

**Planning Inspectorate Reference Number: APP/D1265/W/23/3327692**

*Planning Reference: WP/20/00692/DCC*

**Town and Country Planning Act 1990**

**Appeal by Powerfuel Portland Limited against the refusal by Dorset Council  
of a planning application for the construction of an Energy Recovery Facility  
(ERF) at Portland Port, Castletown, Portland, Dorset**

**Appendix Proof of Evidence of Helena Kelly, BSc MCIFA**



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## 1 Method used for determining the significance of effect

1.1. The level of effect as described in my proof of evidence, has been determined by assessing the heritage value of the asset, then comparing that to the predicted magnitude of change (the impact).

### *Heritage value*

1.2. Heritage value has been assessed for each asset as being either high, moderate, low or negligible:

1.3. Assets with **high** value include all of those that have a designation, as they meet national criteria for designation under the relevant legislation or planning policy provisions. Also assets with historic, artistic, architectural or archaeological interest at a national level. The NPPF, at paragraph 200, defines assets of the highest significance. In the professional judgements made in determining the level of effect, this relatively higher level of significance is reflected.

1.4. Assets with **moderate** value are non-designated assets that have regional interest. Assets with **low** value are those that are locally significant. Assessments of moderate or low value reflect the relative period, rarity, survival, group value and condition of the asset. Assets with **negligible** value demonstrate poor survival or very limited historic, architectural, or archaeological interest.

### *Magnitude of change*

1.5. The magnitude of change has also been assessed as being either high, moderate, low or negligible:

- A change described as being of **high magnitude** would result in a significant or total loss of heritage value, either as a result of physical removal of the asset or a change within its setting that significantly impacts the understanding and appreciation of the heritage asset and key elements of its special interest.
- A change described as being of **moderate magnitude** would result in harm to heritage value either as a result of partial physical removal of the asset or a change within its setting that impacts key aspects of value of the heritage asset.
- A change described as being of **low magnitude** would result in loss of heritage value through limited physical impact on the asset or a change within its setting that would be perceptible and the appreciation and understanding of the heritage asset would be impacted.

- A change described as being of **negligible magnitude** would result in a slight loss of heritage value through very limited physical impact on the asset or a change within its setting that would be barely perceptible and the appreciation and understanding of the heritage asset would be largely preserved.

*The level of effect*

1.6. The level of effect has been determined by comparing the heritage value of the asset with the degree of change to that value. An important consideration was whether the adverse impact seriously affects a key element of the special interest of the asset. The overall level of effect on heritage assets has been described in accordance with the following scale:

Heritage Value	Magnitude of change			
	High	Moderate	Low	Negligible
High	Major	Medium/high or Medium	Minor	Minor or Negligible
Moderate	Medium/high or Medium	Medium or Minor	Minor or Negligible	Negligible
Low	Minor	Minor or Negligible	Negligible	None
Negligible	Negligible	Negligible	None	None

1.7. As set out in the NPPF (paragraph 201 and 202), harm to the significance of a designated heritage asset can be substantial or less than substantial. Planning practice guidance identifies that substantial harm is a high test. This is normally associated with total loss of a heritage asset's significance and is equivalent to a major effect in the scale set out above. Less than substantial harm is a broader spectrum, with negligible effects that are at the lowest end of the scale and medium/high level effects at the higher end.

1.8. In the above table, I have colour coded where on the spectrum of substantial/ less than substantial I consider each category to be:

- Major = Substantial Harm
- Medium/ high = Less than substantial harm - high end
- Medium = Less than substantial harm - mid range
- Minor = Less than substantial harm – low end
- Negligible = Less than substantial harm – lowest end
- None – No harm

