window and to the right the same. The left gable includes an early C19 small 9-pane sash in the gable. At the right hipped end are two 4-pane sashes and, at basement level, a gabled porch with stone cheeks; there is a further door in the rear extension. The centre block has gable stacks. Interior modified in C20; there are substantial dressed stone walls in the basement, possibly part of an earlier building on the site. This is one of the rare survivals from the great storms of 1824 which caused such damage to this part of the Portland coast. The inn played a prominent part in the saga of shipwrecks on this part of the coast, particularly in the infamous Avalanche and Forest disaster of 1877. Watch was kept from its windows, survivors were taken in and bodies of victims were taken to the nearby "dead house" by the landlord's family - Ranter's Lodge (q.v.). Many important meetings were held here in the C19, including committees for the relief of suffering for catastrophic storms, for the establishment of a lifeboat (1870) and for protest against the practice of catching fish by dynamite charges (which became national news in 1877). (Morris S: Information on Cove House: 1991-).

SY6873 CLEMENT'S LANE, Chesil 969-1/3/22 (South East side) Conjuror's Lodge

II

Workshop and store. Late C18 or early C19. Squared and dressed stone front, rubble returns, corrugated asbestos-cement roof. A long narrow building in two storeys set gable to street, with loading-bay door centrally to first floor above larger pair of C20 doors in plat band surround, offset to right at ground floor. Raised verge, dressed flush alternating quoins. To right a straight-flight stone external flight of steps with stone balustrade rises to door at first floor. Towards back a glazing bar sash at each level. This property is reputed to have been used during the C19 by a breakaway Dissenting sect, whence its strange name. A rare surviving example of this building type on Portland, which, like Ranter's Lodge (q.v.), has historical interest in tracing the development of non-conformity which was an important factor in the island's social history.

SY6873 CHISWELL, Chesil 969-1/3/21 (West side) 28/01/87 Ranters' Lodge,with enclosing wall

II

Also known as The Dead House. Small cottage with outbuilding, altered for use as Methodist chapel. Late C18 or early C19. Large squared coursed block, felted roofs. Two small gabled buildings in parallel, enclosed in stone boundary wall, set to slope to W of Chiswell, behind No 57 (not included). Main building, to N, has door flanked by openings each side with remains of casements on S front, into courtyard, and a square opening in gable to W, beneath small stone stack. Raised verges. Roof covering has been removed, temporary felting remains. Interior mainly gutted. Subsidiary Features: To the S across a small yard, a smaller building, set into beach slope to W, has 3 openings at first floor above door and 2 openings at ground floor. Large loading opening with pair of plank doors at first-floor level to W; raised verges. This building is in rubble, with lower roof pitch than main chapel. A stone retaining wall runs c 2m W from the W gable of the chapel, returns to gable of the second building, all in good squared Portland block. These buildings are of historical interest, although apparently abandoned and deteriorating at time of survey (May 1991). The name derives from a sect of Methodists so named for their procedure in meetings.

SY6873 CHISWELL, Chesil 969-1/3/15 (East side) 23/07/75 No.46 (ADJOINING) Workshop adjoining No 46 (not included) (Formerly Listed as: CHISWELL Store immediately North of Nos 46 AND 48)

II

Store or workshop. C19, possibly earlier. Rubble, asbestos-cement slate roof. A small single-storey building set eaves to street with raised verges either end. Centred to street front a C20 sliding garage door set to raised portion of roof in corrugated iron; the wall slightly higher to left than to right, and continuing c 1.5m beyond left gable to raking top. A blocked door opening far right. Back also has central door. Adjoins No 46 (not included) and is a rare survival of this building type in an area of later rebuilding.

