

TOWN AND COUNTRY PLANNING ACT (1990)
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000

6 November 2023

APPENDIX WFS-1 TO WILLIAM PATRICK FILMER-SANKEY'S PROOF OF EVIDENCE

(PPF8)

ALAN BAXTER: HERITAGE STATEMENT - NOVEMBER 2023

EXPERT WITNESS FOR HERITAGE

INQUIRY IN RELATION TO THE APPLICATION FOR THE CONSTRUCTION OF AN ENERGY RECOVERY FACILITY AT PORTLAND PORT

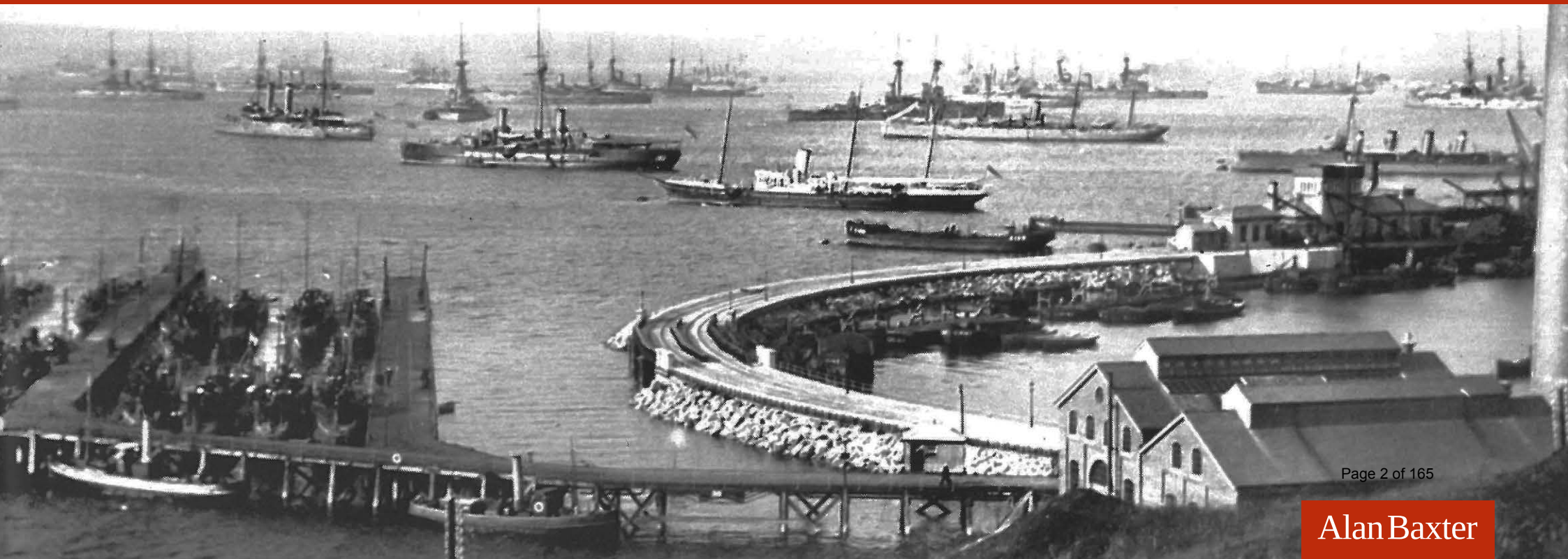
Local Planning Authority ref: WP/20/00692/DCC

Planning Inspectorate ref: APP/D1265/W/23/3327692

Appendix WFS1: Heritage Statement

Prepared for Powerfuel Portland Limited

November 2023



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1.0 Introduction

1.1 Purpose

1.1.1 Alan Baxter was commissioned by Powerfuel Portland Limited (Powerfuel) in May 2023 following the refusal by Dorset Council to grant planning permission (ref WP/20/00692/DCC) for an Energy Recovery Facility (ERF) within Portland Port, on the Isle of Portland. Powerfuel asked Alan Baxter to carry out an independent review of the proposals (hereafter the 'Appeal Scheme') to give our professional opinion as heritage consultant on the validity of the Council's heritage grounds for refusal. Following this, and Powerfuel's decision to appeal, we were asked to prepare a more detailed Heritage Assessment, to set out the heritage assets potentially affected and to analyse in greater detail both the significance and the potential harms and heritage benefits of the Appeal Scheme. This report is intended to form the basis of a Heritage Proof of Evidence to be prepared by Dr William Filmer-Sankey, Senior Director at Alan Baxter; its conclusions were influential in Dr Filmer-Sankey's decision to be able to support that appeal on heritage grounds as an Expert Witness.

1.1.2 The application sought permission for:

Construction of an Energy Recovery Facility (ERF) with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown.

1.1.3 The application was refused by Dorset Council on 24 March 2023 for the following three reasons:

Reason 1 - The proposed development, being located on a site that is not allocated in the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019, fails to demonstrate that it would provide sufficient advantages as a waste management facility over the allocated sites in the Plan. This is by reason of its

distance from the main sources of Dorset's residual waste generation and the site's limited opportunity to offer co-location with other waste management or transfer facilities which, when considered alongside other adverse impacts of the proposal in relation to heritage and landscape, mean that it would be an unsustainable form of waste management. As a consequence, the proposed development would be contrary to Policies 1 and 4 of the Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019 and paragraph 158 of the NPPF.

Reason 2 - The proposed development, as a result of its scale, massing and height, in the proposed location, would have a significant adverse effect on the quality of the landscape and views of the iconic landform shape of the Isle of Portland within the setting of the Dorset and East Devon Coast World Heritage Site, particularly when viewed from the South West Coast Path and across Portland Harbour. As such, the proposal is contrary to Policy 14 of the Waste Plan, Policy ENV1 of the West Dorset, Weymouth & Portland Local Plan, Policies Port/EN7 and Port/BE2 of the Portland Neighbourhood Plan, and paragraph 174 of the NPPF.

Reason 3 - The proposed development would cause 'less than substantial' harm to a range of heritage assets. Public benefits of the scheme have been assessed, taking account of the mitigation proposed, but are not considered sufficient to outweigh the cumulative harm that would occur to the individual heritage assets and group of heritage assets, with associative value in the vicinity. As a result, the proposal is contrary to Policy 19 of the Waste Plan, Policy ENV4 of the West Dorset, Weymouth & Portland Local Plan, Policy Port/EN4 of the Portland Neighbourhood Plan and Paragraph 197 and Paragraph 202 of the NPPF.

1.1.4 This report assesses the history and significance of the port and nearby structures and is intended to inform Dr William Filmer-Sankey's proof of evidence.

Legal

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.

The Verne Citadel, North Entrance

<https://historicengland.org.uk/listing/the-list/list-entry/1206120>

Official list entry

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1206120

Date first listed: 17-May-1993

List Entry Name: THE CITADEL, NORTH ENTRANCE

Statutory Address 1: THE CITADEL, NORTH ENTRANCE

Statutory Address: THE CITADEL, NORTH ENTRANCE

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 69062 73874

Details

PORTLAND

SY6873 THE CITADEL, The Verne 969-1/3/172 (South side) The Citadel, North Entrance

GV II*

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

1.2 Site and scope

1.2.1 The Site is located on the far north-east shoreline of the Isle of Portland, within the boundary of the working Port. The main building and stack are located a triangular area to the immediate south-west of the Inner Breakwater; a nineteenth-century structure that forms the part of the artificial harbour of Portland; this is the focus on the report. However, the red line of the appeal site also includes two adjacent piers and jetties to allow the Appeal Scheme to provide shore power to visiting vessels, as well as an underground cable route through Castletown and Lerret Road to connect the Appeal Scheme to the electricity network and allow the export of power generated.

1.2.2 As the Jurassic Coast World Heritage Site is designated for its natural Outstanding Universal Value, it is not considered in this report. It is covered by Powerfuel's landscape expert witness.

1.3 Methodology, sources and limitations

Methodology

1.3.1 This report broadly follows the suggested structure for heritage statements set out in Historic England's *Advice Note 12: Statements of Heritage Significance: Analysing Significance in the Historic Environment* (2019).

1.3.2 Where relevant, the advice given in Historic England *Advice Note 12* and *Advice Note 16: Listed Building Consent* (2021) and *Good Practice Advice in Planning: The Setting of Heritage Assets* (GPA3, 2017) has also been followed.

1.3.3 A initial site visit to Portland Port, including all potentially affected heritage assets, was carried out in May 2023 in excellent visibility. Further visits to more distant locations (the Hardy monument and the South Dorset Ridgeway national trail) were made in August 2023. Finally, following the initial draft of this Heritage Statement, a second site visit was carried out in October 2023.

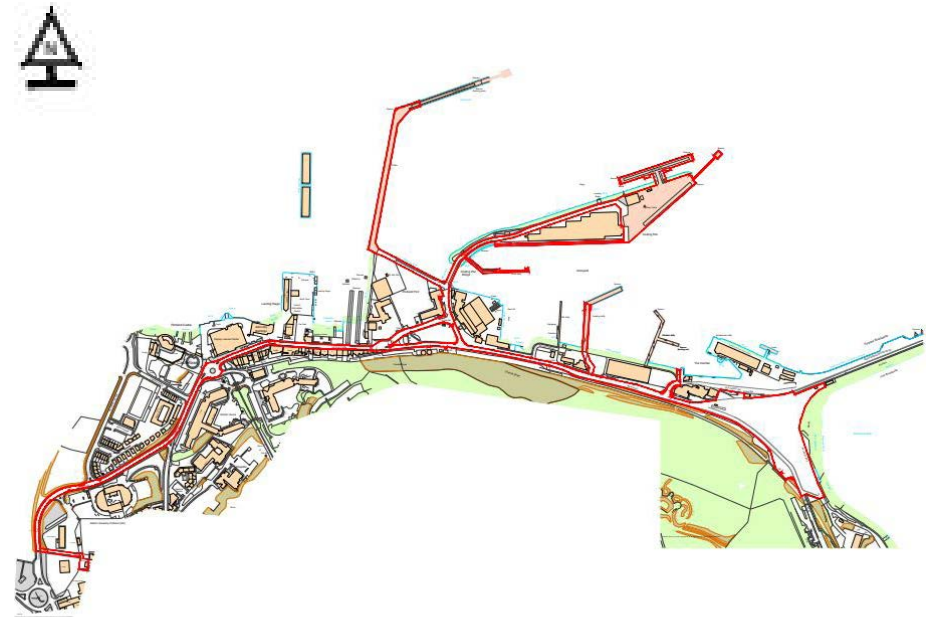


Fig. 1: Site Plan submitted with Application WP/20/00692/DCC

Historic Environment Record

1.3.4 The Dorset Historic Environment Record has been consulted together with the Historic England's Aerial Archaeology Mapping Explorer which represents the Dorset HER diagrammatically.

Limitations

1.3.5 It has not been possible to access some of the historic buildings within the port as a result of their ongoing use by the Ministry of Defence. For reasons of national security, which of the buildings that these restrictions relate to is not further identified and, as a result, observations of some of the structures within the port are based on external views only. Similarly, the various listed buildings of the Verne Citadel are dealt with as a single entity as they are now in use as a prison. Privately owned buildings in Castletown have not been inspected internally - any assessment of significance relates to their setting as seen from publicly accessible areas.



Fig. 2: Notable structures and areas named within this report

1	Portland Castle (including Captain's House and walls, and boundary shore)	6	Coaling Pier	12	E Battery
2	Phoenix Caissons	7	Dockyard Offices	13	Provost Establishment
3	Royal Breakwater Hotel	8	Storehouse Jetty	14	C Battery
4	No. 1 Castletown	9	Coaling Shed	15	A and B Batteries
5	Q Pier	10	Inner Breakwater		
		11	The Verne		



Fig. 3: Lidar terrain model of the area, with plants and buildings removed. This illustrates the steep and cratered terrain of the East Weare, the prominent situation of the Verne, and the areas reclaimed from the sea. [Source: Environment Agency Lidar, surveyed 2018-2021]

1.4 Designations

Overview

1.4.1 There is a large number of designated heritage assets in the general vicinity of the Appeal site which, individually and as a group, reflect Portland's important military, maritime and industrial past; please refer to the Designations plan overleaf. They are described in greater detail below. In general terms, the assets can be divided into five groups:

Portland Port: Various 19th and 20th century structures relating to the development and operation of the Port, including its breakwaters

Structure	Designations
Dockyard Offices	• Grade II listed
Breakwaters and Breakwater Forts	• Grade II listed
Coaling and Storehouse Jetties including Coaling Shed.	• Grade II listed
Phoenix Caissons	• Grade II listed
Historic Rails and Viaduct	• Unlisted, no other designation.

The Verne Citadel: The primary defensive structure on Portland, with its origins in the 19th century and dramatically situated above the harbour. The site as a whole is scheduled, with many of its individual buildings separately listed, as well as two 20th century military structures, which are scheduled. It is only partially publicly accessible as it now houses HMP the Verne, a Category C prison.

Structure	Designations
The Verne Citadel	• Scheduled monument
The Verne Citadel, North Entrance	• Grade II* listed
Railing at approach to North Entrance	• Grade II listed
Many individual structures within the Verne	• Grade II listed

East Weare Camp: a group of military structures, principally five batteries but also an accommodation building and a rifle range, connected with the defence of Portland Harbour from the 19th to 20th centuries. Note relationship to the Verne 'Weare' is an ancient Portland word for the steep cliffs that fall from the cultivated land of the island into the sea on all sides.

Structure	Designations
A Battery	• Grade II listed • Scheduled Monument
B Battery	• Not listed
C Battery	• Grade II listed
E Battery	• Grade II listed
East Weare Camp (Former Provost's Establishment)	• Grade II listed
East Weare Rifle Range (south of East Weare)	• Scheduled Monument

1.4.2 The designations that relate to the East Weare structures are complex as a result of blurred boundaries between various different structures and works. This lack of clarity reflects a history of continuous adaptation and amalgamation of the hillside's military features to meet changing military priorities and evolving technologies. Compounding that is the fact that many of these structures have been out of use for some time or in partial use for various functions over the last century. Several are seriously overgrown and have been so for many decades. Our designations map (Fig. 4 and 5, overleaf) reflects our best understanding based on what is visible today and what records we have of their earlier form.

Castletown: the linear settlement between the Weare and the harbour, which grew up from the 16th century onwards, initially around Henry VIII's Device Fort of Portland Castle, from which it took its name.

Structure	Designations
No.1 Castletown	<ul style="list-style-type: none"> Grade II listed
Royal Breakwater Hotel	<ul style="list-style-type: none"> Grade II listed
Boundary stone, Castletown	<ul style="list-style-type: none"> Grade II listed
Portland Castle including Captain's House and Gateway/Curtain Walls	<ul style="list-style-type: none"> Castle Grade I listed ; Captain's House and gateway/curtain walls II* Scheduled Monument
Underhill Conservation Area	<ul style="list-style-type: none"> Conservation Area, covering a wide area beyond Castletown. Castletown includes a number of individual buildings identified as 'Important local buildings'

Wider context: a number of heritage assets with historic connections to the defence of Portland, but at some distance from the core of today's Port

Structure	Designations
Northern Breakwater and Bingleaves Groyne	Grade II listed
Sandsfoot Castle	Grade II* listed Scheduled Monument
Nothe Fort	Grade II* listed Schedule Monument
Portland House	Grade II listed

The Heritage at Risk Register

1.4.3 Historic England maintains an annually updated list of structures, buried archaeology and conservation areas that they consider are vulnerable to loss. Each of Historic England's regional territories publish an annual report on the state and vulnerabilities of each asset on the list. There are five structures on Portland that are included within register for Dorset (*Heritage at Risk Register 2022 - South-West, Historic England*). These include the Scheduled Monument of E battery at East Weare along with the Verne Citadel and the rifle range to the south-east of the weare (with the other two being a church at the nearby Grove and Rufus Castle). Sandsfoot Castle across the harbour is also on the Register.

1.4.4 The condition of E Battery is identified as *generally unsatisfactory with major localised problems* identifying that the principal vulnerability is *scrub/tree growth*.

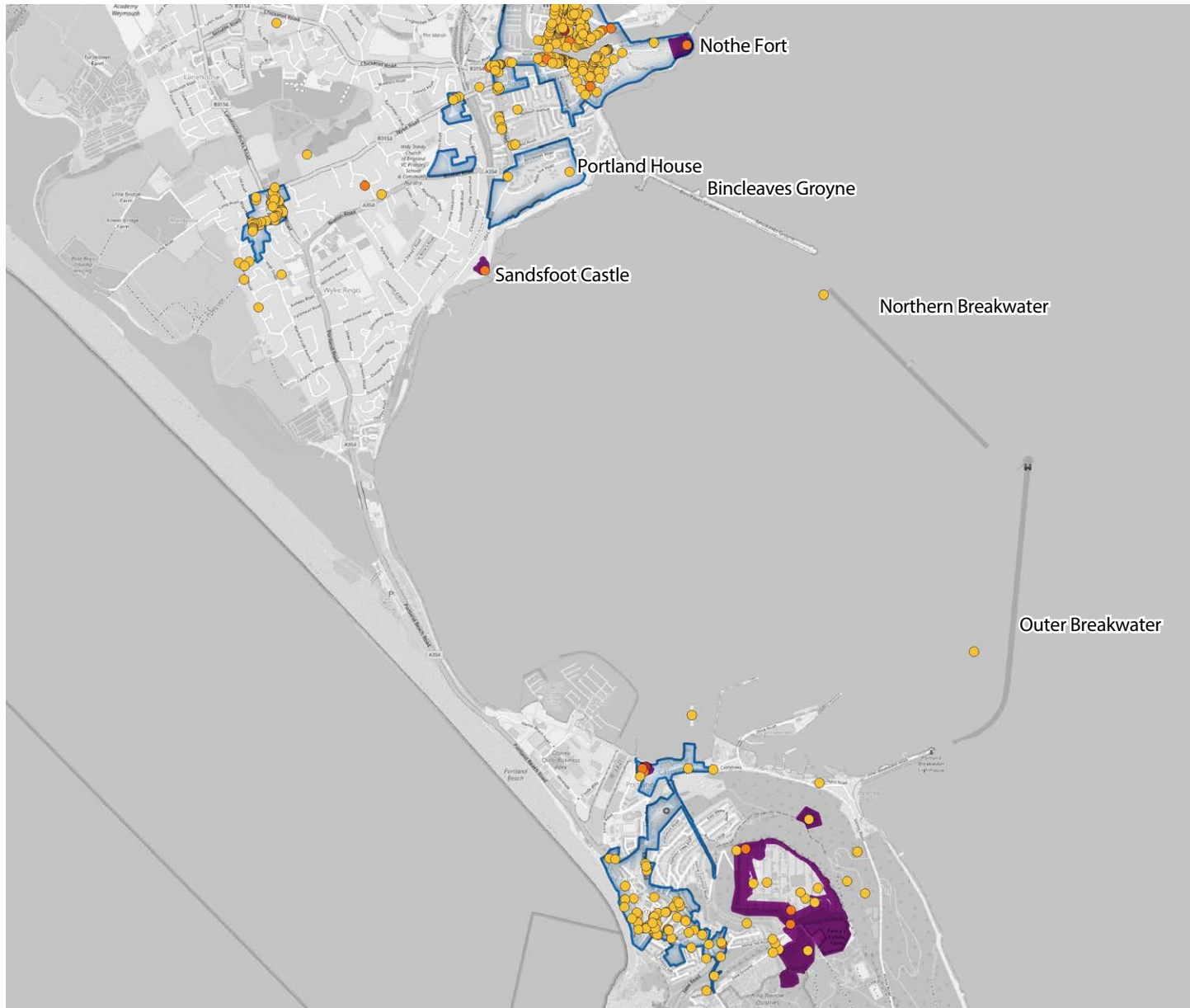
1.4.5 The condition of East Weare Rifle Range is identified as *extensive significant problems* identifying that the principal vulnerability is, again, *scrub/tree growth*.