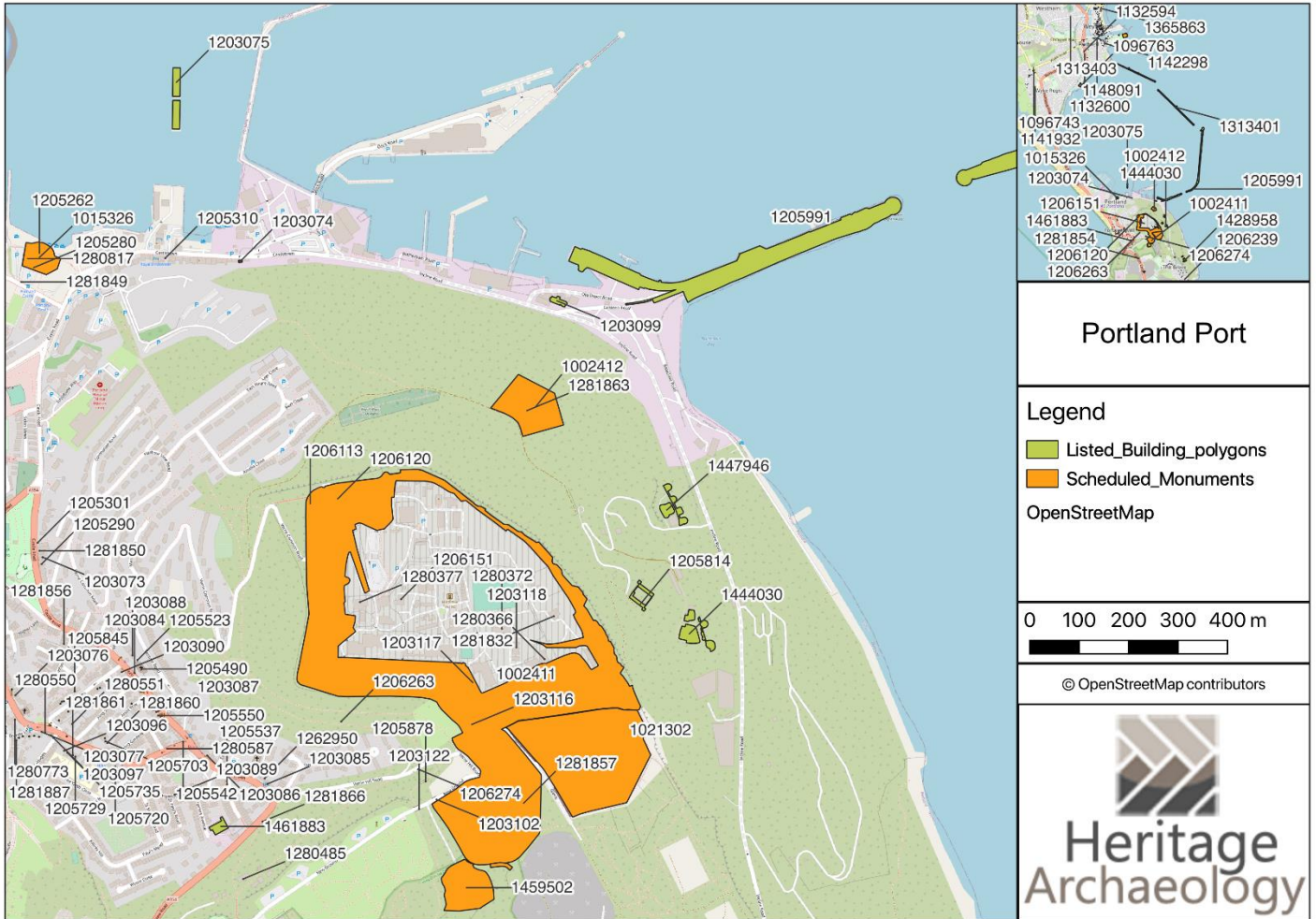
## 2 Table summarising the level of effect for individual heritage assets