SY6873 VICTORIA SQUARE, Chesil 969-1/3/23 (West side) Little Ship

GV II

Public house. Mid C19. Rendered, slate roof. A double-depth plan with parallel range to back. 2 storeys. Main front, to east, of 2-windowed symmetrical layout; tripartite plain sashes in raised plat band surrounds to bracketted cills and small cornice mould. Central blocked doorway in moulded architrave with cornice, under diagonally-set square plaque bearing 'EP' - the Eldridge Pope insignia. Rusticated quoins each side, small plinth, cornice above first-floor windows, blocking course and plain parapet. To right a quadrant-curved corner crowned with scrolled cornice, and two painted panels separated by broad entablature band corresponding with main doorcase. To right plain wall with one sash at each floor level and a door with overlight, far right; rusticated quoins to left end, cornice, blocking and plain parapet. Entrance in late C20 addition left of main front. Plain return to left with one small sash. Back range runs half width. An externally complete example of a modest classical-style Victorian pub, holding a very important corner to this Square, at the main entry from the mainland to the island.

SY6873 VICTORIA SQUARE, Chesil 969-1/3/24 (East side) Royal Victoria Hotel.

GV II

Hotel and inn. c 1870. Rendered, slate roof. A complex building: the main block, facing the Square, is L-shaped, with a long return to the S, and a further domestic block across the E side, enclosing a small courtyard. Two storeys, 1+5-windowed. All plate-glass sashes; at first floor in plat band surrounds to flat segmental heads and set to continuous cill band. At ground floor with arched heads, under moulded lintol band and to plain cill band. The first bay is brought forward boldly from the other 5. Central to recessed front a square porch with arched openings to three faces, C19 door to front. All with small plinth, moulded cornice, blocking and parapet coping, which continues to right return, having 3 equally-spaced windows above 3 at ground floor and a later projecting square porch. At right end of this return a lower gabled unit in one bay, which joins a hipped-roof 3-bay house with margin-pane sashes and central canted oriel to flat roof. North side has C19 door with overlight, and two 4-pane sashes. Holds an important position on the corner of the Square, complementing the 'Little Ship' (qv) opposite.

SY6873 CASTLE ROAD, Fortuneswell 969-1/3/88 (East side) No. 3, with boundary wall.

GV II

House at end of short terrace, formerly police housing, and attached to Police Station (qv). 1904. Rock-faced Portland stone, ashlar dressings, slate roofs. A twin-gabled unit in 2 storeys, each 1-windowed. Small ventilator in coped gable above tripartite sashes in flush chamfer surrounds. The central upper sash with two vertical bars. Central good panelled door under small plain transom light. Plinth, moulded mid string, continuous with Nos 1 and 2 (qv) adjoining; central cast-iron downpipe discharges to long hopper-head at mid-string level. Large square brick stacks just off ridge level. Subsidiary features: Across frontage a boundary wall in regular rock-faced stone to plain coping, continuous with boundary wall to Nos 1 and 2. Part of a significant composition, with no external change, and important on the skyline seen from the approach road from Victoria Square, below.

SY6873 CASTLE ROAD, Fortuneswell 969-1/3/87 (East side) Nos. 1 and 2 with boundary wall and steps

GV II

Pair of houses, formerly police dwellings, attached to Police Station (qv), with front boundary wall. 1904. Rock-faced Portland stone, slate roofs. Set back from Police Station frontage, 2 storeys, 1+1-windowed. All tripartite sashes with flush chamfer surrounds and stone mullions; the central upper sash unit having two vertical glazing bars. To left and right good C19 panelled door under small plain transom light, in flush chamfer surround. Plinth, moulded mid string, continuous with adjacent properties, stone eaves course, raised coped verges left and right, and at party division. Brick stacks on rear slopes; projecting rear wings. Subsidiary features: Across front of property, as retaining wall behind pavement, wall in regular coursed rock-faced stone to plain parapet, rising c 2.2m, with left, 7 stone steps returning towards Police Station. Part of a significant composition, with no external change, and important on the skyline seen from the approach road from Victoria Square, below.