1.4.6 The condition the Verne Citadel, which is outside of the port, is identified as *generally satisfactory but with significant localised problems* identifying that the principal vulnerability is *vandalism*.

1.4.7 All three of the above structures were noted to be declining.

1.4.8 Historic England set out that a structure may be removed from the Heritage at Risk Register (HAR) when:

Buildings or structures are removed from the Register when they are fully repaired/consolidated, and their future secured through either occupation and use, or through the adoption of appropriate management (Selection Criteria for Inclusion in the Heritage at Risk Register, Historic England web page accessed September 2023).



 Scheduled monuments

 Conservation areas

Listed buildings

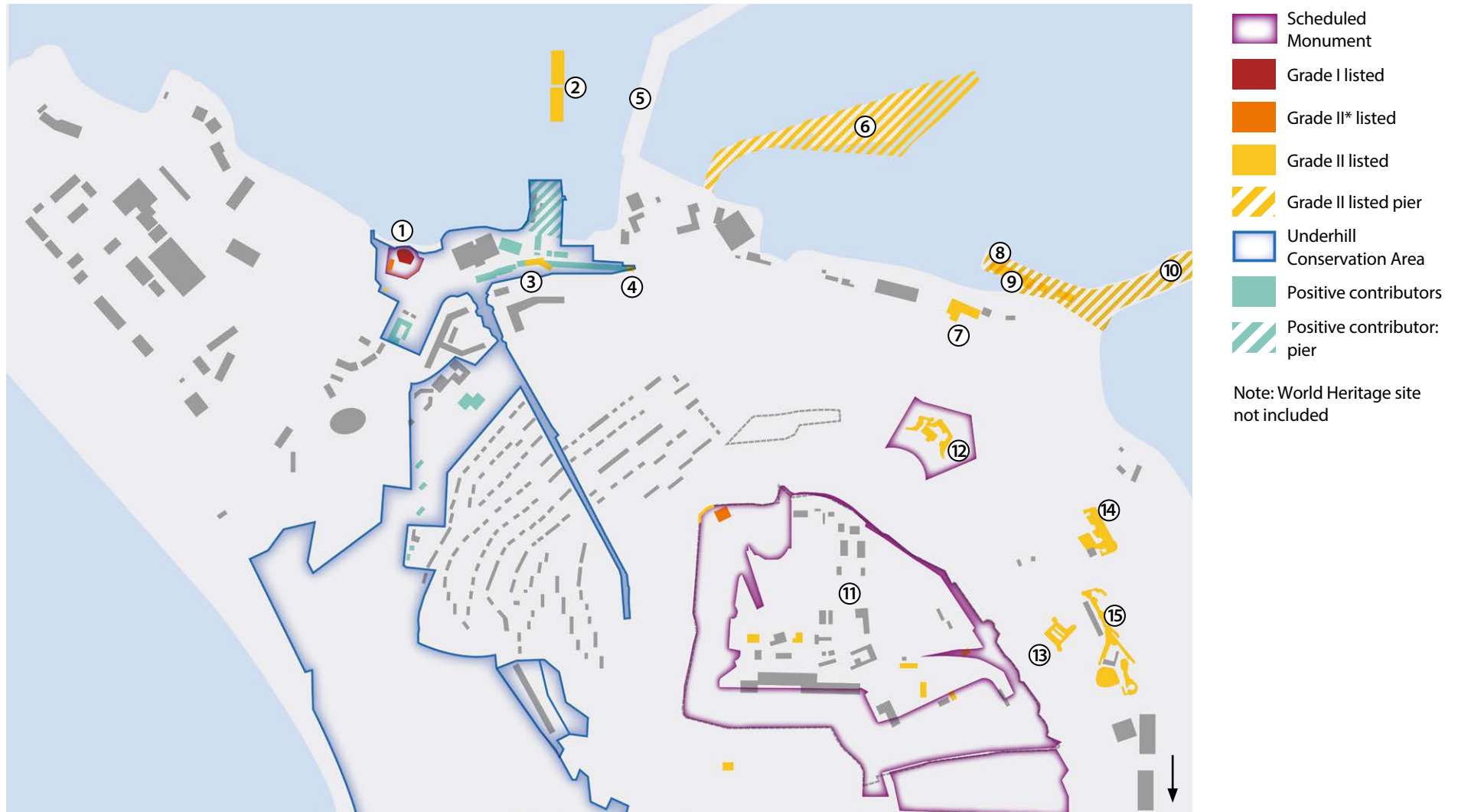
 Grade I

 Grade II*

 Grade II

Note: World Heritage site not included

Fig. 4: Wider built heritage context



Rifle range

Fig. 5: Site Designations Plan

- | | | | |
|---|--------------------|--------------------|-------------------------|
| ① Portland Castle (including Captain's House and walls, and boundary shore) | ④ No. 1 Castletown | ⑧ Storehouse Jetty | ⑫ E Battery |
| ② Phoenix Caissons | ⑤ Q Pier | ⑨ Coaling Shed | ⑬ Provost Establishment |
| ③ Royal Breakwater Hotel | ⑥ Coaling Pier | ⑩ Inner Breakwater | ⑭ C Battery |
| | ⑦ Dockyard Offices | ⑪ The Verne | ⑮ A and B Batteries |

2.0 Understanding Portland Port

2.1 Introduction

2.1.1 An understanding of the long, complex and unusual history of Portland is important to assessing the impact of the Appeal Scheme on the island's heritage assets. This section begins by setting out the more general history of the Port and Harbour, before focussing on the East Weare Batteries and, finally, on the Appeal site itself.

2.1.2 For a fuller version of this section, please refer to Appendix B.

The History of Portland Port and Harbour

Early history

2.1.3 Portland is a 'tied island', physically connected to the mainland by the stretch of shingle known as Chesil Beach. Until 1839, when a bridge was built across the Fleet between Portland Bead and East Wyke, access to the island was principally by sea. The lea of the island, long known as Portland Roads, provides natural shelter from the prevailing south-westerlies on an otherwise exposed and dangerous area of coastline.

2.1.4 The island has been occupied since at least the Mesolithic period. The Romans quarried its stone which they shipped to a pier at the mouth of the river Wey.

2.1.5 In 789, it was the site of the first recorded landing by the Vikings, which resulted in the death of the King's Reeve. On the mainland, also benefiting from the shelter of Portland Roads, the town of Weymouth flourished as a port for the wool and wine trade.

2.1.6 The first major attempt to defend the Roads, and shipping sheltering within them, from attack was 1539, when Henry VIII established two forts, at Portland Castle and Sandsfoot Castle. Both survive today.

The 17th and 18th centuries – the rise of the quarries

2.1.7 The choice of Portland stone for the Inigo Jones' rebuilding of the Banqueting House in Whitehall led to a boom in its use, not least in the new St Paul's Cathedral, and transformed quarrying on the island from a relatively ad hoc business to a major industrial enterprise. As part of this, a quay was developed in the vicinity of Portland Castle and, in 1826, a horse and cable operated incline (the Merchant's Railway) was built to bring stone down to Castletown from the quarries high above as the major site for the export of stone. Harbour facilities were also improved to allow Royal Navy ships to berth safely, and to provide protection. The Port and its associated settlement, Castletown, came to become the main port on the Island.

The transformation of Portland Harbour

2.1.8 The first proposals for the construction of a harbour wall to shelter the many ships taking refuge in the roads date from 1794. Following, among other things, the loss of 18 ships and thousands of lives in a two day storm in 1838, a Royal Commission was set up in 1843 to consider the feasibility of construction breakwaters at Portland. In parallel, to provide the labour for this vast undertaking, the government made Portland into a penal settlement, with the convicts used to quarry the stone and construct the breakwaters.

2.1.9 The works were designed by Engineer in Chief, James Rendel. Prince Albert laid the first stone of the breakwaters in 1849. When they were completed in 1871, they enclosed 826 hectares, forming the largest man-made harbour in the world.

2.1.10 The works in themselves became a major tourist attraction, and Castletown flourished as new piers were built to accommodate tourist steamers from Weymouth and beyond. A vast coaling shed was built on one pier to serve steam ships within the harbour. A Creosote Pressure Chamber, with a tall stack,

was built close to the end of the inner breakwater, close to the Appeal site. Both appear on maps or charts of 1886 and 1893 (Fig. 7, Fig. 7; also Fig. 13). The creosote factory was replaced in 1901 by a short-lived Hospital for Infectious Diseases and mortuary, with its buildings being subsequently used as torpedo workshops – see section 2.3.

2.1.11 Meanwhile, on the summit of the hill above the Port, the Crown had purchased Verne Hill with the intention of constructing a Citadel for the defence of the increasingly important naval and civilian harbour below. As a first step, convict labour was used to construct a vast ditch into the rock, with an earthen rampart above. Following this, in 1884, the actual Citadel (designed in 1859 by Captain Crossman of the Royal Engineers) was completed. Associated with the Verne, a series of new batteries and other structures were built on East Weare – see 2.3 below.

2.1.12 The military cemetery on the slope about Castletown was established by the Admiralty in 1861, for both soldiers at the Verne and serving seamen. It remains in use and contains the burials of servicing personnel who died at Portland, as well as War dead and coastguards who died in the line of duty.



Fig. 6: 1539 map looking south to Portland Roads showing Portland and Sandsfoot Castles. (British Library)

Harbour of Refuge

2.1.13 The new harbour was designated as a Harbour of Refuge, where Royal Navy ships could shelter and find support facilities, despite Portland not being a formal Royal Navy base. It became increasingly used by Royal Navy ships. In 1854, before the completion of the breakwaters, over 100 troop ships, hospital ships and coal ships moored there en-route to the Crimea.

2.1.14 From 1859, all vessels joining the Channel Fleet were required to report to Portland Harbour for training exercises, giving Portland a training role that it would retain for the next 140 years. Between 1860 and 1906, training ships for boys of 14-16 were moored in the Harbour.

2.1.15 In 1865, the Weymouth and Portland Railway was built to connect the Harbour to the railway network, allowing stone to leave the island by train for the first time. Facilities for fuelling, first as steam replaced wind, then as oil replaced steam, were provided in the form of coaling sheds and, from the early 20th century the Mere was drained to provide space for a vast number of oil tanks. In 1906, to support the naval functions in the Harbour, a large electricity sub-station was built, with a tall brick chimney.

2.1.16 With the development of torpedo technology from 1866 onwards, Portland became a principal testing station for this new weapon which – along with submarines – would transform naval warfare in the 20th century. Portland became the centre for the training of crews in anti-submarine warfare, with small torpedo boat destroyers kept in 'pens; from a purpose-built jetty in Castletown.

2.1.17 The development of torpedoes, along with the continuous development of gunnery, led to measures to upgrade the Harbour's defences. These included the establishment of Nothe Fort in 1869 at the northern end of Portland Harbour, with artillery designed to combat the threat of ironclad warships. In parallel, and specifically to protect the Harbour from torpedo or submarine attack, two further breakwaters (Bincleaves Groyne and the Northern Breakwater, complete with defensive artillery forts) were built – again by convict labour – in 1894-1905. With this, Portland Harbour reached its maximum extent.

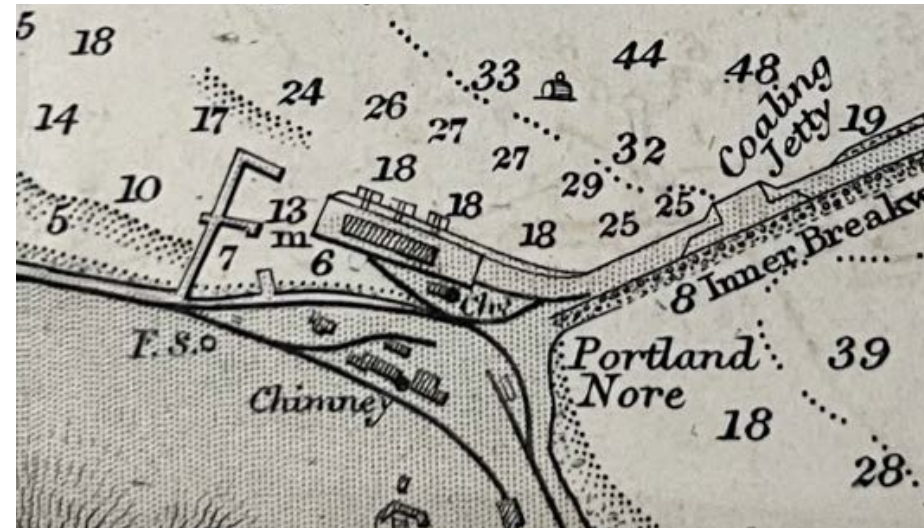


Fig. 7: Annotated Admiralty chart of 1893 showing buildings, chimney and railway sidings in location of proposed ERF. [National Archive]

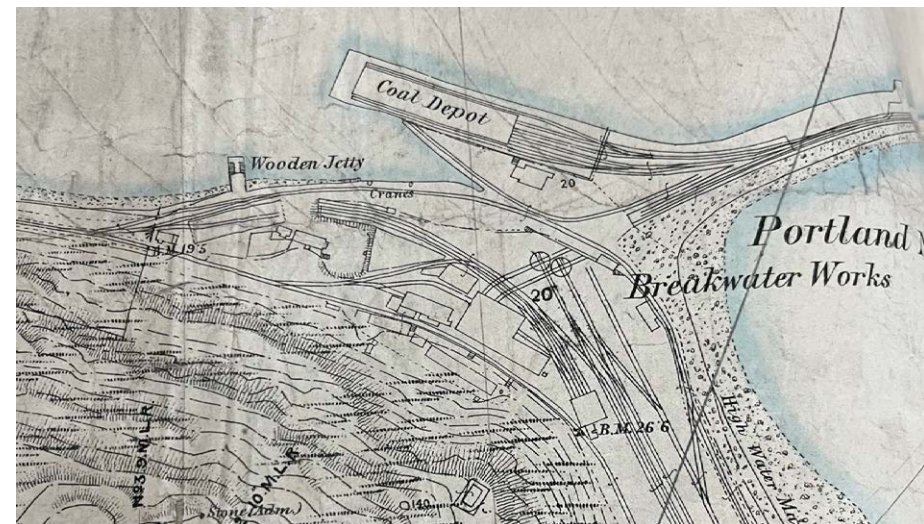


Fig. 8: 1886 Infantry map of Portland showing same buildings and railway lines in greater detail but unlabelled

2.1.18 In 1912, amidst the backdrop of rising tensions with Imperial Germany, George V along with his son (the future George VI), the Prime Minister and First Lord of the Admiralty witnessed a Naval Review where over 100 ships and 50 submarines waged a mock battle. The event also saw the first even successful take-off of an aeroplane from a ship.