Asset ID	Name	My Assessment	ES Assessment
Ref 1205991	The Grade II Listed Inner and Outer Breakwater, including the Coaling Shed, Storehouse Jetty, Coaling Jetty, Inner Breakwater Fort and Outer Breakwater fort	High value Moderate impact Medium/high effect <substantial high end	Moderate (Significant)
Ref.1203099	The Grade II Listed Dockyard Offices	High value Moderate impact Medium/high effect <substantial high end	Moderate (Significant)
Ref. 1444030	Grade II Listed Battery approximately 80m SE of East Weare Camp (A Battery)	High value Moderate impact Medium effect <substantial mid-range	Slight
Ref. 1447946	Grade II Listed Battery approximately 160m NE of East Weare Camp (C Battery)	High value Moderate impact Medium effect <substantial mid-range	Slight
Ref. 1002412 / Ref. 1281863	Scheduled Monument Battery 200yds (180m) E of the Naval Cemetery Grade II Listed Building East Weare Batteries at SY 694 741 (E Battery)	High value Moderate impact Medium effect <substantial mid-range	Slight to moderate (Significant)
Ref. 1205814	Grade II Listed East Weare Camp	High value Low impact Minor effect <substantial mid to low	Slight
	Non-designated Batteries B and D	Moderate value Moderate impact Medium effect <substantial mid-range	Not recorded
Ref. 1206120	Grade II* Listed The Citadel North Entrance	High value Moderate impact Medium effect <substantial mid-range	Slight to moderate (Significant)
Ref. 1002411	The Verne Citadel Scheduled Monument	High value Moderate impact Medium effect <substantial mid-range	Slight to moderate (Significant)
	Underhill Conservation Area	High value Low impact Minor effect <substantial low end	Slight
Ref.1203074	Grade II Listed 1 Castletown	High value Low impact Minor effect <substantial low end	Slight

<b>Asset ID</b>	<b>Name</b>	<b>My Assessment</b>	<b>ES Assessment</b>
Ref. 1203075	The Grade II listed Mulberry Harbour Phoenix Caissons at Portland Harbour	High value Low impact Minor effect <substantial low end	None
Ref. 1015326/ Ref. 1205262	Portland Castle Scheduled Monument also a Grade I Listed Building	High value Negligible impact Negligible effect <substantial lowest end	Slight to moderate (Significant)

### 3 Heritage asset locations and descriptions

#### Designated asset locations



#### Historic England designated asset descriptions

<b>Dockyard Offices</b> <b>Building 228, Portland Port Business Centre, Castletown, Portland, DT5 1PA</b>	
<ul style="list-style-type: none"> <li>Heritage Category: Listed Building</li> <li>Grade: II</li> <li>List Entry Number: 1203099</li> <li>Date first listed: 17-May-1993</li> <li>Date of most recent amendment: 26-Feb-2018</li> </ul>	<p><u>Summary</u></p> <p>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><u>Reasons for Designation</u></p> <p>Dockyard Offices, Castletown, Portland is listed at Grade II, for the following principal reasons:</p> <p>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.</p> <p>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.</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</p>

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.

#### 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.

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.

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.

#### Details

Former dockyard engineer's offices of 1848 by John Coode, extended and altered in 1890 and 1910, and with later C20 extensions and alterations.

**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.

**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.

**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.\*

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.\*

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.

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.\*

\* 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.

**The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort. Portland Harbour, Dorset, DT5 1PA**

<p>Heritage Category: Listed Building                  Grade: II                  List Entry Number: 1205991                  Date first listed: 21-Sep-1978                  Date of most recent amendment: 26-Feb-2018</p>	<p><u>Summary</u>                  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 Towleron 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><u>Reasons for Designation</u>                  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:* 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:* 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</p>
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and technology.

Group value: \* As part of a largely complete naval base of considerable importance; \*  
With the Grade II listed late C19 Bingleaves 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 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.

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.

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 lifted 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.

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.

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.

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-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.

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.

#### Details

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.

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.

#### DESCRIPTION

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.

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.

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.

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.

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:

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

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.

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.

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.

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.

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.