SY6873 CASTLE ROAD, Fortuneswell 969-1/3/89 (East side) Police Station with Court Room

GV II

Police station with court room. dated 1904 and 1906. Rock faced Portland stone with ashlar dressings, slate roofs. A two-part composition with the gabled court room set back to left, and twin-gabled police station to right; beyond this former police housing, now Nos 1-3, Castle Road (qv). Court room has one-storey ante-room to balustraded parapet and central pedimented Doric portico flanked by plain sashes in architraves with keystones, including one sash on return. Good pair of panelled doors. Main gable, behind, with Palladian window having shell motif in arch, moulded surrounds and voussour band, under coped gable. Left return has 4 lofty 2-light stone transomed and mullioned lights under coped gables linked by arch at rainwater outlets. Moulded cill band, 3 raking buttresses, cast-iron down pipes on lugs, and hopper heads dated 1906. On main ridge an octagonal leaded wood ventilation turret. Back wall with 3-light lofty mullioned sash, and steps down to boiler house; large brick stack at eaves. Police station has symmetrical twin-gabled front, central section slightly recessed above projecting flat-roofed porch on steps. Each coped gable has small vent above 3 plain sashes in flush chamfered surrounds, and at ground floor a tripartite sash with stone mullions. Square porch has panelled door to right, 2 sashes to street and one on left return; plain parapet has inscription 'County Police' to street front, above moulded string running full width of front. Near back of each ridge a brick stack. At back a sash centrally at each level, then, to right (N) a single-storey cell block in yellow brick, 7-windowed, with plain gable to E, 1 window to end of corridor; all lights small segmental-headed to heavy cills, and protective iron bars. Interior of court room with all original fittings, with 4-bay arch-braced roof to stone corbels, 5-panel doors in moulded architraves, and one with pulvinated frieze at E end; brass door handles. Royal Arms behind magistrate's chair. Police station retains original fireplaces and many good panelled doors in architraves. The cell block has 6 cells, two of these retaining original C19 pattern doors. This is a confidently detailed and presented building, holding an important position visually on the road rising from Victoria Square to Fortuneswell, and showing remarkable little change to its fabric.

SY6873 CASTLE ROAD, Fortuneswell 969-1/3/90 (East side) Front boundary wall and steps to Police Station

GV II

Boundary wall and steps. 1906. Rock-faced Portland stone. Wall in regular coursed blocks to plain coping, rises c 2.2 - 2.5m from pavement level, maintaining horizontal top. A retaining wall, near left end is plain dressed opening to 11 steps, and at right end, overlapping the frontage to No 1 (qv), 7 steps, both sets returning parallel with street. Included for group value.

Schedule entries

Portland Castle

Reasons for Designation

Artillery castles were constructed as strong stone defensive structures specifically to house heavy guns. Most date from the period of Henry VIII's maritime defence programme between 1539 and 1545, though the earliest and latest examples date from 1481 and 1561 respectively. They were usually sited to protect a harbour entrance, anchorage or similar feature. These monuments represent some of the earliest structures built exclusively for the new use of artillery in warfare and can be attributed to a relatively short time span in English history. Their architecture is specific in terms of date and function and represents an important aspect of the development of defensive structures generally. Although documentary sources suggest that 36 examples originally existed, all on the east, south and south east coasts of England, only 21 survive. All examples are considered to be of national importance.

The artillery castle at Portland represents one of the best preserved and best known examples of its class. The structure of the main citadel is a particularly good survival and is associated with almost the full range of other original structural components, including the master gunner's quarters, gun emplacements and the castle yard. Historical sources suggest that the structure was used as a prison and an ordnance store, prior to conversion into a domestic residence during the 19th century. This use caused very few structural changes and ensured the castle was well maintained. The artillery castle displays most of its original architectural features and has close historical associations with the adjacent harbour, dockyard and nearby town. Portland Castle is open to the public.