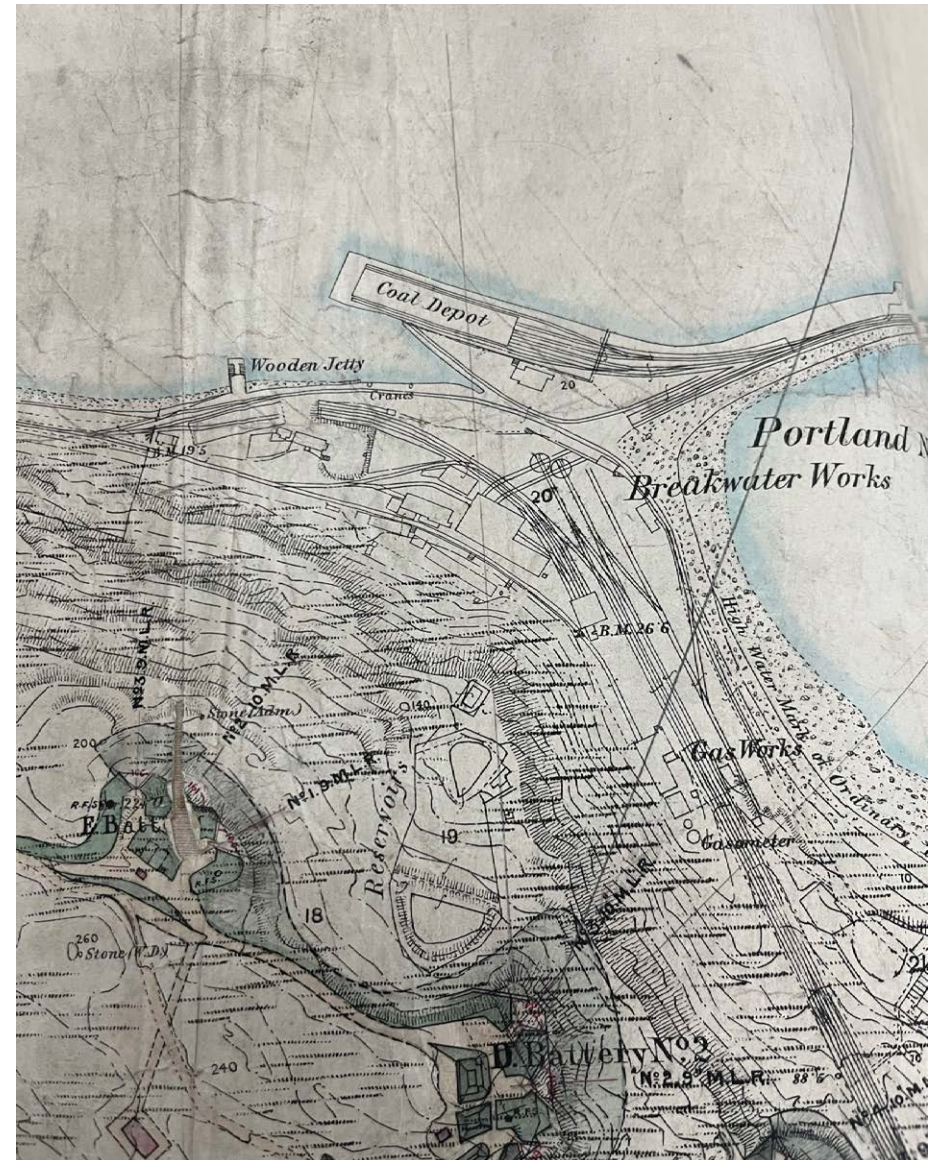


Fig. 9: Same 1886 infantry map of Portland showing the Breakwater works and E and D batteries (map damaged at point of E Battery). [National Archive]

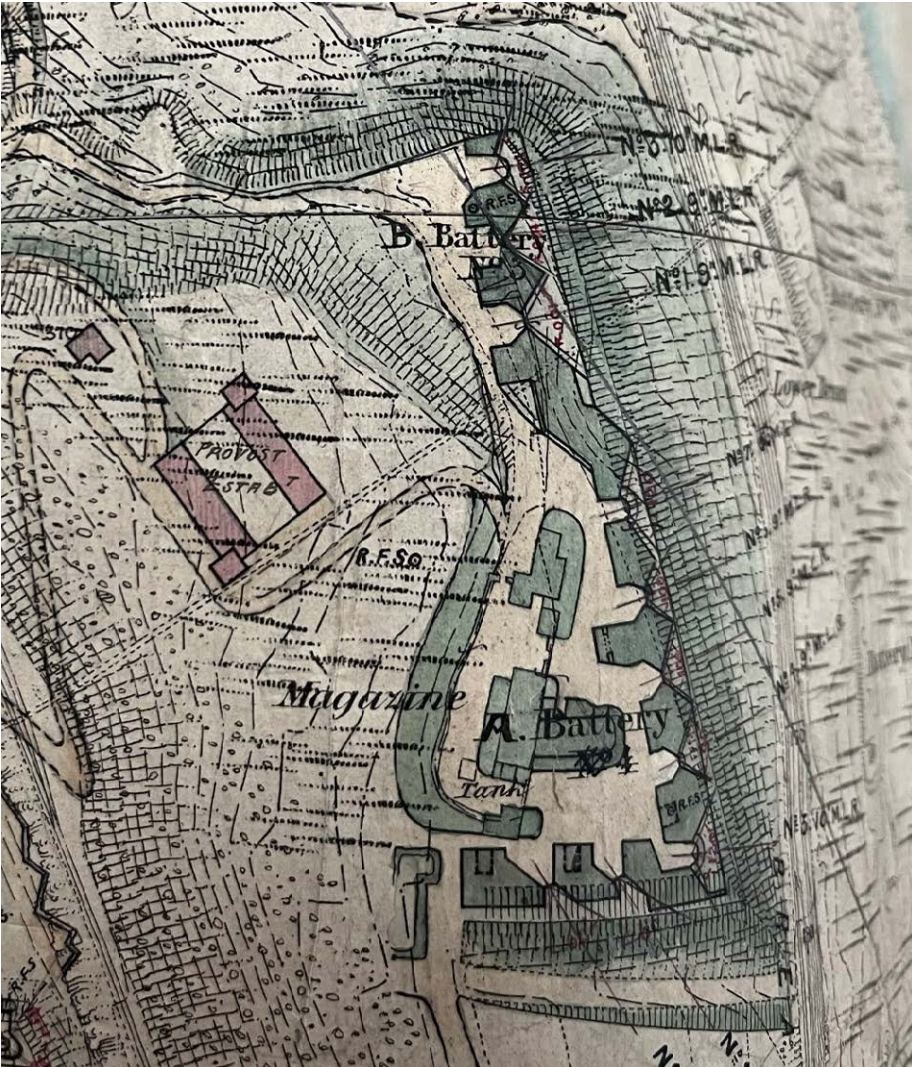


Fig. 10: 1886 Ordnance map of Portland showing the Provost Establishment (pink) and A and B batteries south to north (green) (National Archive).

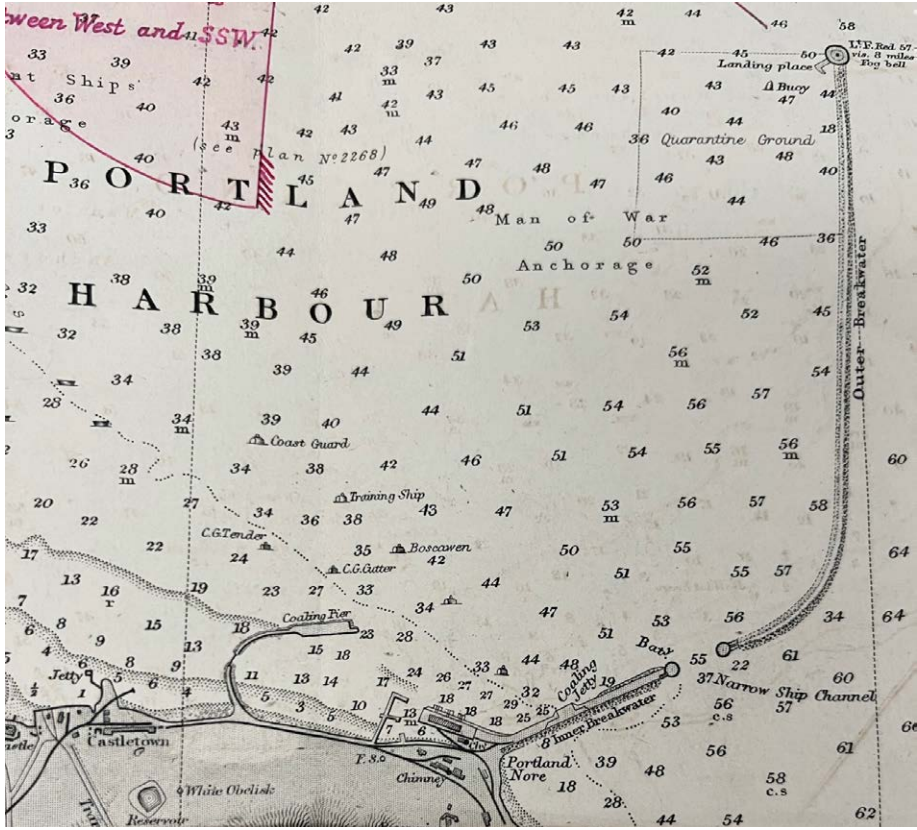


Fig. 11: The 1893 Admiralty chart of Portland Harbour showing original Coaling jetty and Coaling Pier (National Archive)

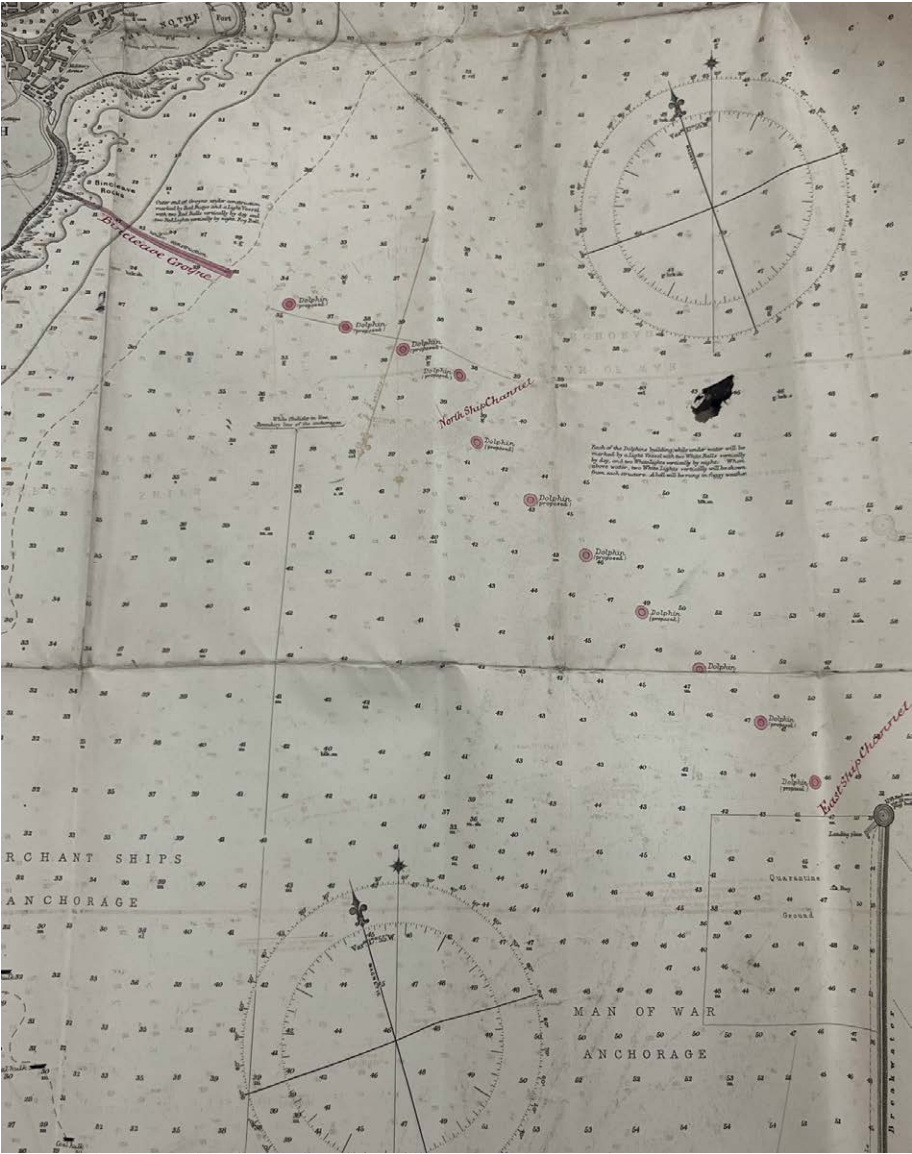


Fig. 12: 1895 map Admiralty chart showing line of proposed dolphins at the site of the proposed northern breakwater and Bincleaves Groyne (National Archive)



Fig. 13: Early 19th century engraving of Portland showing creosote factory chimney

The First World War and HMS Sarepta

2.1.19 On the outbreak of the First World War in August 1914, 400 Royal Navy ships gathered at Portland Harbour, in a scene later described by Churchill as *'Incomparably the greatest assemblage of naval power ever assembled'*. Shortly after, concerned that the concentration would be a target for the German navy, Churchill ordered most of the ships north to Scarpa Flow, leaving 34 battleships and 13 cruisers to defend the south coast. They were joined by more than 200 ships converted to minesweeper duty.

2.1.20 Continuing concern about the Harbour's vulnerability to submarine or torpedo attack led, in 1914, to the scuttling of an old battleship (HMS Hood) to block the South Ship Channel.



Fig. 14: Portland harbour Review of the fleet, 1912 torpedo boat pens (left) and electricity sub-station and chimney (right). Note transitional form of Royal Navy ships with both masts and steam funnels. (Morris)

2.1.21 Given Portland’s existing role in anti-submarine and torpedo warfare, Portland was the obvious place for the establishment in 1916 of the Navy’s first anti-submarine detection centre, named (initially) HMS Sarepta. Covert research carried out here over the next 80 years would result in major advances in the technologies for combatting the threat of submarines, from World War I to the Cold War. A seaplane base was set up in the Harbour in 1916, to work alongside HMS Sarepta and submarine berths were established.

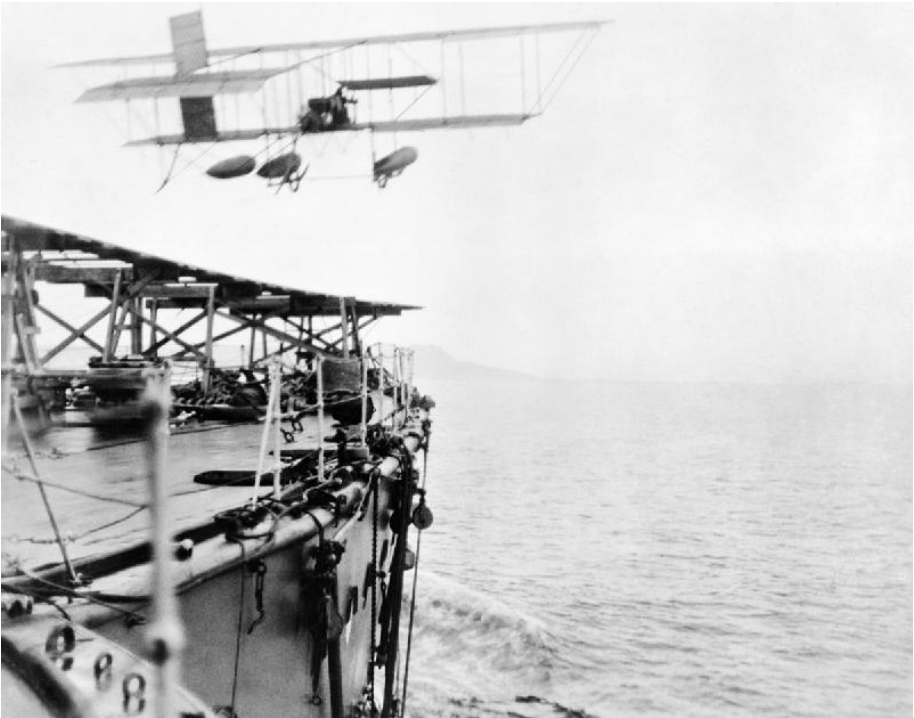


Fig. 15: Commander Sampson takes off from HMS Hibernia 1912 with Portland in the background. (IWM Q71041)



Fig. 16: Fig. 16 Very early 1917 aerial photograph of the Provost Establishment and A and B batteries by the Central Flying School. National Archives

2.1.22 In 1923, Portland's role as a vital naval base was recognised in its formal designation as HM Naval Base, Portland. In 1932, in an almost exact repetition of 20 years earlier, George V, the future Edward VIII and the future George VI witness a Naval Review at Portland. In the build up to the outbreak of WWII, Portland Harbour was a centre for anti-submarine training.



Fig. 17: A deceptively peaceful landscape – detailed review shows bombs being dropped in Portland Harbour; downed planes and soldiers. (*Air Fight over Portland*, Richard Eurich, 1940. - Imperial War Museum Art LD 769)

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 18: Nineteenth century structures of the Verne and East Weare

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 19: First World War and later structures of HMS Sarepta at the Verne and East Weare (Castletown excluded)

World War II – the biggest little port in the world

2.1.23 The outbreak of war left Portland very vulnerable to airborne attack, with Luftwaffe airfields in occupied France only twenty minutes distant. The fleet was dispersed, but Portland suffered very heavily from aerial raids, more than any other place than London and Liverpool. HMS Foylebank was sunk in the harbour in July 1940.

2.1.24 As the immediate threat of German invasion receded, however, some activity returned to the Portland Harbour. HMS Attack was set up to build up a fleet of vessels and gunboats to be used in an eventual D-Day. More significantly, in May 1944, Portland-Weymouth was designated as the US Navy's Advanced Amphibious Base for Force O of D-Day. Portland Harbour, with its quays, landing slips and breakwaters, made it ideal for embarking tanks and

vehicles. On 5 June 1944, Force O, joined by Force U, which had had to take refuge in Portland Harbour, left for Omaha and Juno beaches. After D-Day, the US Army famously sent a message to Portland which read: *You are the biggest little port in the world, you have been wonderful.*

2.1.25 As one of the nearest ports to the Normandy Beaches and equipped with a military hospital, Portland Harbour repatriated many of the dead and wounded of D-Day. Following German surrender, its U-boats were sailed to Portland to be examined by the submarine research facility.