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.
<b>Battery A: Battery approximately 80m SE of East Weare Camp. Off Incline Road, Isle of Portland, Dorset, DT5 1EG</b>	
<ul style="list-style-type: none"> <li>• Heritage Category: Listed Building</li> <li>• Grade: II</li> <li>• List Entry Number: 1444030</li> <li>• Date first listed: 26-Feb-2018</li> </ul>	<p><u>Summary</u>  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><u>Reasons for Designation</u>  The 1860s battery approximately 80m south-east of East Weare Camp, formerly known at Battery A, is listed at Grade II for the following principal reasons:  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.  Historic interest: * As part of the C19 and earlier defences at East Weare, which played an important role in British naval history.  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><u>History</u>  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.  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. 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.  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.  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>

	<p><u>Details</u></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><b>MATERIALS:</b> the battery has magazine stores constructed primarily of stone under earth mounds, with gun positions of concrete and stone.</p> <p><b>PLAN:</b> 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><b>EXTERIOR:</b> 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><b>INTERIOR:</b> 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>
<p><b>Battery C: Battery approximately 160m NE of East Weare Camp</b></p>	
<ul style="list-style-type: none"> <li>• Heritage Category: Listed Building</li> <li>• Grade: II</li> <li>• List Entry Number: 1447946</li> <li>• Date first listed: 26-Feb-2018</li> </ul>	<p><u>Summary</u></p> <p>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><u>Reasons for Designation</u></p> <p>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><u>History</u></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 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</p>

	<p>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, known as C Battery, was altered again so that the two centre gun positions took 10in RMLs.</p> <p><u>Details</u></p> <p>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.</p> <p><b>MATERIALS:</b> 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.</p> <p><b>PLAN:</b> 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.</p> <p><b>EXTERIOR:</b> 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.</p> <p><b>INTERIOR:</b> 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>
<p><b>Battery E: Battery 200yds (180m) E of the Naval cemetery/ EAST WEARE BATTERIES AT SY 694 741, INCLINE ROAD</b></p>	
<ul style="list-style-type: none"> <li>• Heritage Category: Scheduled Monument</li> <li>• List Entry Number: 1002412</li> </ul>	<p>This record has been generated from an "old county number" (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.</p>
<ul style="list-style-type: none"> <li>• Heritage Category: Listed Building</li> <li>• Grade: II</li> </ul>	<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</p>



<ul style="list-style-type: none"> <li>• List Entry Number: 1281863</li> <li>• Date first listed: 17-May-1993</li> </ul>	<p>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 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>
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**East Weare Camp. Incline Road, Isle of Portland, Dorset, DT5 1EG**

<ul style="list-style-type: none"> <li>• Heritage Category: Listed Building</li> <li>• Grade: II</li> <li>• List Entry Number: 1205814</li> <li>• Date first listed: 21-Sep-1978</li> <li>• Date of most recent amendment: 26-Feb-2018</li> </ul>	<p><u>Summary</u>          A defensible barracks built in 1870-80 constructed of local stone and overlooking Portland Naval base.</p> <p><u>Reasons for Designation</u>          East Weare Camp, Portland is listed at Grade II, for the following principal reasons:          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.          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.          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><u>History</u>          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 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>
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	<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><u>Details</u></p> <p>A defensive barracks of c.1870-80, later converted for coastguard use, and with subsequent adaptations.</p> <p><b>MATERIALS:</b> constructed of snecked and dressed rubble, some slate roofs remain.</p> <p><b>PLAN:</b> 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.</p> <p><b>DESCRIPTION:</b> 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>
<p><b>The Verne Citadel</b></p>	
<ul style="list-style-type: none"> <li>Heritage Category: Scheduled Monument</li> </ul>	<p>This record has been generated from an "old county number" (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.</p>

<ul style="list-style-type: none"> <li>List Entry Number: 1002411</li> </ul>	
<b>THE CITADEL, NORTH ENTRANCE</b>	
<ul style="list-style-type: none"> <li>Heritage Category: Listed Building</li> <li>Grade: II*</li> <li>List Entry Number: 1206120</li> <li>Date first listed: 17-May-1993</li> </ul>	<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>
<b>1 Castletown</b>	
<ul style="list-style-type: none"> <li>Heritage Category: Listed Building</li> <li>Grade: II</li> <li>List Entry Number: 1203074</li> <li>Date first listed: 17-May-1993</li> </ul>	<p><u>Summary</u>          Former customs house. Mid-to late C19.</p> <p><u>Reasons for Designation</u>          1 Castletown is listed at Grade II for the following principal reasons:          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.          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.          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><u>History</u>          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</p>