Details

The monument includes an artillery castle situated along the northern shore of the Isle of Portland, overlooking Portland Harbour to the east and Weymouth Bay to the north. The site, known as 'Portland Castle', represents one of a pair of coastal fortifications constructed during the reign of Henry VIII in order to provide protection for the sheltered waters of Weymouth Bay. The two forts are sited on opposite sides of the bay and are inter-visible. Portland Castle, which is Listed Grade I, has a central citadel which is fan-shaped in plan. The structure is composed of ashlar dressed Portland Stone producing a 'rounded' external appearance. The citadel includes a single storey gun room facing across the harbour, and a two storey building situated to the rear. The gun room was originally roofed and has embrasures for a further (upper) battery of five guns protected by an embattled parapet along the northern side. This also shielded a second battery situated on the roof of the accommodation block. The two storey building to the rear includes a central hall which is octagonal in plan, with wings radiating to the east and north west. The structure could, if necessary, accommodate a third battery on the roof which was also protected by an embattled parapet. Access to the main building was provided by an entrance on the north western side. This originally included a drawbridge over a moat and an internal passage way built as a 'dog-leg' in the thick outer wall. The passageway leads into a central hall with a large decorated post supporting the ceiling. The post is reputed to have been derived from Bindon Abbey in the Isle of Purbeck, during the earlier part of The Dissolution. To the south and south east of the citadel was an outer yard, bounded by a stone wall and external ditch. The yard contained a large gun platform to the east of the citadel and a smaller example to the west. In the south western corner of the yard was a two storey 17th century building which was incorporated into the outer wall. The building is shown on a map of 1716 as 'L'-shaped and comprising a brewhouse and stable along the north-south axis, with an extension to the east forming the sutler's house. The structure was partly demolished at the beginning of the 20th century, although the remainder continues to be occupied as a domestic residence. The outer defences along the landward side of the fortification are known to have included a length of bank along the south eastern side by 1623. This bank had dimensions of 27m in length, 14.4m in width and about 1.2m in height. A plan of 1816 shows a ditch adjacent to the wall of the yard; this was later infilled, although it survives as a buried feature approximately 5m wide. The construction of the fortification followed the advice of a Commission set up by Henry VIII in 1539, in response to a possible threat of French invasion. The castle formed part of a chain of similar forts built along the South Coast at this time. It was also among the first to be operational, as it may have been complete by late 1540 and was in service by early 1541. The fortifications are known to have cost 4965 pounds to construct, a fee met at Royal expense. The paymaster was Oliver Lawrence, although the designer is unknown. During the Civil War the castle was the scene of some fighting, after which it was used as an ordnance store and later a prison. Historical sources suggest that the castle had fallen into some disrepair by 1680, although it was

renovated by Queen Anne in 1702. During the 19th century, the citadel was occupied as a residence, when wooden panelling was first added to the interior. The structure is now in the care of the Secretary of State and is open to the public. Excluded from the scheduling are all modern fixtures and fittings within the artillery castle and the Commandant's House which is used as a residence (Listed Grade II*), although the ground beneath these features is included.

The Verne Citadel

No full schedule entry – main record from HER instead

RAF Portland, site of Rotor early warning radar station

Reasons for Designation

The radar system of the United Kingdom was refurbished during the early 1950s by a project known as Rotor. This system made use of modified World War II radar technology and was accompanied by a massive infrastructure construction programme. It was characterised by the presence of large reinforced operation control rooms, or bunkers. In areas considered to be at 'high risk', the bunkers were situated underground, while elsewhere the bunkers were above ground. Rotor period radar stations were of five principal types: Centrimetric Early Warning (CEW), Chain Home (CH), Chain Home Extra Low (CHEL), Ground Control Intercept (GCI) and Sector Operation Centres (SOC). These were distinguished mainly according to the type of radar used, (although the SOCs did not have their own radar installations). The Rotor system included 54 main radar stations spread across England, with a concentration along the eastern and south eastern coasts, since the greatest threat was perceived to be from the east. However, the development of more powerful radar quickly reduced the need for such a large system. The Rotor scheme was also reduced by evolving defence policy, which recognised the threat posed by intercontinental ballistic missiles. In 1957, a Defence White Paper suggested that the defence of the UK would be best served by the deterrent effect of nuclear weapons and that guided weapons would be the most appropriate form of air defence. From this period on, resources for radar were reduced and instead directed at the protection of the nuclear deterrent. Archaeological remains dating from the Cold War period (1946-89) are the physical manifestation of the global division between capitalism and communism that shaped the history of the second half of the 20th century. Radar sites exemplify many of the themes of the Cold War, including the rapid evolution of information technology and the obsolescence of sites which resulted. These sites are also a direct reflection of contemporary air defence strategy. The bunkers at Rotor sites were among the first structures in England to be designed to accommodate computers. Other significant and distinctive features included the suspended floors; beneath which cabling could be carried, and large and complex air conditioning systems to remove the heat generated by the electronic valves used in the early control consoles. Rotor sites also reflect the influence of pre-war and wartime German military architecture on post-war design, with for example, the use of bungalow-like guardrooms and generator buildings resembling chapels. There were 54 radar stations within the Rotor scheme in England, of which about 35 were new constructions. There are now only eight surviving examples known nationally, a small group which serve to illustrate the different aspects of technological changes and developments throughout the Cold War.