Fig. 21: Waiting for an incoming troop ship returning to Portland with wounded from the D-Day landings (Ingrid Goossens, Operation Overlord Collection)



Fig. 20: U-boats in Portland Harbour, May 1945 (Morris)

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023

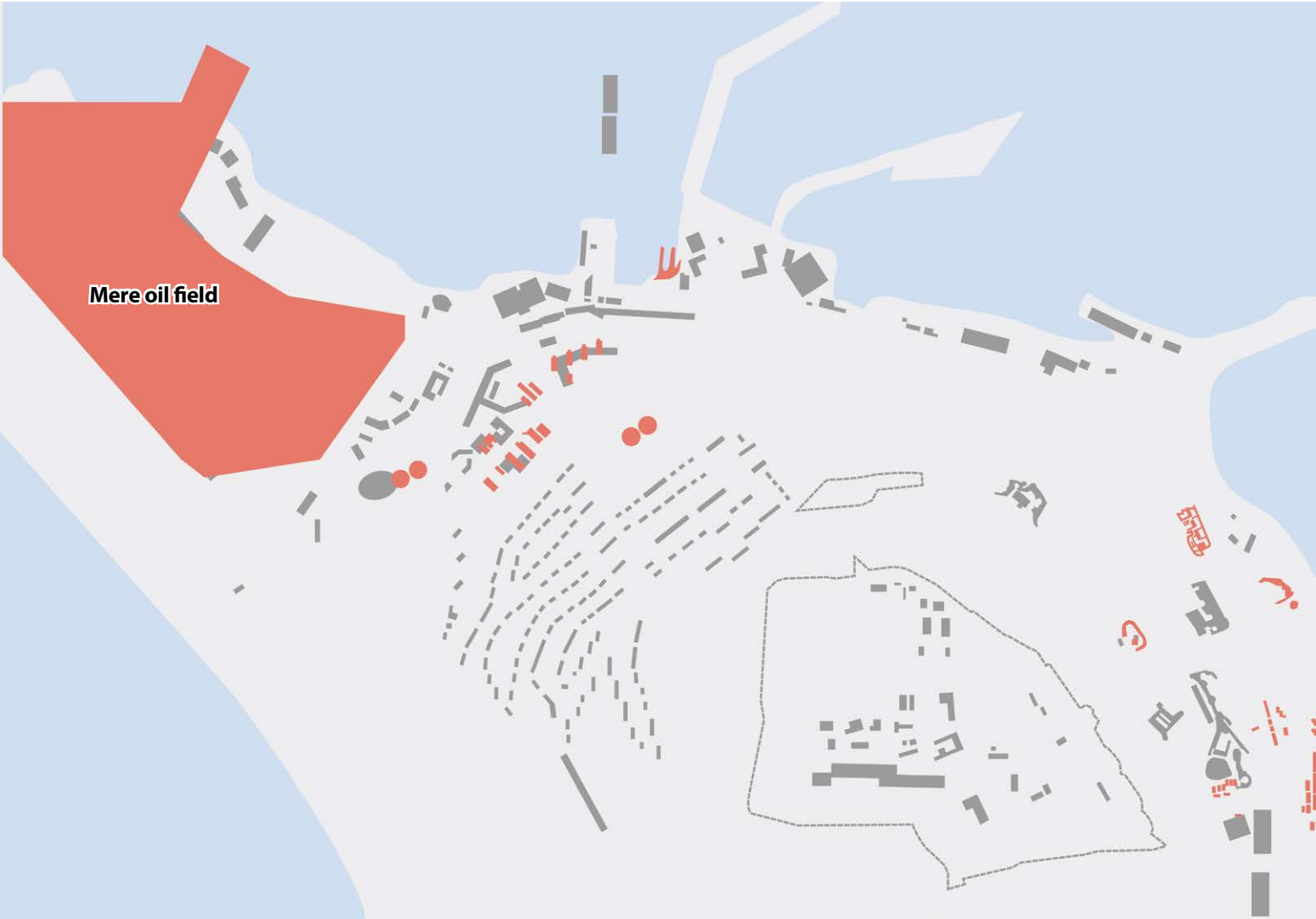


Fig. 22: Second World War structures of the Verne and East Weare (Castletown excluded)

Royal Navy Base Portland

2.1.26 Naval activity returned to Portland after the war, with the renamed HM Underwater Detection Establishment moving back from Scotland. Two the Phoenix Caissons, designed to form the D-Day Mulberry Harbours, were moored in the Harbour to provide shelter for a new pier designed to take larger destroyers. It was regularly used by submarines at the start or finish of journeys which included the first submerged transatlantic and transartic crossings. In the new environment of the Cold War, various buildings were used for a centre for the Navy's nuclear incident training.

2.1.27 Portland also became a centre for helicopters. In 1959, HMS Osprey – the Royal Navy's first helicopter station – was built on the site of the Mere oil storage tanks. In 1982, on the outbreak of the Falklands War, Portland became the base for converting deep sea trawlers as minesweepers.

2.1.28 In 1989, Portland Naval Base was revamped with new accommodation and a new HQ for the harbourmaster. The fall of the Berlin Wall, however, led to a major reduction in the strength of the Royal Navy, leaving Portland surplus to requirement. In 1996, the Naval Base was formally handed to the newly formed Portland Port. In 1999, HMS Osprey also closed.

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 23: Later twentieth century structures of the Verne and East Weare (Castletown excluded) – Note, whilst the Mulberry Harbour Caissons date from the Second World War, they were not positioned there during the conflict.

The new millennium – Portland Port

2.1.29 Portland Port has developed into a thriving port, becoming a major centre for the import of grain and animal feed, as well as being a successful cruise ship berth. The Port retains some naval activities and accommodates occasional Royal Navy vessels.

2.1.30 HMS Osprey has been redeveloped as Osprey Quay. The Weymouth and Portland National Sailing Academy has reintroduced ship building to the harbour, while the Portland Marina has attracted a busy flotilla of small boats back into the harbour. In 2012, the Harbour hosted the sailing competition of the London Olympics.

2.1.31 Portland Port has, in short, survived the departure of the Royal Navy and now forms part of a busy and evolving harbour, as it has done throughout its history. The Verne remains a prison.

2.2 The East Weare Batteries

2.2.1 An understanding of the complex history and development of the East Weare Batteries is important as the removal of E Battery from the Heritage at Risk Register is an important part of the Appeal Scheme.

2.2.2 The batteries were built as part of the Verne's defences of Portland Harbour. As such, they were manned and operated by the Army, rather than the Navy.

2.2.3 The first batteries, built as part of the Verne preparatory works in 1859, were simple earthen structures. In 1862, following the completion of the stone-built Citadel, the batteries were upgraded. Four new stone-built batteries (A – D) were built into the landward side of earthen banks; they were completed in 1864 and faced generally to the west, covering the Harbour approaches.

2.2.4 Due to a landslip on the northern slope in 1864, the last two planned batteries, E and F to cover the harbour were delayed until 1870, with only E Battery finally being completed. Its guns faced north, east north east and north east. A further two planned batteries below the Admiralty incline railway [WHERE] were also never completed. All five batteries were supplied with 9 inch rifle muzzle loading (RML) guns.

2.2.5 In the 1870s, a new block (Provost Block) was built just above A – D Batteries to accommodate the gunners, as well as a detention block for the wider garrison. In 1873, communication between the Verne and East Weare was improved by the construction of a sally port and communication tunnel, using convict labour.

2.2.6 Reflecting the very rapid improvement to gunnery technology, the batteries were upgraded between 1875-8. By 1897, with the Harbour now protected by forts at the Nothe and on the new breakwaters, E Battery was decommissioned, and its guns removed.

2.2.7 In 1901, A and B Batteries were again upgraded with new breach loading guns, with Batteries C and D being also decommissioned. In c. 1909, A and B Batteries themselves ceased to be part of the coastal defence network.

2.2.8 For a while, the Batteries were used and adapted for different purposes, including the storage of ammunition, for the Nuclear Incident training programme and for paintball. D Battery appears to have been destroyed by WWII bombing; the others became increasingly overgrown and unused. The roof of the Provost Building collapsed in the 1980s and is now covered in part by a temporary roof.

2.2.9 In the late 19th or early 20th century, a rifle range was constructed on the southern part of East Weare, at some distance from the Camp and Batteries.

2.2.10 In 1973, E Battery was designated as a Scheduled Monument, as well as being listed Grade II. The other Batteries and the Provost Building (known as East Weare Camp) are all Grade II, but not Scheduled.



Fig. 24: E Battery (gun floor), 1886

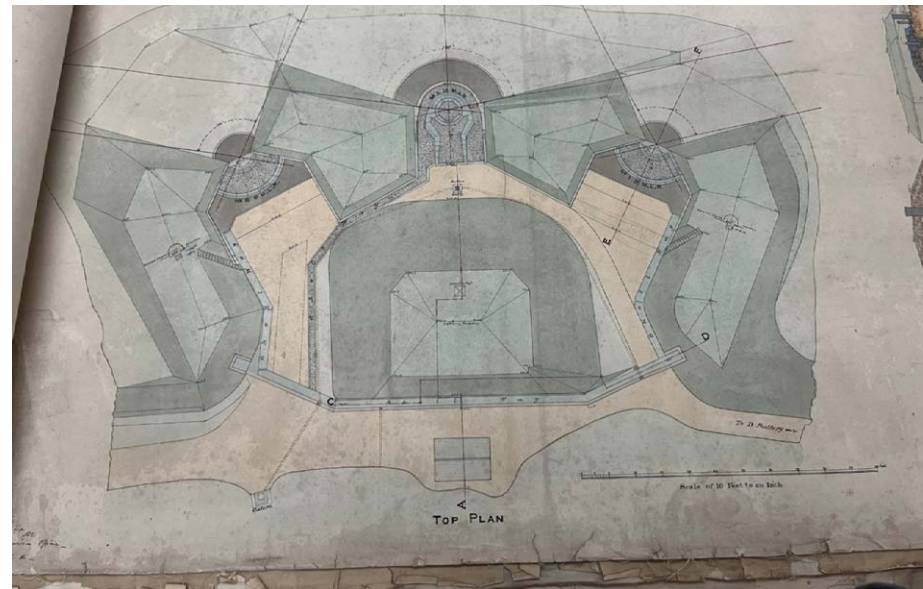


Fig. 25: E Battery (roof plan), 1886

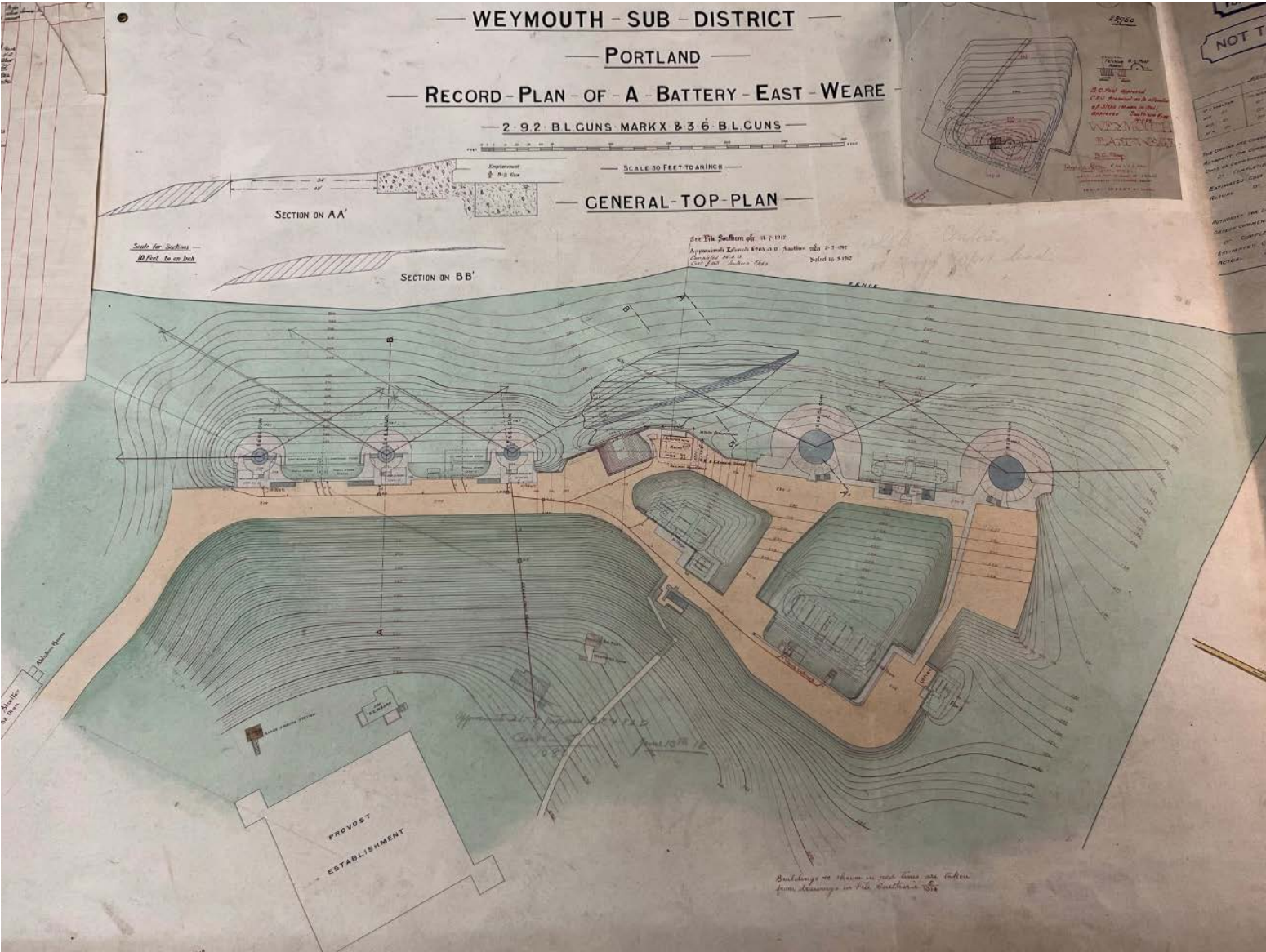


Fig. 26: 26 A Battery, 1903

2.3 The History of the Appeal site

2.3.1 The Site, as understood in planning terms, is the very large area of the port and its access roads as shown in Fig. 1. For practical purposes however, and in terms of understanding the impact of the Appeal Scheme on the heritage assets, the site relates to the triangular piece of land that will contain the ERF building and its stack.

2.3.2 As set out in above history, this area has been in continuous industrial use since at least the middle of the nineteenth century and, possibly prior to that point as a weare quarry. Most of these uses have had either a direct or indirect relationship with the sea.

2.3.3 From the mid-nineteenth century the uses of this site have progressed from railway yard to timber yard and creosoting plant with chimney to hospital for infection diseases to torpedo store to naval stores to married quarters and finally to a stone crushing yard. As of today, the yard has an implemented but unbuilt consent for a waste recovery facility. Its character has therefore been primarily industrial with a direct marine relationship (with a short, anomalous use as housing within the former hospital) throughout its modern history.

3.0 Assessment of significance

3.1 Assessing significance

Purpose

3.1.1 Assessing significance is the means by which the cultural importance of a place and its component parts is identified and compared, both absolutely and relatively. The purpose of this is not merely academic, it is essential to effective conservation and management because the identification of elements of high and lower significance, based on a thorough understanding of a site, enables owners and designers to develop proposals that safeguard, respect and where possible enhance the character and cultural values of the site. The assessment identifies areas where no change, or only minimal changes should be considered, as well as those where more intrusive changes might be acceptable and could enrich understanding and appreciation of significance.

Definitions

3.1.2 Statutory designation is the legal mechanism by which significant historic places are identified in order to protect them. The designations applying to East Weare and the port are listed in within the National Heritage List for England. The National Planning Policy Framework (NPPF, 2023) places the concept of significance at the heart of the planning process. Annex 2 of the NPPF defines significance as:

The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

3.1.3 The types of heritage interest that make up significance as follows:

- **Archaeological interest:** As defined in the Glossary to the NPPF, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Architectural and Artistic Interest:** As defined in the Planning Practice Guide, these are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- **Historic Interest:** As defined in the Planning Practice Guide, this is an interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity [sometimes called 'communal value'].

3.1.4 Historic England has helpfully sought to clarify the distinction between archaeological interest and historic interest that the NPPF intends. Para 13 of the organisation's Historic Environment Good Practice Advice In Planning Note 2: Managing Significance in Decision-taking in the Historic Environment (July 2015) begins:

Archaeological interest, as defined in the NPPF, differs from historic interest, because it is the prospects for a future expert archaeological investigation to reveal more about our past that need protecting.

3.1.5 Any assessment of significance is usually an amalgam of these different interests, and the balance between them will vary from one case to the next. What is important is to demonstrate that all these interests have been considered. This is achieved by assessing the significance of the whole site relative to comparable places, and the relative significance of its component parts.

Assessing significance

3.1.6 Understanding that identifying heritage significance is a combination of historic and other interests, as set out above, there are alternative ways to identify the relative significance of a heritage asset. One can assess the fine grain, relative significance of individual elements of a designated heritage asset relative to each other, for example: the street-facing facade and primary rooms of an individual building might be of more significance than flank elevations or service areas of a building. In that instance, one can identify that the front elevation of the hypothetical building is of high significance whilst the flank walls were of moderate significance, relative to that individual building’s overall significance.

3.1.7 When assessing the impact of development on a wider range of heritage assets, this fine-grain approach is not always possible or practical and one would normally assess their significance relative to each other (and to the national stock of heritage assets more widely). There are two ways to carry this out: comparing individual assessments of significance of individual structures, carried out on a fine-grain basis as described above, or alternatively, by relying on Historic England’s assessment of relative significance based on national listings and designations. Whilst an in-depth, asset by asset review of significance is ideal, this is rarely possible or within the power of an applicant or owner of a heritage asset.

3.1.8 The impacts of the Appeal Scheme will, with one exception, have no direct impact on the fabric of designated heritage assets, but could potentially affect their setting. The exception to this is E Battery which is subject to direct works to clear it of scrub and to enable it to be removed from the Heritage at Risk Register. Our assessment of impact is therefore focused on impacts to the setting of heritage assets and it is an appropriate and proportionate approach to identify the significance of individual heritage assets relative significance to each other.

3.1.9 Accordingly, we have applied Historic England’s identification of relative significance at national level (e.g. listings) unless research or observation on site dictates otherwise. Allowance must also be made for local heritage designations such as conservation areas and locally listed buildings. As such, the following definitions of significance have been used within this report:

Table 1 - Significance

Exceptional significance	World Heritage Sites
High significance	<ul style="list-style-type: none"> • Grade I listed building • Grade II* listed building or • Scheduled Monuments
Moderate significance	<ul style="list-style-type: none"> • Grade II listed building and • Conservation areas
Low significance	<p>Non-designated heritage assets: Locally Listed buildings and positive contributors within a conservation area</p> <p>Also, undesignated buildings or structures that are identified to be of historic or architectural interest.</p>

Assessing setting

3.1.10 Setting is a key concept in the identification of significance and impact is defined in the NPPF (2023, Annex 2: Glossary) as:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

3.1.11 This means that all heritage assets have a setting, separate from the concept of curtilage, character and context. However, the nature of setting and the contribution that setting makes to the significance of heritage assets varies considerably and is subject to change over time. Defining the extent, nature and contribution of a heritage asset's setting can be challenging. Historic England offers guidance on this in its Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets (December 2017). This advises that one common way of understanding setting's contribution to the significance of a heritage asset is through views. However, the setting of a heritage asset encompasses more than just this purely visual impression. It is also influenced by other environmental factors and the historic relationships between places.

3.1.12 In seeking to understand the nature of the setting of the heritage assets around the Port, and potentially affected by the Appeal Scheme, the following extract from the Historic England note on setting is particularly relevant:

- *Change over time*
Settings of heritage assets change over time. Understanding this history of change will help to determine how further development within the asset's setting is likely to affect the contribution made by setting to the significance of the heritage asset. Settings of heritage assets which closely resemble the setting at the time the asset was constructed or formed are likely to contribute particularly strongly to significance but settings which have changed may also themselves

enhance significance, for instance where townscape character has been shaped by cycles of change over the long term. Settings may also have suffered negative impact from inappropriate past developments and may be enhanced by the removal of the inappropriate structure(s).

3.1.13 The overall setting of Portland Port is one of constant – and often very significant – change over time, most particularly from Henry VIII's first defences of Portland Roads, through the development of the Port, its commercial and naval use to its current use. The heritage assets are all directly connected to those different periods of change, which they reflect, individually and collectively. The evolving activity, and the structures that go with it, are an integral part of their setting. Further change, particularly if it is directly port-related and leads to a stronger, more active Port, need not be harmful per se but can contribute positively to overall setting.