	<p>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><u>Details</u></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 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>
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**Mulberry Harbour Phoenix Caissons at Portland Harbour. Opposite Castletown Pier, Portland Harbour, Isle of Portland, Dorset, DT5 1BD**

<p>Heritage          Category: Listed          Building          Grade: II          List Entry Number:          1203075          Date first listed:          17-May-1993          Date of most          recent          amendment: 26-          Feb-2018</p>	<p><u>Summary</u></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><u>Reasons for Designation</u></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>
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	<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><u>History</u></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); 'Corncob' (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> <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><u>Details</u></p> <p>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).</p> <p>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>
<p><b>Portland Castle</b></p>	
<ul style="list-style-type: none"> <li>Heritage Category: Scheduled Monument</li> </ul>	<p><u>Reasons for Designation</u></p> <p>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,</p>

<ul style="list-style-type: none"> <li>• List Entry Number: 1015326</li> <li>• Date first listed: 09-Oct-1981</li> <li>• Date of most recent amendment: 25-Sep-1997</li> </ul>	<p>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.</p> <p>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.</p> <p><u>Details</u></p> <p>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</p>
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	<p>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.</p>
<ul style="list-style-type: none"> <li>• Heritage Category: Listed Building</li> <li>• Grade: I</li> <li>• List Entry Number: 1205262</li> <li>• Date first listed: 17-May-1993</li> <li>• List Entry Name: PORTLAND CASTLE</li> </ul>	<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). Listing NGR: SY6846074369</p>

## Designation Decision Record

<b>Battery approximately 60m east of East Weare Camp (Battery B)</b>	
<ul style="list-style-type: none"> <li>• Reference Number: 1455119</li> <li>• Decision Date: 26-Feb-2018</li> </ul>	<p><b>Decision Summary</b>          This building has been assessed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. The asset currently does not meet the criteria for listing. It is not listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended.</p> <p><b>Location</b>          Off Incline Road, Isle of Portland, Dorset, DT5 1EG          The battery is centred around the co-ordinates SY697 737.          The building may lie within the boundary of more than one authority.          County: District: Dorset District Type: Unitary Authority Parish: Portland</p> <p><b>Description</b>  <b>Summary of Building</b>          A battery originally dating from the 1860s, with later C19 and C20 alterations.  <b>Reasons for currently not Listing the Building</b></p>