The remains of RAF Portland represent the only example of a Rotor Centrimetric Early Warning (CEW) station to survive in a largely complete and original condition within the UK. This reflects the fact that the site was not remodelled to accommodate new technology in 1957 and the limited disturbance which has occurred at the site since its disuse in the 1980s. Above ground, ancillary structures such as the picket post and emergency exit are significant survivals, as both are intact and were uniquely faced in Portland stone in order to blend with the local landscape and to provide camouflage.

These are further complemented by the presence of the guardroom and the foundations and gantries of the full set of radar towers which served the site and are also an unusual survival.

Together with the underground bunker (which is the subject of a separate scheduling) these features form a uniquely complete survival. RAF Portland is also situated within an area of significant historical fortifications, including Victorian and World War II defences, which together reflect the technological and

historical development of defences throughout the 19th and 20th centuries, as part of the strategic defence of a significant naval area.

Details

The monument, which includes both above and below ground remains, contains the surviving remains of an early warning radar station of RAF Portland which was constructed between 1950-51. It formed part of a wider redevelopment of the United Kingdom's Air Defence System, known by the codename 'Rotor 1'. This system, which made use of modified World War II radar technology, was characterised by a major programme of infrastructure construction and included the building of reinforced concrete bunkers to house radar operators and control staff. Where sites were considered to be at particular risk, the bunkers were sometimes constructed underground for added protection.

The Rotor site at Portland was of the Centrimetric Early Warning (CEW) type and was one of eight examples constructed across the UK during this period. The site is defined as an irregular shaped compound of about 12 acres (4.8ha), enclosed by fencing. The only entrance was situated on the western side and included an adjacent 'Picket Post', or entrance guardhouse. This structure was of single storey and built of Portland stone, with a projecting porch and platform at the front. A single track runs for about 80m to the north east and led to the guardroom.

The main guardroom is a single storey structure constructed in the style of a bungalow in order to disguise its function as the principal entrance to the bunker. It is built of Portland stone and has a curved frontage, with a projecting porch and raised platform to the front. It originally contained a stairwell and liftshaft (since removed) which provided access into a subterranean corridor and led to an underground bunker. Access is now by means of a ladder mounted on the wall of the original stairwell.

The bunker contained the control centre for the Rotor site, situated on the northern side of the complex, within the outer ditch of the adjacent Verne Citadel (the subject of a separate scheduling). The bunker was excavated into the base of the existing ditch and sealed with reinforced concrete and covered in soil. The interior of the bunker was subdivided into various working areas. These included a workshop, radar office, intercept recorder, tracking room, areas for General Post Office (GPO) apparatus and air conditioning plant, as well as cloakrooms and rest-rooms. The floors were suspended in order to enable cabling to be carried underneath and there was also a lower chamber beneath the central floor area of the bunker. An emergency exit from the underground bunker was situated to the east. This included a stairwell (since infilled) which led to a single storey structure of Portland stone at ground level. This building is rectangular in plan and situated within the north eastern area of the compound.

There is a large reservoir situated within the south eastern area of the compound. This provided the original water supply for the control centre in the underground bunker. The compound also housed seven radar towers, which although now dismantled, are marked on the ground by the presence of a series of concrete gantry bases, plinths and footings which housed the turning mechanisms. There are also the foundations of an American radar platform and some associated building platforms within the compound which are all included within the scheduling.

The modern telecommunications mast and associated structures situated in the north east area, along with the modern buildings within the central western area are all excluded from the scheduling, although the ground beneath them is included.