3.1.14 Within this overall context of change and development, the heritage assets have an overall commonality of setting. Yet there are subtle differences in how these settings contribute to their group and individual significance. These are explored in greater detail in the tables that follow, but in summary:

Portland Port

3.1.15 The listed and other structures reflect – perhaps most directly of all – the changes that have taken place to sustain the Port as working place, protecting, receiving and servicing a wide range of ships over 500 years. An active, maritime context is a key part of their setting.

Portland Port	<p><i>These sea-level structures collectively have evidential value but their group setting is of considerable importance to how they are appreciated as a group as nineteenth-century naval structures that detail the scope and scale of change in naval warfare and maritime technology in the nineteenth century and scale of engineering ambition of the Victorian period. Maritime activity in and around these structures is a positive aspect of their setting.</i></p> <p><i>Their immediacy to the sea and their ability to be seen from the sea are central parts of their setting and contribute to their significance.</i></p> <p>See also: Wider context</p>
Dockyard Offices	
Breakwaters and Breakwater Forts	
Coaling and Storehouse Jetties including Coaling Shed.	
Railway tracks and Viaduct	<p><i>The history of ownership and installation of railways in Portland is complex. The first railways were entirely unconnected to the wider network with the Merchants' Incline Railway used to bring down stone from the quarries to Castletown's pier in 1826. Many rails within the port relate to the construction of the breakwaters themselves, as well as the construction of the Verne and the movement of stone and timber around the port itself. In 1865, the Weymouth and Portland Railway linked to Portland with a siding (with viaducts) to meet the Merchant's Railway, expanding again more significantly as the Admiralty's Breakwater Branch Railway in 1878 which relied on and reused some of these structures. To further complicate the history, the Easton and Church Hope Railway routed via the Admiralty's Breakwater Branch Railway in 1900 and some of the railway structures have subsequently become known as relating to or originating with the Easton and Church Hope Railway (even if earlier).</i></p> <p><i>Whilst none of these structures are listed, where they survive they reflect a functioning part of the port's industrial history and are of some historic interest.</i></p>
Phoenix Caissons	<p><i>These structures have a poignant history in the Second World War invasion of Normandy. Of the six surviving phoenix caissons in the UK, they are the only two still 'afloat' (rather than wrecked and submerged) although it is not known if they ever left the UK. Their maritime setting is critical to their understanding but their location in Portland is not. Whilst they are a tangible and fitting reminder of Portland's extraordinary role in the Second World War, they were neither made in Portland nor placed there during the conflict and so their location and context contributes minimally to their historical importance, other than it being a D-Day port of the South Coast. They could be relocated to a similarly suitable maritime location without harm to their historic interest.</i></p>

The Verne Citadel

3.1.16 As with the East Weare structures, but arguably more so, the Verne’s principal purpose was to defend the Port below it. In contrast to the low-lying batteries of East Weare, its looming presence over the Port in views from the north and the harbour emphasise this relationship. The Port below is thus both the Verne Citadel’s raison d’etre and the essential component of its setting.

<i>Verne Citadel</i>	<p><i>The setting of the Verne and its purpose as the centre for the defence of the port are of principal importance to its significance. From a distance, whether on land or sea, the Verne is not read as a collection of individual structures but a single, massive and dominating bulk atop the apparent ‘natural’ bulk of Portland (if heavily worked by mankind over two millennia and irrevocably scarred by that activity). Together, the Citadel and the hill it sits on form a prominent and recognisable profile. Activity at and beneath the Verne at the port is an important part of the Verne’s purpose and location even where the Infantry’s Citadel and the Admiralty’s Harbour have never experienced co-management and dual operation.</i></p>
The Verne Citadel	
The Verne Citadel, North Entrance and attached railings	
Many individual structures within the Verne	

The military structures of East Weare

3.1.17 These batteries and associated structures were built to defend the Port from attack. In a real sense, the presence of a vibrant port below is a testimony to their success over many years, and an active part of their setting. Visually, they are designed to be recessive, to hide their presence from potential enemies from the sea.

Structure	<i>These military structures derive meaning from the fact of the historical fact of their location on East Weare, below the Verne Citadel and above the east and north-east coasts of Portland and from their purpose: the defence of the harbour.</i>
A Battery	
B Battery	
C Battery	<i>As outposts of the Verne, built to fire across a significant area of the Dorset coastline, their relationship with the looming Verne Citadel and the other structures of the Verne, including related places like the military cemetery, is a key component of their setting.</i>
E Battery	
East Weare Camp (Former Provost's Establishment)	<i>This setting has been significantly compromised by a century of disuse and decay and serious overgrowth that obscures their form, interconnecting pathways and relationship to each other.</i>
East Weare Rifle Range (south of East Weare)	<p><i>Their physical proximity to the sea, coast and the ships in the harbour and wider bay contributes to their placement and thus historical significance.</i></p> <p><i>Understanding that the batteries were built defensively, to shield view of their guns and operators, views landward from the sea are of some minor but lesser importance.</i></p> <p><i>The comprehension of the weare as a far-ranging militarised landscape would have been possible from the sea however, with manmade structures clearly discernible across a very fractured and highly-worked landscape. Today their group value in this regard is of importance if much diminished by long disuse and regrowth of the weare and the former paths between structures.</i></p>

Castletown

3.1.18 Castletown owes its existence to the harbour at Portland; its history and the variety of heritage assets within it testify to the way in which the harbour and Port have directly influenced its current form. The Port, with its current (and future) activity are both its lifeblood and the core of its setting.

Castletown	<p><i>As with the structures of the port, the collective richness of the setting of these individual buildings or varying importance, strongly contributes to their significance. Their proximity to the sea, specifically to the port and its activities, contributes to an understanding of their development and functions. So to does their generally linear arrangement along the entrance road to the port, caught between the rock of Portland and its looming Citadel and the sea of Portland Harbour, they are understood as having an indirect relationship with the activities of the port, located here as a direct consequence of the harbour and harbourside comings and goings.</i></p>
No.1 Castletown	
Royal Breakwater Hotel	
Boundary stone, Castletown	
Underhill Conservation Area including 22 x (locally important) buildings	
Portland Castle	<p><i>An extant sixteenth-century Device Fort, Portland Castle's historic importance relates to its form, fabric and history of change. Of all of the historic standing remains on Portland, its immediate setting has undergone the most change. It was built between tidal flats and the rock of an unsettled and unimproved rock. Its guns commanded this full range of the Roads.</i></p> <p><i>It has seen the construction of Castletown itself, roads, railway and the removal of the latter. It no longer has an isolated rural setting but is within a modern town at the edge of a bustling harbour. It was built to protect Portland Roads which have also undergone very significant change. Its position bears witness to the change in range, firepower and military activity that have occurred since its construction. Its intervisibility with Sandsfoot Castle is important to its setting.</i></p>

Wider context

3.1.19 The structures within the wider harbour, from Sandsfoot Castle the Nothe Fort, to the 1893-1906 breakwaters are at some considerable distance from the Appeal Site and current active Port. Nevertheless, they all have as their purpose the securing of a safe anchorage and port, and in long views across the harbour, the activity in the Port is a key presence. The scale of change over time is demonstrated by the fact that, of all the heritage assets in those views, the only one that Henry VIII would have recognised is Portland Castle. Even the outline of the Verne has changed significantly as a result of quarrying for the construction of the breakwaters.

Portland Harbour	<i>Impact of Use of the site as an Energy Recovery Facility on significance</i>
Sandsfoot Castle	<i>This historic site derives significance from its commanding if distant position overlooking what is now Portland Harbour. The construction of the harbour in many ways curtailed Sandsfoot from its historic relationship with Portland Roads and the wider open sea. With the exception of World War II an anti-aircraft battery, the site has been functionally obsolete for four centuries. Nonetheless, views south toward the bulk of Portland and Portland Castle are a key part of its setting as are views north from the sea. The castle’s perilous cliffside position and danger of crumbling into the sea reflects its historic situation with this concern plaguing the former blockhouse since its construction.</i>
Northern Breakwater and Bincleaves Groyne	See Portland Port structures above.
Nothe Fort (and Fusee steps)	<p><i>The Nothe was constructed in 1872 between Weymouth and the rest of the port, able to support large guns that could cover both Weymouth Harbour, Portland Harbour and the approaches to both. Built by the Royal Engineers and staffed by the Royal Artillery (rather than the naval breakwater forts), it’s defensive capabilities became obsolete only twenty years after construction but it continued to support gun emplacements up until and during the Second-World War when it was fitted with an anti-aircraft battery. It was later fitted with Radar equipment in connection with HMS Osprey but was finally abandoned by the military in 1956.</i></p> <p><i>Similar to the Verne, the Nothe’s significance relates to the survival of its (evolving) military structures which chart the history of coastal defence across a century of change and its vantage point across Portland and Weymouth Harbours and its clear visibility to and from the water across Weymouth and Portland Harbours. That both of these areas have undergone significant change does not affect this visual interrelationship.</i></p>

Assessing the character and appearance of the Underhill Conservation Area

3.1.20 Unlike other forms of designated heritage asset, the special architectural and historic interest of conservation areas is commonly expressed in terms of character and appearance. This is based on Section 72[1] of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that when local authorities exercise their planning functions in the context of conservation areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Much like setting, defining the extent and nature of a conservation area's character and appearance can be challenging, and is often based on a combination of tangible and intangible factors.

3.1.21 The Underhill Conservation Area is a very large conservation area covering the former individual settlements of Fortuneswell (on the western slope of the Verne); Chiswell (on the Portland coast of Chesil Beach) and Castletown (along the northern shore of Portland).

3.1.22 With the construction of the Merchant's Railway, Castletown grew as a narrow strip of buildings between the foot of the Verne's steep cliff to the south and the sea to the north. Development accelerated with the inception of the Breakwater project and as commercial and naval traffic in Portland Harbour intensified. Houses were complemented by inns and pubs for the many sailors and fishermen in the harbour as well as tourists viewing the breakwater, as related activities such as a customs house; coal merchant; chandler and other harbourside activities. As a result of this building boom across a couple of decades, and the limited degree of space for additional development, most buildings date from the nineteenth century.

3.1.23 Castletown today is a legible Victorian harbourside settlement with some few older structures, most notably the Tudor Portland Castle. It is highly linear in nature stretching along the main road from the port to the Castle, beyond which was traditionally the Mere.

3.1.24 The Underhill Conservation Area Appraisal identifies Portland Harbour itself is described as a major gateway to the conservation area:

Portland Harbour is a major gateway and when approaching Castletown, those elements that define its long and continuing relationship with the sea and harbour are clearly seen – the adjacent port, Portland Castle, slipways, Stone Pier, old Customs House, beach, long frontage of hotels, pubs, shops, dwellings with The Verne rising above them all, even above the former naval accommodation blocks that now form a back drop to Castletown itself.

3.1.25 The streetscape is characterised by two to three storey terraces, interspersed with public buildings and buildings with former military/maritime associations.

Non designated heritage assets

3.1.26 The Underhill Conservation Area Appraisal helpfully identifies 'Important Local Buildings' within the conservation area which positively contribute to the character and appearance of the Underhill Conservation Area. These are accepted to be non-designated heritage assets.

3.1.27 Within the port, there are several disused rails and a viaduct that date from the extensive nineteenth-century railway activity within the port. Whilst these are not designated and sit outside of the Underhill Conservation Area, they do have evidential value as a reminder of the busy industrial history of Portland port and are also considered to be non-designated heritage assets.

- Exceptional significance
- High significance
- High significance areas
- Moderate significance
- Moderate significance areas
- Low significance
- Low significance areas

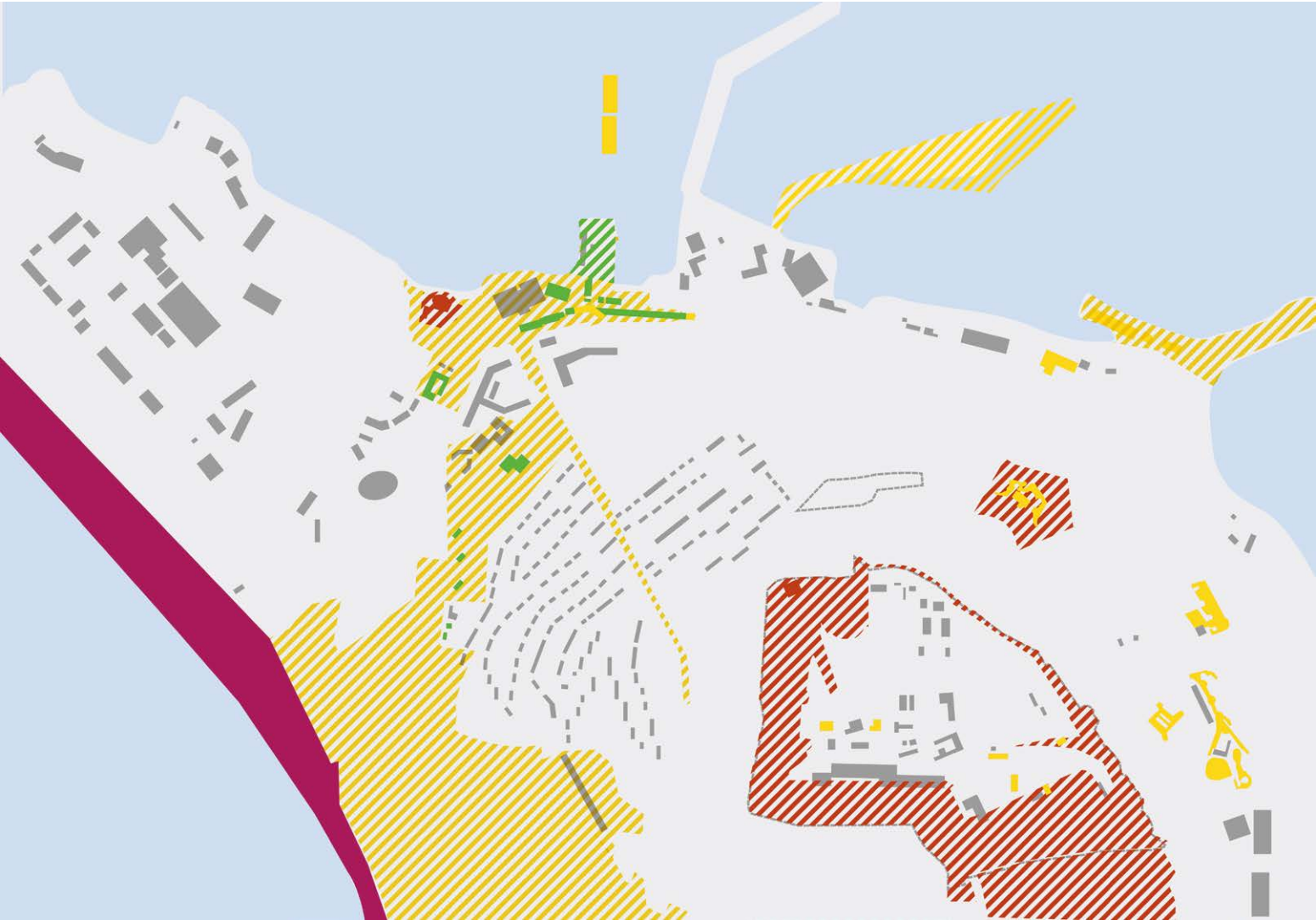


Fig. 27: Significance of the designated heritage assets around the site

4.0 Supporting Information

4.1 National legislation and guidance

4.1.1 The legislative framework for listed buildings and conservation areas is the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66(1) of the Listed Buildings Act provides: 66. (1) In considering whether to grant planning permission ... for development which affects a listed building or its setting, the local planning authority or ... the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

4.1.2 The Government's National Planning Policy Framework (2023) places great weight on the conservation of heritage assets. This replaced the 2019 version of the NPPF which was valid at the time of the determination. There are no substantive changes between the earlier and replacement document but references to relevant paragraphs may have changed. As set out in Paragraph 194:

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.*

4.1.3 Where there is no harm to significance of a designated asset or where overall there is enhancement of significance, as a result of the proposal then

Paragraph 194 would require decision makers to reflect the desirability of that outcome, and would not require a consideration of the proposal against the policies which address harmful heritage impact to designated assets (paras 201 and 202).

4.1.4 In addressing harm to heritage assets, the NPPF makes a distinction between 'substantial harm' and 'less than substantial harm'. As set out in Paragraph 201:

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

4.1.5 The test that applies to proposals that lead to 'less than substantial harm' is set out in Paragraph 202:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Relevant Case Law

4.1.6 In relation to assessing the setting of any listed building, we refer to the Court of Appeal judgement in *Barnwell Manor Wind Energy vs East Northamptonshire et al* [2014]. The decision ruled there is a “strong presumption” against granting planning permission for development which would cause harm to heritage assets precisely because the desirability of preserving the special interest is of “considerable importance and weight”. *Jones vs Mordue* [2015] confirmed that, generally, if a decision maker applies his or herself to the considerations at paragraphs 132 to 134 of the National Planning Policy Framework (NPPF) (see below), then (absent some contrary indication) s/he will have also discharged the statutory duties at Sections 66 and 72 of the 1990 Act.

4.1.7 Finally, *Palmer vs Herefordshire Council & ANR* [2016] confirmed that where a development would affect a heritage asset or its settings in different ways, some positive and some negative, the decision maker may legitimately conclude that although each of the effects has an impact, the overall effect is taken on the basis of the development as a whole. On this basis, paragraphs 133 or 134 of the NPPF would only be engaged where any negative effects are not outweighed by the heritage benefits delivered by a development.

4.2 Dorset Council Policy

4.2.1 The West Dorset, Weymouth & Portland Local Plan (October 2015) is Dorset Council’s adopted Local Plan for that part of Dorset, including Portland, that previously came under the authority of Weymouth & Portland Borough Council prior to its disbandment in April 2019 to form Dorset Council. Policy ENV Heritage Assets is of relevance:

ENV4. HERITAGE ASSETS

- i) *The impact of development on a designated or non-designated heritage asset and its setting must be thoroughly assessed against the significance of the asset. Development should conserve and where appropriate enhance the significance.*
- ii) *ii) Applications affecting the significance of a heritage asset or*

its setting will be required to provide sufficient information to demonstrate how the proposals would positively contribute to the asset’s conservation.