	<p>The battery approximately 60m east of East Weare Camp, formerly known as Battery B, is not listed for the following principal reasons:</p> <p>Architectural interest: * The battery has some interest for the elements of its original structure which survive, but there has been a considerable level of alteration and later construction which outweighs the interest of the surviving historic fabric.</p> <p>Historic interest: * The battery has good historic interest for its place in the history of the defences at East Weare, but this is outweighed by the level of alteration that has taken place.</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. 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. 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> <p>Details</p> <p>A battery originally dating from the 1860s, with later C19 and C20 alterations.</p> <p>MATERIALS: the buildings that make up the battery are constructed of Portland stone, brick and concrete.</p> <p>PLAN: the battery is entered from the north along a vehicle track. There is a large C20 garrison building on the west side. On the east side is an earlier stone building, with gun positions above.</p> <p>EXTERIOR: the western brick building is mostly of one storey, with a two storey section at its northern end. These are of brick and concrete on a stone plinth. There are regular window and door openings; some window frames and doors survive but most openings are empty. The eastern building is of stone, mostly covered by later render. There are wide openings at each end, and the window and door openings in the central section are much damaged. This building is surmounted by three concrete gun positions. Each position has a stair access, now either blocked or removed, with a chute to the stores below.</p> <p>INTERIOR: The western brick building is mostly bare internally and rooms have suffered fire damage. Some rooms retain tongue and groove panelling and some small areas of shelving survive.</p> <p>The eastern building is of brick construction internally with barrel-vaulted rooms running along its length which are identified on early-C20 plans as cartridge and shell stores.</p>
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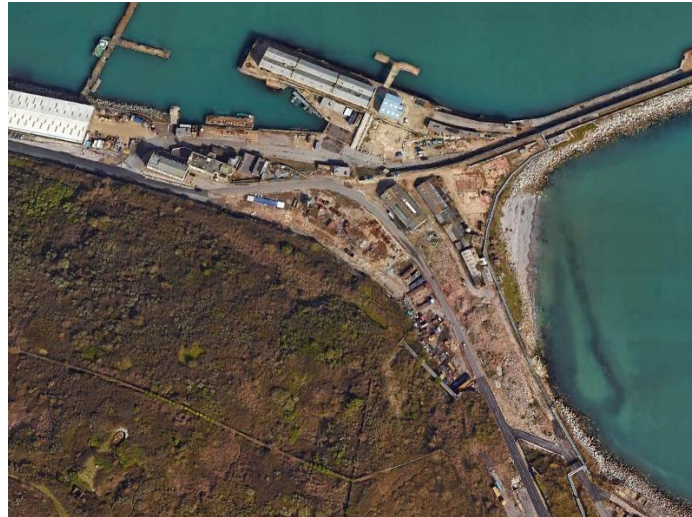


<b>East Weare's C19 and C20 Military Defences: Battery c.250 metres north of East Weare Camp</b>	
<ul style="list-style-type: none"> <li>• Reference Number: 1455125</li> <li>• Decision Date: 26-Feb-2018</li> </ul>	<p><b>Decision Summary</b></p> <p>This building has been assessed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest. The asset currently does not meet the criteria for listing. It is not listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended.</p> <p><b>Location</b>                  East Weare, Portland, Weymouth &amp; Portland, West Dorset The building may lie within the boundary of more than one authority.</p> <p><b>County:</b> District: Dorset District Type: Unitary Authority Parish: Portland National Park: Not applicable to this List entry.</p> <p><b>Description</b>                  Reasons for currently not Listing the Building</p> <p><b>CONTEXT AND BACKGROUND</b> The battery c.250 metres north of East Weare Camp at East Weare, Portland, is among several structures which Historic England is assessing for designation as part of a wider strategic project to assess the C19 and C20 military structures at East Weare.</p> <p>The battery is not within a conservation area.</p> <p><b>HISTORY AND DETAILS</b> The batteries at East Weare were developed between 1862 and 1869 following the Royal Commission of the Defence of the United Kingdom, which had been established due to concerns over a possible French invasion. The Royal Navy had established a base and a new harbour at Portland in 1845, and the Royal Commission recommended the fortification of Portland along with a number of other vital points on the south coast. The batteries were built during the 1860s and soon required updating as military technologies progressed. This primarily required the reconfiguration of the gun positions. This battery, known as Battery D, was disused by 1915 and in the care of the Royal Navy. The site was eventually decommissioned in 1956.</p> <p><b>DISCUSSION</b> Buildings are assessed for listing in accordance with the Principles of Selection for Listing Buildings (DCMS, 2010); they are therefore assessed on the basis of their architectural and historic special interest. For buildings which date from after 1840, progressively greater selection is required due to the greater numbers of buildings erected during this period, and the greater numbers which survive. The Historic England Selection Guide for Military Structures (April, 2011) gives further guidance. It notes that key considerations for sites of this type will include period, rarity, site significance, group value and survival.</p> <p>The battery approximately 250 metres north of East Weare Camp, also known as Battery D, forms part of the important development of East Weare as a strategic military location in the second half of the C19. If the battery survives well, it is likely that the battery would meet the criteria for statutory listing. Due to the overgrown nature of the site at present, it has not been possible to inspect this battery to ascertain the level of survival and assess its potential special interest. A series of photographs from 1996 show that the battery seems to have been relatively intact at that time, but it is not known how much deterioration may have taken place since then. As a result, the battery cannot be recommended for listing at this time.</p> <p><b>REASONS FOR DESIGNATION DECISION</b> The battery approximately 250m north of East Weare Camp, also known as Battery D, which dates originally from the 1860s, is not recommended for listing for the following principal reason:</p> <p>* Due to the overgrown nature of the site it has not been possible to inspect the battery and ascertain the extent to which it survives.</p> <p><b>CONCLUSION</b> The battery approximately 250m north of East Weare Camp, also known as Battery D, is likely to be a strong candidate for listing if it survives intact. As it has not been possible to inspect it, however, it cannot be recommended for listing at this time.</p>