- iii) *iii) A thorough understanding of the significance of the asset and other appropriate evidence including conservation area character appraisals and management plans should be used to inform development proposals including potential conservation and enhancement measures.*
- iv) *iv) Any harm to the significance of a designated or non-designated heritage asset must be justified. Applications will be weighed against the public benefits of the proposal; if it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset, and; if the works proposed are the optimum required to secure the sustainable use of the asset.*
- v) *v) The desirability of putting heritage assets to an appropriate and viable use that is consistent with their conservation will be taken into account.*
- vi) *vi) Where harm can be justified, appropriate provision will be required to capture and record features, followed by analysis and where appropriate making findings publicly available.*

4.2.2 The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) is the Minerals & Waste Plan for the county of Dorset. Policy 19 Historic Environment is of relevance:

Policy 19 - Historic environment Proposals for waste management facilities will be permitted where it is demonstrated that heritage assets and their settings will be conserved and/or enhanced in a manner appropriate to their significance. Designated heritage assets Great weight will be given to the conservation (protection and enhancement) of Bournemouth, Christchurch, Poole & Dorset's designated heritage assets and their settings including listed buildings, conservation areas, historic parks and gardens, scheduled monuments and non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments. Proposals resulting in harm to the significance of a designated heritage asset will only be permitted if this is justified, having regard to the public benefits of the proposal and whether it has been demonstrated that all reasonable efforts have been made to mitigate the extent of the harm to the significance of the asset. Non-designated heritage assets Where a proposal directly or indirectly affects non-designated heritage assets, the Waste Planning Authority will have regard to the scale of any harm or loss and the significance of the heritage asset. Where harm can be fully justified, archaeological excavation and/or historic building recording as appropriate will be required, followed by analysis and publication of the results.

4.2.3 The Neighbourhood Plan for Portland 2017-2031 was adopted in June 2021. The relevant policy is Policy Port/EN4 Local Heritage Assets.

Policy No. Port/EN4 Local Heritage Assets - Development proposals that maintain or enhance the character and setting of any designated or non-designated heritage asset and which enable the asset to be used in a manner commensurate with its heritage significance will be supported. Any renovations or alterations of buildings or structures identified as heritage assets requiring planning permission should be designed sensitively, and with careful regard

to the heritage asset's historical and architectural interest and setting. Development proposals in proximity to a heritage asset should provide a clear assessment of the significance and impact of the proposal on the asset and its setting and justify the design approach taken.

4.3 Additional considerations

- The Appraisal of the Conservation Areas of Portland (as amended 2017) is the Conservation Area Appraisal for the Underhill Conservation Area. It says of Castletown:

Castletown Early C19 Castletown (fig 3) comprised a castle, piers shipping stone and a scattering of several properties. By 1864, a line of civilian properties (outcome of breakwater project) skirted what was former common land. The frontages defined the southern edge of the road that ultimately led to the navy's first coal depot and the inner breakwater still under construction. Only those properties at the west end had fair sized backs yards. Hemmed in by government ownership, the Merchants' incline and ever expanding or changing port facilities, civilian Castletown had little room for more growth. This confinement increased when directly behind the properties, a branch line to the breakwater was built. An exception emerged opposite the Royal Breakwater Hotel, when the Castle Inn and other cottages (replaced by a hostel/chandler, now a hotel) were built on the apron of the piers at right angle to the road (fig 4) - an orientation and presence which maximised commercial opportunity and allowed efficient access both to the buildings and the pier. Further east, on the road, was later built a Customs House. Whilst the C19 linear plan form of civilian properties continues, late C19 – C20 military encroachment onto former railway land and into common land below The Verne has varied in plan and extent - today, Portland Hospital (former naval hospital), new extra care housing, blocks of flats (former naval accommodation) and three early C20 houses (once naval) on Castle Rd. The castle was stand-alone adjoining the Mere, the harbour and the west limits of the port. This began to change in the late C19 and today the castle is adjacent to a former naval sports centre within the port confines and former HMS Osprey (reclaimed Mere), allocated as a business park

- *Historic Environment Good Practice Advice in Planning, Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015) (GPA2)*.

Historic England published its guidance for Managing Significance in Decision-Taking in the Historic Environment in March 2015. The note emphasises the importance of understanding the significance of any heritage asset likely to be affected by development proposals, and the contribution (if any) that setting makes to that significance. It states that this understanding is important in the conception and design of a successful development, and in enabling local planning authorities to make decisions in line with legal requirements, the requirements of the development plan and those of the NPPF.

The note provides guidance on understanding the nature, extent, and level of significance, and sets out a structured approach for assessing development proposals likely to affect the significance of heritage assets.

- *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017) (GPA3)*

Historic England published the second edition of its Historic Environment Good Practice Advice in Planning, Note 3, The Setting of Heritage Assets, in December 2017. This document supersedes the previous version of GPA3 (March 2015) and the earlier guidance 'The Setting of Heritage Assets'. The note complements GPA2. We have had regard to this guidance in terms of the potential for impacts on nearby listed buildings arising from the external alterations.

- Historic England Advice Note 2: Making Changes to Heritage Assets (February 2016)

Historic England published the Advice Note 2: Making Changes to Heritage Assets in February 2016. This Advice Note provides guidance on the application of the policies set out in the NPPF. We have had regard to the

guidance on addition and alteration to buildings and structures, and in particular the guidance on new features, and alterations to landscapes. In terms of landscape, paragraph 55 of the guidance states that:

Buildings will often have an important established and historic relationship with the landscaping that exists or used to exist around them. Proposals to alter or renew the landscaping are more likely to be acceptable if the design is based on a sound and well-researched understanding of the building's relationship with its setting, both now and in the past.

- Historic England's Advice Note 12: Statements of Heritage Significance: Analysing Significance in the Heritage Assets (2019).

Historic England's Advice Note 12 provides guidance on how to reports accompanying planning applications (and listed building consent applications) can best reflect the demands of the National Planning Policy Framework for applicants for heritage-related consents to provide information on heritage significance to help local planning authorities in making decisions on the impact of proposals for change to heritage assets. The guidance sets out that the significance of an asset should be understood before any assessments about its future are determined. Historic England include a suggested (but not mandated) structure for heritage assessments which this report broadly follows.

4.4 Sources

Carter G., 1987 *The Royal Navy at Portland Since 1845 (Liskeard: Maritime books)*.

Churchill W., 1923 *The World Crisis, Volume I (New York: Scribners)*

Evans D., 2006, *Arming the Fleet: the Development of the Royal Ordnance Yards 1770-1945 (Gosport: Explosion! Museum of Naval Firepower and English Heritage)*

Historic England, 2022, *Heritage at Risk Register 2022 – South West (Historic England)*

Morris S, 1985, *Portland: An illustrated history (Wimbourne Minster: The Dovecote Press)*

Morris S., 2011, *Dorset: The Royal Navy (Wimbourne Minster: The Dovecote Press)*

The Encyclopaedia of Portland History Available at [The Encyclopaedia of Portland History - Home](#) (Accessed 16 July 2023).

UNESCO World Heritage Centre, "World Heritage List," See: "Dorset and East Devon Coast." <http://whc.unesco.org/en/list/1029> (Accessed 16 July 2023).

Various materials accessed from the National Archive (in person), the National Archives of the United States of America (accessed on line) and the British Library (both online and in person). The Ingrid Goossens Operation Overlord Photo Collection was also reviewed online (22 July 2023)

Numerous listings for various structures are available online at the National Heritage List for England at [Search the List - Find listed buildings, monuments, battlefields and more | Historic England](#) (Last accessed 12 August 2023).

Appendix A: List descriptions (accessed 03 Oct and 6 November 2023)

A and B Batteries (15)

<https://historicengland.org.uk/listing/the-list/list-entry/1444030>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1444030

Date first listed: 26-Feb-2018

List Entry Name: Battery approximately 80m SE of East Weare Camp

Statutory Address 1: Off Incline Road, Isle of Portland, Dorset, DT5 1EG

Location

Statutory Address: Off Incline Road, Isle of Portland, Dorset, DT5 1EG

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6978973608

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.

Reasons for Designation

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:

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.

History

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.

Details

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.

MATERIALS: the battery has magazine stores constructed primarily of stone under earth mounds, with gun positions of concrete and stone.

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.

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.

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.

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.

INTERIOR: The northern L-shaped building has four rooms, each with their own external access. Some of these rooms have later fireplaces inserted.

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).

Sources

Websites

Victorian Forts datasheet on East Weare, accessed 31.01.17 from <https://www.victorianforts.co.uk/pdf/datasheets/eastweare.pdf>

Other

Council for British Archaeology, Twentieth Century Fortifications in England Volume VI.I: Coast Artillery, 1900-56, c.1996

Keystone Historic Building Consultants, Portland Naval Base Report, c.1995

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

C Battery (14)

<https://historicengland.org.uk/listing/the-list/list-entry/1447946>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1447946

Date first listed: 26-Feb-2018

List Entry Name: Battery approximately 160m NE of East Weare Camp

Statutory Address 1: Off Incline Road, Isle of Portland, Dorset, DT5 1EG

Location

Statutory Address: Off Incline Road, Isle of Portland, Dorset, DT5 1EG

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6974173862

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.

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:

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.

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.

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.

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.

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.

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.

Sources**Websites**

Victorian Forts Datasheet on East Weare, accessed 7.6.17 from <https://www.victorianforts.co.uk/pdf/datasheets/eastweare.pdf>

Other

English Heritage, 'Thematic Survey of English Naval Dockyards, Summary Report. Thematic Listing Programme' (1998), (available at <https://content.historicengland.org.uk/images-books/publications/thematic-survey-navy/thematic-survey-navy.pdf/>).

Keystone (Historic Building Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. 1993

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

E Battery (12)**E Battery list description**

<https://historicengland.org.uk/listing/the-list/list-entry/1281863>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1281863

Date first listed: 17-May-1993

List Entry Name: EAST WEARE BATTERIES AT SY 694 741

Statutory Address 1: EAST WEARE BATTERIES AT SY 694 741, INCLINE ROAD

Location

Statutory Address: EAST WEARE BATTERIES AT SY 694 741, INCLINE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6944474052

Details

PORTLAND

SY67SE 969-1/1/197

INCLINE ROAD, H.M. Naval Base (South side) East Weare Batteries at SY 694 741

GV II

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 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.

Listing NGR: SY6944474052

Legacy

The contents of this record have been generated from a legacy data system.
Legacy System number: 381980
Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

E Battery Scheduled Monument description

<https://historicengland.org.uk/listing/the-list/list-entry/1002412>

Official list entry

Heritage Category: Scheduled Monument

List Entry Number: 1002412

Location The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 69445 74059

Summary

Not currently available for this entry.

Reasons for Designation

Not currently available for this entry.

History

Not currently available for this entry.

Details

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.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

DO 781

Legacy System:

RSM - OCN

Legal

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Provost's Establishment (13)

<https://historicengland.org.uk/listing/the-list/list-entry/1205814>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1205814

Date first listed: 21-Sep-1978

Date of most recent amendment: 26-Feb-2018

List Entry Name: East Weare Camp

Location Description: NGR: SY6967673679

Statutory Address 1: Incline Road, Isle of Portland, Dorset, DT5 1EG

Location

Statutory Address: Incline Road, Isle of Portland, Dorset, DT5 1EG

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6968573692

Summary

A defensible barracks built in 1870-80 constructed of local stone and overlooking Portland Naval base.

Reasons for Designation

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.

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 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.

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.

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.

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.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

381981

Legacy System:

LBS

Sources

Websites

English Heritage, 'Thematic Survey of English Naval Dockyards. Summary Report. Thematic Listing Programme' (1998), accessed 20/09/2017 from [https://](https://content.historicengland.org.uk/images-books/publications/thematic-survey-navy/thematic-survey-navy.pdf)

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The Encyclopedia of Portland History: East Weare, accessed 27.03.2017 from <http://www.portlandhistory.co.uk/east-weare-camp.html>

Victorian Forts: East Weare Battery, accessed 27.03.2017 from <https://www.victorianforts.co.uk/pdf/datasheets/eastweare.pdf>

Other

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. 1993.

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Dockyard Offices (7)

<https://historicengland.org.uk/listing/the-list/list-entry/1203099>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1203099

Date first listed: 17-May-1993

Date of most recent amendment: 26-Feb-2018

List Entry Name: Dockyard Offices

Statutory Address 1: Building 228, Portland Port Business Centre, Castletown, Portland, DT5 1PA

Statutory Address 2: Dockyard Offices, Main Road, Castletown, Portland, Dorset, DT5 1PA

Statutory Address: Building 228, Portland Port Business Centre, Castletown, Portland, DT5 1PA

Statutory Address: Dockyard Offices, Main Road, Castletown, Portland, Dorset, DT5 1PA

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6950874272

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.

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.

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.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

381982

Legacy System:

LBS

Sources

Websites

English Heritage, 'Thematic Survey of English Naval Dockyards. Summary Report. Thematic Listing Programme' (1998), accessed 20/09/2017 from <https://content.historicengland.org.uk/images-books/publications/thematic-survey-navy/thematic-survey-navy.pdf>

The Encyclopedia of Portland History - Portland Harbour, accessed 28/04/2017 from <http://www.portlandhistory.co.uk/portland-harbour.html>

Other

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. 1993.

London Daily News, 27 July 1849

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

The listed building(s) is/are shown coloured blue on the attached map. Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), structures attached to or within the curtilage of the listed building (save those coloured blue on the map) are not to be treated as part of the listed building for the purposes of the Act.

Breakwaters and Breakwater Forts, Coaling and Storehouse Jetties including Coaling Shed (6, 8, 9 & 10)

<https://historicengland.org.uk/listing/the-list/list-entry/1205991>

Table 2 - Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1205991

Date first listed: 21-Sep-1978

Date of most recent amendment: 26-Feb-2018

List Entry Name: The inner and outer breakwater, including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort

Statutory Address 1: Portland Harbour, Dorset, DT5 1PA

Location

Statutory Address: Portland Harbour, Dorset, DT5 1PA

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 70637 74809

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.

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:

* 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 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.

Legacy

The contents of this record have been generated from a legacy data system.
Legacy System number:382004
Legacy System:LBS

Sources

Books and journals

Evans, D, *Building the Steam Navy: Dockyards, Technology and the Creation of the Victorian Battle Fleet 1830 to 1906*, (2004), 173-180

Websites

The Encyclopedia of Portland History, accessed 12 June 2017 from <http://www.portlandhistory.co.uk/>

Other

English Heritage, 'Thematic Survey of English Naval Dockyards. Summary Report. Thematic Listing Programme' (1998), (available at <https://content.historicengland.org.uk/images-books/publications/thematic-survey-navy/thematic-survey-navy.pdf/>).

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. (1993).

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

The listed buildings are shown coloured blue on the attached map. Pursuant to s.1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), structures attached to or within the curtilage of the listed building (save those coloured blue on the map) are not to be treated as part of the listed building for the purposes of the Act.

Phoenix Caissons (2)

<https://historicengland.org.uk/listing/the-list/list-entry/1203075>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1203075

Date first listed: 17-May-1993

Date of most recent amendment: 26-Feb-2018

List Entry Name: Mulberry Harbour Phoenix Caissons at Portland Harbour

Location Description:

Statutory Address 1: Opposite Castletown Pier, Portland Harbour, Isle of Portland, Dorset, DT5 1BD

Location

Statutory Address: Opposite Castletown Pier, Portland Harbour, Isle of Portland, Dorset, DT5 1BD

The building or site itself may lie within the boundary of more than one authority.

National Grid Reference: SY6873674716

Summary

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.

Reasons for Designation

The Mulberry Harbour (two Phoenix Caissons) at Portland Harbour is listed at Grade II for the following principal reasons:

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.

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.

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.

History

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).

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.

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.

Details

Two 'Phoenix' caissons of 1944 moored end-to-end.

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.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 381910

Legacy System: LBS

Sources

Books and journals

Mallory, K, *Walls of War: A history of military architecture in North West Europe 1900-1945*, (1979), 200-213

Websites

English Heritage, 'Thematic Survey of English Naval Dockyards. Summary Report. Thematic Listing Programme' (1998), accessed 20/09/2017 from <https://content.historicengland.org.uk/images-books/publications/thematic-survey-navy/thematic-survey-navy.pdf>

The Encyclopedia of Portland History - Mulberry Harbour Phoenix Caissons, accessed 09/06/2017 from <http://www.portlandhistory.co.uk/mulberry-harbour-phoenix-caissons.html>

Other

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. 1993.

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

No.1 Castletown (4)

<https://historicengland.org.uk/listing/the-list/list-entry/1203074>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1203074

Date first listed: 17-May-1993

Date of most recent amendment: 26-Feb-2018

List Entry Name: 1 Castletown

Statutory Address 1: 1 Castletown, Portland Harbour, Dorset, DT5 1BD

Location

Statutory Address: 1 Castletown, Portland Harbour, Dorset, DT5 1BD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY6886574354

Summary

Former customs house. Mid-to late C19.

Reasons for Designation

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.

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.

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.

Details

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.

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.

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).

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.

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.

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.

Legacy

The contents of this record have been generated from a legacy data system.
Legacy System number: 381908
Legacy System: LBS

Sources

Other

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset K/428', Volume 1 and Volume 2. (1993).
OS Map 6" (1891 edn).
OS Map 6" (1903 edn).
OS Map 6" (1929 edn).

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Royal Breakwater Hotel (3)

<https://historicengland.org.uk/listing/the-list/list-entry/1205310>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1205310

Date first listed: 17-May-1993

List Entry Name: ROYAL BREAKWATER HOTEL

Statutory Address 1: ROYAL BREAKWATER HOTEL, 17 AND 18

Statutory Address: ROYAL BREAKWATER HOTEL, 17 AND 18

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 68713 74360

Details

PORTLAND

SY67SE CASTLETOWN, Castletown 969-1/1/7 (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.

Listing NGR: SY6871374360

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 381909

Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Boundary stone, Castletown

<https://historicengland.org.uk/listing/the-list/list-entry/1281849>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1281849

Date first listed: 17-May-1983

Date of most recent amendment: 17-May-1993

List Entry Name: BOUNDARY STONE CIRCA 23 METRES SOUTH OF ENTRANCE TO CAPTAIN'S HOUSE

Statutory Address 1: BOUNDARY STONE CIRCA 23 METRES SOUTH OF ENTRANCE TO CAPTAIN'S HOUSE, CASTLE ROAD

Statutory Address: BOUNDARY STONE CIRCA 23 METRES SOUTH OF ENTRANCE TO CAPTAIN'S HOUSE, CASTLE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference SY 68422 74312

Details

SY67SE 969-1/1/5

PORTLAND CASTLE ROAD,Castletown(West side (off)Boundary stone c 23m S of entrance to Captain's House

GII 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.