## 4 Aerial images of the Appeal site



GoogleEarth Image dated 2020 – all buildings had been cleared from the site by this point



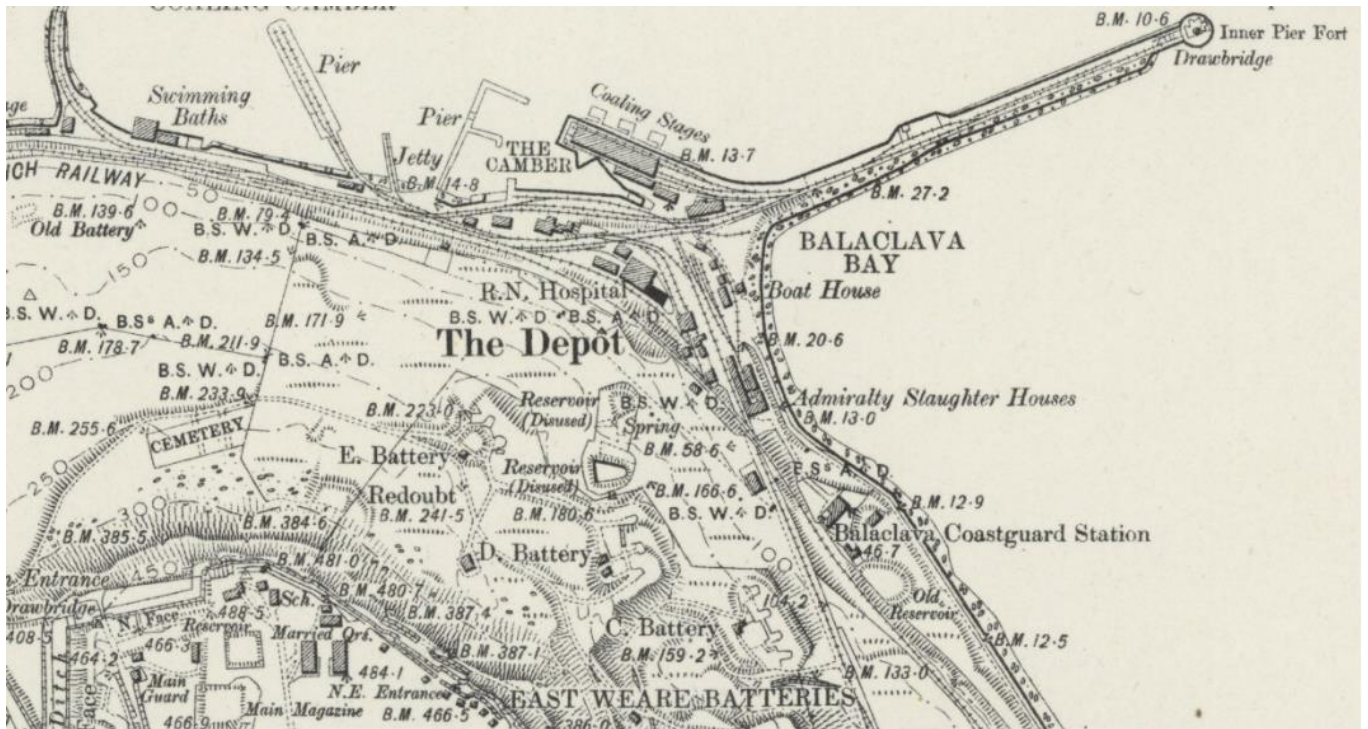
GoogleEarth Image 2016 – showing the buildings partially demolished