Listing NGR: SY6842274312

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 381902

Legacy System: LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Portland Castle including Captain's House and Curtain Walls (1)

Portland Castle list description

<https://historicengland.org.uk/listing/the-list/list-entry/1205262>

Official list entry

Heritage Category: Listed Building

Grade: I

List Entry Number: 1205262

Date first listed: 17-May-1993

List Entry Name: PORTLAND CASTLE

Statutory Address 1: PORTLAND CASTLE, CASTLE ROAD

Statutory Address: PORTLAND CASTLE, CASTLE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 68459 74370

Details

PORTLAND

SY67SE CASTLE ROAD, Castletown 969-1/1/2 (West side (off)) Portland Castle

GV I

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

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

381900

Legacy System:LBS

Sources

Books and journals

Inventory of Dorset, (1970), 251-2

Pevsner, N, Newman, J, The Buildings of England: Dorset, (1972), 340-1

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

<https://historicengland.org.uk/listing/the-list/list-entry/1015326>

Captain's House list description

<https://historicengland.org.uk/listing/the-list/list-entry/1280817>

Official list entry

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1280817

Date first listed: 17-May-1993

List Entry Name: CAPTAIN'S HOUSE

Statutory Address 1: CAPTAIN'S HOUSE, CASTLE ROAD

Statutory Address: CAPTAIN'S HOUSE, CASTLE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 68435 74359

Details

PORTLAND

SY67SE CASTLE ROAD, Castletown 969-1/1/3 (West side (off)) Captain's House

GV II*

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).

Listing NGR: SY6843574359

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 381901

Legacy System: LBS

Sources

Books and journals

Inventory of Dorset, (1970), 252

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Curtain walls list description

<https://historicengland.org.uk/listing/the-list/list-entry/1205280>

Official list entry

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1205280

Date first listed: 17-May-1993

List Entry Name: GATEWAY AND CURTAIN WALL TO SOUTH EAST OF CAPTAIN'S HOUSE

Statutory Address 1: GATEWAY AND CURTAIN WALL TO SOUTH EAST OF CAPTAIN'S HOUSE, CASTLE ROAD

Statutory Address: GATEWAY AND CURTAIN WALL TO SOUTH EAST OF CAPTAIN'S HOUSE, CASTLE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 68447 74341

Details

PORTLAND

SY67SE CASTLE ROAD, Castletown 969-1/1/4 (West side (off)) Gateway and curtain wall to SE of Captain's House

GV II*

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 wall plain. A surviving section of former curtain wall with moat. (Royal Commission on Historical Monuments: Dorset: London: 1970-: 252).

Listing NGR: SY6844774341

Legacy

The contents of this record have been generated from a legacy data system.
Legacy System number: 381903
Legacy System: LBS

Sources

Books and journals

Inventory of Dorset, (1970), 252

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Scheduled monument description

<https://historicengland.org.uk/listing/the-list/list-entry/1015326>

Official list entry

Heritage Category: Scheduled Monument
List Entry Number: 1015326
Date first listed: 09-Oct-1981
Date of most recent amendment: 25-Sep-1997
Location

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Park: N/A

National Grid Reference: SY 68463 74361

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.

MAP EXTRACT The site of the monument is shown on the attached map extract.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 22964

Legacy System: RSM

Sources

Books and journals

Historical Monuments in the County of Dorset: Volume I, (1970), 250

Historical Monuments in the County of Dorset: Volume I, (1970), 252

Historical Monuments in the County of Dorset: Volume I, (1970), 250

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 Wheatley, G, Portland Castle - A Teachers Guide, (1994), 13
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 Wheatley, G, Portland Castle - A Teachers Guide, (1994), 9
 Wheatley, G, Portland Castle - A Teachers Guide, (1994), 9
 Wheatley, G, Portland Castle - A Teachers Guide, (1994), 11
 Morley, B, 'Archaeological Journal' in Portland Castle, , Vol. Vol 140, (1983), 72
 Other
 Title: Ordnance Survey 1:2500 Series Source Date: Author: Publisher: Surveyor:
 Dimensions
 Wheatley, Genevieve, A Teacher's Handbook to Portland Castle, 1994,
 Wheatley, Genevieve, A Teacher's Handbook to Portland Castle, 1994,
 Legal
 This monument is scheduled under the Ancient Monuments and Archaeological
 Areas Act 1979 as amended as it appears to the Secretary of State to be of
 national importance. This entry is a copy, the original is held by the Department
 for Culture, Media and Sport.

The Verne Citadel (11)

<https://historicengland.org.uk/listing/the-list/list-entry/1002411>

Official list entry

Heritage Category: Scheduled Monument

List Entry Number: 1002411

Location

The building or site itself may lie within the boundary of more than one authority.

District:Dorset (Unitary Authority)

Parish:Portland

National Grid Reference:SY 69327 73224

Summary

Not currently available for this entry.

Reasons for Designation

Not currently available for this entry.

History

Not currently available for this entry.

Details

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.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: DO 780

Legacy System: RSM - OCN

Legal

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.

The Verne Citadel, North Entrance

<https://historicengland.org.uk/listing/the-list/list-entry/1206120>

Official list entry

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1206120

Date first listed: 17-May-1993

List Entry Name: THE CITADEL, NORTH ENTRANCE

Statutory Address 1: THE CITADEL, NORTH ENTRANCE

Statutory Address: THE CITADEL, NORTH ENTRANCE

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Portland

National Grid Reference: SY 69062 73874

Details

PORTLAND

SY6873 THE CITADEL, The Verne 969-1/3/172 (South side) The Citadel, North Entrance

GV II*

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.

Listing NGR: SY6906273874

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 382026

Legacy System:LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Sandsfoot Castle

Sandsfoot Castle scheduled monument description

<https://historicengland.org.uk/listing/the-list/list-entry/1020062>

Official list entry

Heritage Category: Scheduled Monument

List Entry Number: 1020062

Date first listed: 05-Mar-1953

Date of most recent amendment: 07-Nov-2001

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Weymouth

National Park: N/A

National Grid Reference: SY 67461 77399

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.

Despite some coastal erosion, Sandsfoot Castle survives comparatively well as a ruined structure and associated earthwork remains. The blockhouse represents one of the most substantial examples of this type of Tudor

fortification to survive in an unaltered state and it also contrasts with the contemporary site at Portland Castle with which it was designed to guard the anchorage of Weymouth Bay. The ruins at Sandsfoot Castle display many significant architectural features and has attracted the interest of artists, who have recorded the condition of the site over a long period. The surrounding earthwork survives comparatively well and this, along with the interior of the site, is likely to contain additional buried remains and associated deposits which will contain important archaeological and environmental evidence relating to the monument and the landscape in which it was constructed. Sandsfoot Castle represents an early component of the coastal defences which were developed in order to defend the anchorage of Weymouth Bay and, subsequently, the harbour at Portland. Together, these coastal defences represent one of the most significant groups to survive in England.

Details

The monument includes the surviving remains of Sandsfoot Castle, a Tudor artillery castle situated upon a prominent coastal headland in Weymouth Bay. The castle formed part of a chain of forts built along the south coast during the 1540s. Along with Portland Castle, it served to guard the anchorage between Weymouth and Portland. The castle is now ruined, but originally included a heavy gun emplacement, quarters for a garrison and a magazine. The surviving remains comprise a blockhouse or a rectangular two storeyed structure, set over a basement, with an integrated tower at the north western (landward) end. The walls of the blockhouse survive well, some almost to their original height, although much of the facing blocks from the outer walls has been robbed. The castle is a Listed Building Grade II*. An octagonal gunroom was situated at the seaward end and was recorded by J H Grimm in 1790, although this has since been lost to coastal erosion. By 1947 only the south western embrasure survived and this collapsed during the 1950s. The castle is protected on the landward side by an outer earthwork which survives along the north western, north eastern and south western sides. The earthwork includes a bank 5m wide and about 0.7m high and an outer ditch 5m wide and about 1.5m deep. The earthwork is first recorded in a survey of 1623, when orders were made to repair

the castle. A stone structure is also mentioned in the 1623 report, but this no longer survives as an upstanding feature and is most likely to have been built upon the bank. The presence of the castle is recorded by Lord Russell's Survey of 1539, although it was not mentioned in the list of the Royal fortresses compiled in 1540 and so may not have been completed at this time. The castle is known from documentary sources to have cost 3887 pounds, 4 shillings, 1 pence, and a gunner had been appointed by 1541. The castle was in poor repair by 1584, as the eastern end had become undermined by the sea. Repair work was initiated to the gun platforms, stables and the gate to the outer ward and a new bridge was constructed to the outer gate. Further repairs were undertaken in 1610-11 and dilapidation noted in the survey of 1623, when it was recommended that the upper gun platform should be dismantled. At this time, the armament included ten pieces of ordnance and the garrison comprised a Captain, Master Gunner, four gunners and three men. The castle was held by Royalists during the Civil War, but was later abandoned as a fort, although it continued in use as a storehouse until at least 1691. During World War II, Sandsfoot Castle is thought to have housed a Light Anti-aircraft battery and formed part of the wider defences constructed at this time in order to protect Portland Harbour. The remains of the south western embrasure are now located on the beach to the south east of the standing remains and this stonework is also included within the scheduling. All fence posts and gates relating to the modern boundaries, together with all benches, litter bins and the structure of the footbridge are excluded from the scheduling, although the ground beneath these features is included.

MAP EXTRACT The site of the monument is shown on the attached map extract.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 33198

Legacy System: RSM

Sources**Books and journals**

Historical Monuments in the County of Dorset: Volume I, (1970), 336-8
 Historical Monuments in the County of Dorset: Volume I, (1970), 336-338
 Other
 Mention, RCHME, Twentieth Century Military Recording Project, (1998)

Legal

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Sandsfoot Castle list description

<https://historicengland.org.uk/listing/the-list/list-entry/1096763>

Official list entry

Heritage Category: Listed Building

Grade: II*

List Entry Number: 1096763

Date first listed: 12-Dec-1953

List Entry Name: SANDSFOOT CASTLE REMAINS

Statutory Address 1: SANDSFOOT CASTLE REMAINS, OLD CASTLE ROAD

Location

Statutory Address: SANDSFOOT CASTLE REMAINS, OLD CASTLE ROAD

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Weymouth

National Grid Reference: SY 67482 77372

Details

WEYMOUTH

SY67NE OLD CASTLE ROAD 873-1/4/242 (East side) 12/12/53 Sandsfoot Castle, remains

II*

Coastal fort, now ruined. c1541. For Henry VIII. Portland rubble core with remains of ashlar in parts. One of Henry VIII's coastal forts, built at a cost of »3887-4s-1d. PLAN: originally a central block of 2 storeys and basement, with NW entrance gate, and an octagonal gun-room on the seaward side. The outer walls with gatehouse remain in part, much decayed, but the gun-room has practically disappeared through coastal erosion. EXTERIOR: the entry front has remains of the left side of the gatehouse over an entry with straight-sided low arch, with remains of walling each side, unfaced. The right side has remains of walling to basement, ground and first floors, with substantial ashlar remnants to the upper level with 4 large openings to deep reveals on 4-centred heads over square openings, and very steep sloping sills. Beneath, in unfaced walling, are 6 lights to peaked heads, with 5 square-headed openings to the basement. The opposite flank has 4 deep casements, in some ashlar facing, above 4 openings to the main level; the basement level is below ground level on this side. INTERIOR: is completely unroofed and without floors or fittings except for remains of a fireplace and doorways at the seaward end. HISTORICAL NOTE: the building suffered early erosion, already referred to in 1584, was abandoned for military use in 1644-5, and used as a store until 1691. It has importance as one of the coastal defences built for Henry VIII; the corresponding Portland Castle (see Portland) is still complete. RCHME has drawings of the ruins (p.337). (RCHME: Dorset, South-East: London: 1970-: 336-337).

Listing NGR: SY6748277372

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

467774

Legacy System:
LBS

Sources

Books and journals
Inventory of Dorset II South East, (1970), 336-337

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Bingleaves groyne and the north-eastern breakwater

<https://historicengland.org.uk/listing/the-list/list-entry/1313401>

Official list entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1313401

Date first listed: 22-Dec-1997

Date of most recent amendment: 26-Feb-2018

List Entry Name: Bingleaves groyne and the north-eastern breakwater

Location Description:

Statutory Address 1: Portland Harbour, Dorset

Location

Statutory Address: Portland Harbour, Dorset

The building or site itself may lie within the boundary of more than one authority.

District: Dorset (Unitary Authority)

Parish: Non Civil Parish

National Grid Reference: SY6942577180

Summary

Two breakwaters, known as Bingleaves groyne and the north-eastern breakwater, enclosing Portland Harbour. Built between 1893 and 1906. C20 alterations and additions. All post-1945 building, structures and plant added to the structures are excluded from the listing.

Reasons for Designation

Bingleaves groyne and the north-eastern breakwater are listed at Grade II for the following principal reasons:

Architectural interest:

- * The huge and impressive engineering feat of constructing the breakwaters; *
- A continuation of the design characteristics of the inner and outer breakwater;
- * The overall survival and retention of features such as the early C20, cast-iron lighthouse which includes the lantern by Chance Brothers & Co.

Historic interest:

* For their construction in response to the rising fear of torpedo attack in the late C19 and early C20; * The relationship with the manufacture and development of torpedoes at Portland Harbour and the incorporation of the short and long range torpedo firing range for testing; * A rare survival of a First World War gun emplacement for the QF 3-inch 20 cwt anti-aircraft gun on the north-eastern breakwater;

Group value:

* As part of a largely complete naval base of considerable importance; * With the Grade II listed mid-C19 inner and outer breakwater to the south 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 at the southern end of the harbour created a harbour of refuge for the navy's fleet of steam-driven warships, but in the late C19 the fear of torpedo and submarine attack rose and plans were developed to create two further breakwaters to the north, enclosing the harbour. Initially, between 1893 and 1896, a line of dolphins (man-made structures of timber and iron that extend above the waterline) with nets between them were constructed between Bingleaves Rocks and the outer breakwater fort, at the north end of the outer breakwater. Plans for more substantial defences were developed, and between 1896 and 1906 the two breakwaters, Bingleaves groyne and the north-eastern breakwater, were constructed. By 1929 an artificial land mass was created in front of Bingleaves Rocks, absorbing the western extent of Bingleaves groyne. Each of the three pierheads had a coastal battery armed with two, 12-pounder quick-firing guns. A navigational light was added to two of the pierheads, and in 1905 a lighthouse was built at the pierhead guarding the north ship channel, with a lantern supplied by Chance Brothers & Co. a well-known lighthouse engineering company. Originally lit by oil, it was later converted to gas, and was automated in the late 1960s. The lighthouse was restored in 2016.

A short range torpedo firing range (1899 to 1901) testing the torpedoes manufactured at Robert Whitehead's torpedo works in Wyke Regis was built to the south side of Bingleaves groyne on a separate man-made island; this was later joined to Bingleaves groyne. By 1918 a long range torpedo firing range was operating on the north side of the breakwater. During the First World War, torpedo stations were added to each pierhead, as well as brick and concrete battery observation posts. And, halfway along the length of the north-eastern breakwater is a rare example of a First World War gun emplacement for the QF 3-inch 20 cwt anti-aircraft gun. During the Second World War further observation posts and searchlights were added, as well as 29mm spigot mortar gun emplacements and anti-aircraft gun emplacements. Both breakwaters were developed with gun-crew shelters, latrines, and cookhouses but most of these buildings have been demolished.

Details

Two breakwaters, known as Bincleaves groyne and the north-eastern breakwater, enclosing Portland Harbour. Built between 1893 and 1906. C20 alterations and additions. All post-1945 building, structures and plant added to the structures are excluded from the listing.

MATERIALS: constructed of large blocks of Portland stone, with granite facings to the circular pierheads.

PLAN: two sections of breakwater, each approximately 1.3km long and separated by the north ship channel. Each of the three pierheads is circular, and has a diameter of approximately 30m.

DESCRIPTION: the battered seaward side of each breakwater is of large bolstered stone blocks. The inner face of the elevated road is faced with coursed blocks of Portland stone, and the lower road is bordered by piles of large Portland stone blocks. Each of the circular pierheads has a stone staircase on its inner face, and bollards and winches associated with the boom. Halfway along the length of each breakwater is a landing stage.

Features of note on the NORTH-EASTERN BREAKWATER include the lighthouse, a 22m cast-iron structure comprising a skeletal, hexagonal frame around a central cylinder with a domed lantern by Chance Brothers & Co., and the concrete circular gun platform and holdfast of a rare First World War 3-inch 20cwt anti-aircraft gun, with four ammunition lockers.

Features of note on BINCLEAVES GROUYNE include the early C20 coastal battery and the long and short range torpedo firing ranges. The early C20 building associated with the short range torpedo pier has been clad in corrugated iron and is substantially altered.

Both breakwaters retain First and Second World War observation posts and searchlights of concrete and brick, and 29mm spigot mortar gun emplacements.

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 Bincleaves groyne and the north-eastern breakwater are not of special architectural or historic interest.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 467251

Legacy System: LBS

Sources**Websites**

The Encyclopedia of Portland History, accessed 12 June 2017 from <http://www.portlandhistory.co.uk/>

Other

Keystone (Historic Buildings Consultants), 'The Portland Naval Base, Dorset, K/428', Volume 1 and Volume 2 (1993).

OS Map 6" (1882 edn)

OS Map 6" (1903 edn)

OS Map 6" (1929 edn)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

East Weare Rifle Range

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1206113

Date first listed:

17-May-1993

List Entry Name:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

Statutory Address 1:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

The scope of legal protection for listed buildings

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

The building or site itself may lie within the boundary of more than one authority.

District:

Dorset (Unitary Authority)

Parish:

Portland

National Grid Reference:

SY6900673864

Details

SY6973 969-1/3/171

PORTLAND THE CITADEL, The Verne (East side) Railings at approach to The Citadel North Entrance

II

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.

Listing NGR: SY6900673864

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

382025

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Nothe Fort tramway etc

Official list entry

Heritage Category:

Listed Building

Grade:

II*

List Entry Number:

1313430

Date first listed:

14-Jun-1974

Date of most recent amendment:

22-Dec-1997

List Entry Name:

Nothe Fort and outer gateway

Statutory Address 1:

Nothe Fort, Barrack Road, Weymouth, DT4 8UF

The scope of legal protection for listed buildings

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For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

Nothe Fort, Barrack Road, Weymouth, DT4 8UF

The building or site itself may lie within the boundary of more than one authority.