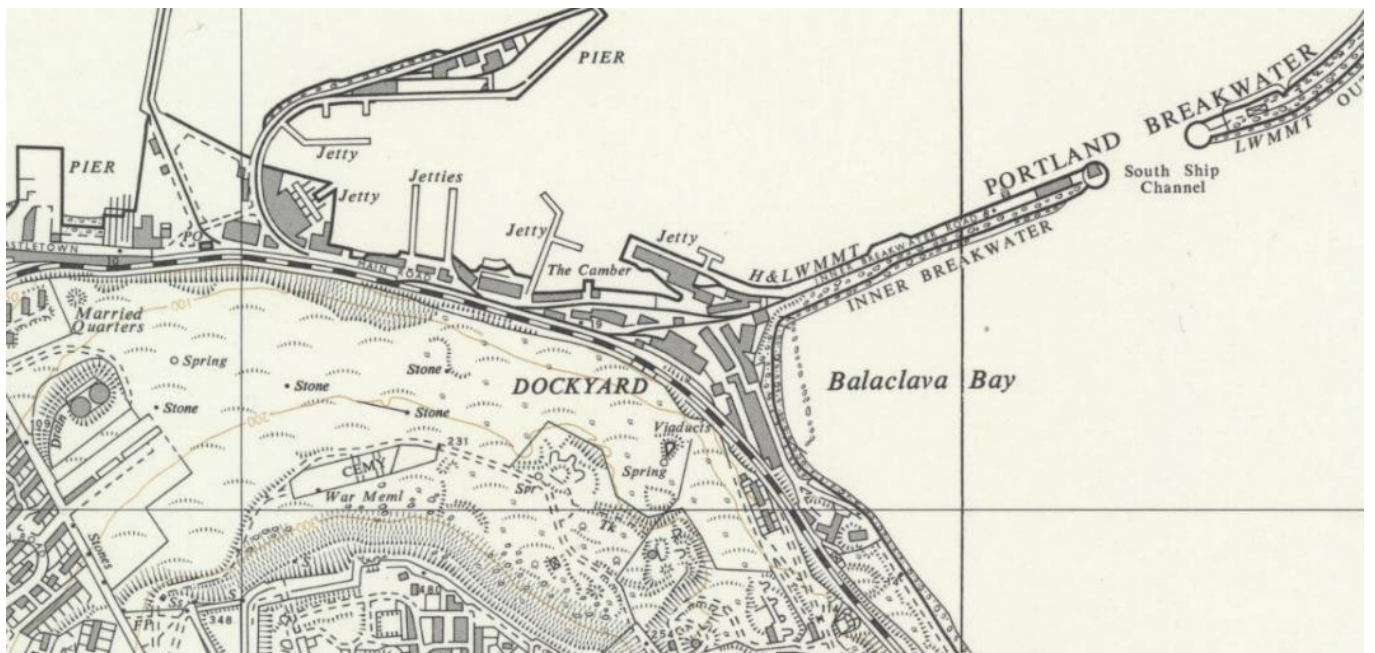
GoogleEarth Image 2005 showing buildings within the Appeal site



## 5 Historic maps showing the Appeal site



Ordnance Survey County Series 1:10,560 1901



Ordnance Survey Plan, Surveyed 1957-61, published 1963



## 6 Photographs



Dockyard Offices, projecting bay with modern extension, the projecting bay is altered but not fully obscured



View from the Inner Breakwater towards the Dockyard Offices, the coaling sheds are visible on the right-hand side of the image. Although obscured the projecting bay of the Dockyard Offices is visible and the clock tower of the Dockyard Offices building is visually prominent





View from the Dockyard Offices towards the Inner Breakwater



View from the Inner Breakwater across the Appeal site to the Verne Citadel and East Weare Batteries (the latter obscured by scrub)



View towards the Appeal site from The Verne Citadel