District:

Dorset (Unitary Authority)

Parish:

Weymouth

National Grid Reference:

SY 68706 78735

Details

SY6878SE 873-1/25/528

WEYMOUTH The Nothe BARRACK ROAD (East side) Nothe Fort and outer gateway (Formerly Listed as: THE NOTHE, The Nothe Fort)

14/06/74 II* Coastal fort. Begun c1860, completed 1872, minor additions and alterations in C20. The major construction work was carried out by 50 men of 26 Company, Royal Engineers under Colonel J Hirse. Portland ashlar walls, brick vaults, stone, asphalted, or grassed roofs. PLAN: a demi-lune with straight entrance wall to the west and a lower contemporary caponier on the southwest corner. The main entrance has a further entrance gateway and tunnel approximately 32 metres to its west. A series of twenty-two casemates at the upper courtyard level, with twelve original gunports, is set above a continuous circuit of magazines and stores. The parapet carries three later 6-inch gun emplacements, one with gun in-situ, and various later additions, including a Bofors repeater and a Second World War observation post (southwest corner). EXTERIOR: the entrance wall is in a straight run, in fine coursed ashlar to a deep roll-mould heavy parapet, under an earth and grass covering with a series of stone ventilators. The wall sweeps down at the left-hand end, and is raised over the entrance archway, with a small projecting barbican on three heavy stone corbels, and with a series of slits, above an arch with heavy rusticated voussoirs and jambs, containing double-thickness plank doors on massive strap hinges to a segmental head, and a further grillage door to the right, under a 'portcullis' grille. To the left are three small arched openings, and, set low to the right, a plain flush door opening. Far right are three above four small arched openings, then the projecting caponier, with a series of slits immediately below the heavy parapet, and various square openings below.

The seaward walls are in unusually large blocks of stone, up to approximately 2m x 0.9m thick, and with a heavy rock-faced parapet; this is all set to a wide glacis, and a sea wall, which was begun in 1860. The entrance gateway gives to a tunnel with brick transverse barrel vault and stone Welsh vault over heavy rock-faced masonry walls.

The courtyard is surrounded by 22 wide-arched casemates, with heavily rusticated jambs and voussoirs, some with timber-framed glazing, some blocked, with inserted doors and lights. Above the dividing piers were originally 25 square piers, of which eight remain on the north side, and four on the south; these short piers are approximately 0.9m square, to very heavy moulded caps, some of the work in concrete. They are joined by simple iron rails, which continue round the parapet where piers have gone. On the entrance side a slow ramp leads to the southwest corner.

The gun emplacement on the south side has a ring of 27 heavy iron fixing bolts on a 2m diameter base. The casemates have brick cross-vaults; the deep embrasures to the gun-ports have large splayed voussoirs, plus a lining of thick iron plates. At the lower level is a continuous 'ambulatory', with a series of magazines and other storage rooms or recesses. All is in ashlar, with fine geometrical barrel or groin vaulting of the highest quality. In the northwest corner is a spiral staircase in a brick-lined turret with brick-domed top. The doors to magazines are of massive cast-iron c200mm thick. To the west of the main entry is a free-standing entrance gateway and tunnel in a broad grassed embankment, approached through ramped side walls to a rock-faced wall with arched opening to voussoirs, on a plain plinth, which is carried through the tunnel, approximately 10m long, with concrete barrel vault. This is a characteristically massive piece of construction, but is executed in very accurately cut and jointed work, with very exact geometry to the complex vaulting. The property is now owned and run by Weymouth Civic Society, and opened to the public. A series of photographs, drawings, models and a contemporary newspaper report explain clearly the history and architecture of the building.

Listing NGR: SY6870678735

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

467276

Legacy System:

LBS

Sources

Books and journals

'Weymouth Portland and Dorchester Telegraph' in 18th June, (1869)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Nothe Fort and outer gateway

Official list entry

Heritage Category:

Listed Building

Grade:

II*

List Entry Number:

1313430

Date first listed:

14-Jun-1974

Date of most recent amendment:

22-Dec-1997

List Entry Name:

Nothe Fort and outer gateway

Statutory Address 1:

Nothe Fort, Barrack Road, Weymouth, DT4 8UF

The scope of legal protection for listed buildings

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Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

Nothe Fort, Barrack Road, Weymouth, DT4 8UF

The building or site itself may lie within the boundary of more than one authority.

District:

Dorset (Unitary Authority)

Parish:

Weymouth

National Grid Reference:

SY 68706 78735

Details

SY6878SE 873-1/25/528

WEYMOUTH The Nothe BARRACK ROAD (East side) Nothe Fort and outer gateway (Formerly Listed as: THE NOTHE, The Nothe Fort)

14/06/74 II* Coastal fort. Begun c1860, completed 1872, minor additions and alterations in C20. The major construction work was carried out by 50 men of 26 Company, Royal Engineers under Colonel J Hirse. Portland ashlar walls, brick vaults, stone, asphalted, or grassed roofs. PLAN: a demi-lune with straight entrance wall to the west and a lower contemporary caponier on the southwest corner. The main entrance has a further entrance gateway and tunnel approximately 32 metres to its west. A series of twenty-two casemates at the upper courtyard level, with twelve original gunports, is set above a continuous circuit of magazines and stores. The parapet carries three later 6-inch gun emplacements, one with gun in-situ, and various later additions, including a Bofors repeater and a Second World War observation post (southwest corner). EXTERIOR: the entrance wall is in a straight run, in fine coursed ashlar to a deep roll-mould heavy parapet, under an earth and grass covering with a series of stone ventilators. The wall sweeps down at the left-hand end, and is raised over the entrance archway, with a small projecting barbican on three heavy stone corbels, and with a series of slits, above an arch with heavy rusticated voussoirs and jambs, containing double-thickness plank doors on massive strap hinges to a segmental head, and a further grillage door to the right, under a 'portcullis' grille. To the left are three small arched openings, and, set low to the right, a plain flush door opening. Far right are three above four small arched openings, then the projecting caponier, with a series of slits immediately below the heavy parapet, and various square openings below.

The seaward walls are in unusually large blocks of stone, up to approximately 2m x 0.9m thick, and with a heavy rock-faced parapet; this is all set to a wide glacis, and a sea wall, which was begun in 1860. The entrance gateway gives to a tunnel with brick transverse barrel vault and stone Welsh vault over heavy rock-faced masonry walls.

The courtyard is surrounded by 22 wide-arched casemates, with heavily rusticated jambs and voussoirs, some with timber-framed glazing, some blocked, with inserted doors and lights. Above the dividing piers were originally 25 square piers, of which eight remain on the north side, and four on the south; these short piers are approximately 0.9m square, to very heavy moulded caps, some of the work in concrete. They are joined by simple iron rails, which continue round the parapet where piers have gone. On the entrance side a slow ramp leads to the southwest corner.

The gun emplacement on the south side has a ring of 27 heavy iron fixing bolts on a 2m diameter base. The casemates have brick cross-vaults; the deep embrasures to the gun-ports have large splayed voussoirs, plus a lining of thick iron plates. At the lower level is a continuous 'ambulatory', with a series of magazines and other storage rooms or recesses. All is in ashlar, with fine geometrical barrel or groin vaulting of the highest quality. In the northwest corner is a spiral staircase in a brick-lined turret with brick-domed top. The doors to magazines are of massive cast-iron c200mm thick. To the west of the main entry is a free-standing entrance gateway and tunnel in a broad grassed embankment, approached through ramped side walls to a rock-faced wall with arched opening to voussoirs, on a plain plinth, which is carried through the tunnel, approximately 10m long, with concrete barrel vault. This is a characteristically massive piece of construction, but is executed in very accurately cut and jointed work, with very exact geometry to the complex vaulting. The property is now owned and run by Weymouth Civic Society, and opened to the public. A series of photographs, drawings, models and a contemporary newspaper report explain clearly the history and architecture of the building.

Listing NGR: SY6870678735

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

467276

Legacy System:

LBS

Sources

Books and journals

'Weymouth Portland and Dorchester Telegraph' in 18th June, (1869)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Portland House

Official list entry

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1225146

Date first listed:

25-Feb-1966

List Entry Name:

PORTLAND HOUSE

Statutory Address 1:

PORTLAND HOUSE

The scope of legal protection for listed buildings

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

PORTLAND HOUSE

The building or site itself may lie within the boundary of more than one authority.

District:

County of Herefordshire (Unitary Authority)

Parish:

Whitchurch

National Grid Reference:

SO5499817660

Details

SO 51 NW SO 51 NE 5/211 6/211 25/2/66 WHITCHURCH CP

WHITCHURCH

Portland House

GV II

House. Early C19, altered. Rendered stone, hipped slate roofs. Broadly rectangular plan; two rooms deep with end stacks now obscured by later additions to north-east and The Cedars (not included) to south-east. Two storeys, 1:1:1 windows with pedimented central forward break, single vertical glazing bar sash windows, central canted bay to ground floor, semi-circular headed doorways to outer bays set in blank arches, decorative fanlights, partly-glazed doors.

Listing NGR: SO5499817660

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

421122

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Railings at approach to the Citadel north entrance

Official list entry

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1206113

Date first listed:

17-May-1993

List Entry Name:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

Statutory Address 1:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

The scope of legal protection for listed buildings

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For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

Understanding list entries

Corrections and minor amendments

Location

Statutory Address:

RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE

The building or site itself may lie within the boundary of more than one authority.

District:

Dorset (Unitary Authority)

Parish:

Portland

National Grid Reference:

SY6900673864

Details

SY6973 969-1/3/171

PORTLAND THE CITADEL, The Verne (East side) Railings at approach to The Citadel North Entrance

II

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.

Listing NGR: SY6900673864

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

382025

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Local Plan Policies Maps: background document

West Dorset, Weymouth and Portland Local Plan

CONSERVATION AREA APPRAISALS – WEYMOUTH

BELLE VUE ROAD CONSERVATION AREA

- 3.42 Belle Vue Road is an example of an area of very large houses built at the turn of the century in unusually large plots. Although the Belle Vue Road area contains only one building listed as being of architectural or historical interest, it does hold particular historical connections with Weymouth and the architect Crickmay, who in 1891 designed the layout of the area which was subdivided into large individual plots. The area is characterised by large individually designed Victorian and Edwardian brick built buildings, grass verges and high hedges and the area possesses a distinct character not present elsewhere in Weymouth.

BROADWEY CONSERVATION AREA

- 3.43 The core of the Broadwey Conservation Area is the cluster of buildings in Mill Street, which include the remodelled medieval Church of St Nicholas and the group of C18th and C19th Mill buildings. The narrowness of the street is a feature of this part of the Conservation Area further enhanced by the stone walls and the tall mill buildings. Broadwey is where the River Wey is at its closest to the Dorchester Road and as a consequence it has more of an "urban" feel than the other Wey Valley Conservation Areas. Nevertheless the Conservation Area does include the open countryside where it crosses the Dorchester Road in the vicinity of Lorton Farm and the Georgian Old Rectory. This feature of countryside "breaking" into an urban setting is perhaps the singly most important feature which determines the character of this Conservation Area.
- 3.44 The majority of the pre C20th buildings are built with Upwey or Portland stone with Welsh slate roofs. The Dorchester Road elements are typically small cottages mixed with larger farm buildings.

LANDSDOWNE SQUARE CONSERVATION AREA

- 3.45 The Conservation Area is principally based on Landsdowne Square. The character of the area is established and clearly defined by the mature lime trees in the roadside verges and the imposing two and three storey semi-detached Victorian brick and stone residences which remain substantially unaltered. A feature of many of the roofs is the brick and stone chimneys. The fact that nearly all the buildings retain the original Victorian and Georgian style vertical sliding sashes is beneficial to the character of the individual buildings and therefore to the Conservation Area. The walls and piers that define the boundaries of the curtilages of the buildings, make a positive contribution to the appearance of the square, and further define the form of the square. The gardens to the south of the terrace (1-15 Wyke Road) are an essential component of the character of the Conservation Area, providing views of the principal elevation of the terrace - to the Square. The Wyke Road part of the Conservation Area has a different more urban character consisting of two terraces of the late Georgian style buildings fronting onto Wyke Road.

Appendix B: Understanding Portland Port

The History of Portland Port and Harbour

Early History - Portland Roads

Portland is a tied island; physically connected to mainland by an 18 mile stretch of shingle spit known as Chesil Beach. Chesil Beach shelters a linear, saltwater lagoon of the same length, known as the Fleet, which opens into the sea within Portland Harbour. Until 1839, when a bridge was built over the Fleet between Portland Beach and the mainland village of Wyke Regis, access to Portland was primarily achieved by sea (or via the long and exposed route of Chesil Beach).

Portland's uniquely defensible nature mean that it has been continuously settled since at least the Mesolithic Period. The Romans occupied Portland and quarried the stone, which was shipped between the island and a pier at the mouth of the River Wey just to the north of the island. Later farming and fishing supported the local population which, by the year 789, was sufficiently prosperous to support a crown official, or King's Reeve; a man that the Anglo-Saxon Chronicle records as Beaduheard. The unfortunate Beaduheard has the dubious honour of being the first known person in England to be killed by Vikings, some four years before the infamous Lindisfarne raid that traditionally heralds the Viking age, when he conscientiously attempted to extract taxes from three longships that had hauled up in Portland Bay, with predictably unsuccessful results.

The longships may have chosen to land at Portland because the bay is naturally sheltered by the bulk of the isle of Portland and Chesil Beach, which provides shelter from the prevailing south-westerly winds. The sheltered bay contrasts with the waters to the south and west of the island where the rock of the island projects into the sea beneath sea level (the Portland Ledge), resulting in a swift and dangerous tidal race (the Portland Race). To compound matters, the Portland Race creates a continuously shifting, four-mile long sandbank off of the south-east coast of Portland, historically known as the Shambles. To the immediate west of Portland is the sweeping coastline of Dorset, exposed to south-westerly winds directly off of the Atlantic. As a result, the waters around Portland have been deceptively treacherous to sailors until modern times with Chesil Beach the recipient of a great many wrecks; their cargos and their unfortunate occupants. However, the currents also combine to the north of the island to leave an area of tranquil and sheltered water in the lee of Portland and Chesil Beach, with a relatively gentle tidal range of just two metres. This safe area was known from an early period as Portland Roads where 'Roads' is an historic maritime term for an area of safe anchorage.

Portland Roads' relatively safe waters supported the growth of the villages around the bay including Wyke Regis on the mainland and beyond it, on the site of the old Roman landing pier, Weymouth. On the opposite bank of the River Wey was, Melcome Regis - both villages now forming modern Weymouth. In the early medieval period, these latter two developed into important ports for the wool and wine trades.

With the introduction of a national customs collection process in 1275, the new business of smuggling boomed outside of these regulated ports and would be associated with the isolated and close-knit community of Portland in particular for the next six centuries. Not to be outdone by rival Portland as the first site of a cataclysmic event however, thriving Weymouth was the first port of entry of the Black Death to England in 1348. At the end of the 11th century, William Rufus (William II) had a castle built on Portland's south coast for the island's protection.

When Henry VIII constructed the first standing Royal Navy in the sixteenth century, he issued an order (or 'device') that his ships; dockyards and logistical sites would be defended by a series of coastal artillery fortifications along England's south coast. These included defences for long-term and short-term occupation, forts and blockhouses respectively, although most are now known simply as 'castles'. These included the innovation of permanently stationed artillery gunners – thus forming the first permanent English artillery units. These Device Forts, as they would collectively become known, were the first in a series of English coastal defences that would be built over the next five hundred years, each rapidly and successively becoming obsolete with the continuous advancements in weaponry power and range.



Fig. 28: 1539 map looking south to Portland Roads showing Portland and Sandsfoot Castles. (British Library)

The safe anchorage of Portland Roads was critically important to the nascent Tudor navy. It was situated on the otherwise exposed and dangerous coast between the naval ports of Plymouth and Portsmouth and just forty miles from the potentially hostile French coast. The existing castle overlooking the shambles offered no protection for Portland Roads and Henry's fleet however. Accordingly the safe anchorage was to be protected by two Device Forts: a full fort to the south at Portland Castle in 1539 and the blockhouse and artillery platform of Sandsfoot Castle to the north, completed two years later (Fig. 28). Portland Castle was built where a flat area of tidal marsh known as the Mere situated to the east of the spit met the solid rock of Portland. Just twenty years after the fortifications were built however, the tides of European history had turned in a different direction, peace was made with the French and the coastal forts fell from public (or rather royal) attention receiving little further funding and gradually declining.

The seventeenth century – the rise of the quarries

Throughout most of its history, Portland remained a rural farming and fishing community but the islanders retained their ancient common quarrying rights, granted in the Saxon period. Quarrying was generally achieved the same way that the Romans had initially quarried the stone: breaking off enormous chunks of rock from the cliff top which would crash down and shatter on the steep grassy slopes of the island, known as 'weares', where more manageable chunks would be dressed in situ and thereafter shipped directly to the mainland. The method evidently continued as painter JMW Turner captured this at the foot of Rufus Castle as late as 1811 (see Fig. 29). In the late sixteenth century, the national resurgence in building known as 'the Great Rebuilding' saw an increase in demand for Portland's excellent white-grey limestone and the traditional cliffside quarries became a lucrative export for the island. In 1619, the Banqueting House in London's Whitehall Palace was destroyed by fire and the Royal Surveyor, Inigo Jones, selected Portland Stone as England's whitest limestone for its replacement. The building, and the architect, were a fashionable success and lavish orders from the capital poured in, many from Charles I for his royal projects. Portland Stone was also selected for the repair

of (the old) St Paul's Cathedral and Portland's quarries became hives of activity. Stone for St Paul's was seen to be of such importance that in 1637, the men of Portland were granted immunity from impressment to the Royal Navy – a real and present danger for men in coastal communities during that period.

By the outbreak of the Civil War in 1642, much of the country had lost patience with the King's excess but Portland, beneficiary of much of that spending, was staunchly Royalist. The decaying Tudor forts at Sandsfoot and Portland saw brief action in the Civil War when Portland Castle unsuccessfully held out for the Royalist cause whilst Parliamentarian Weymouth occupied Sandsfoot, blockading the island. Starving Portland eventually surrendered the castle without shots fired, preserving the castle from ruin.



Fig. 29: *Bow and Arrow or Rufus Castle and Pennsylvania Castle Portland, 1811*, JMW Turner

With the restoration of Charles II, the new king recognised the island's loyalty by granting all islanders a greater share of wealth from quarrying with the exception of the King's own projects. In 1665, the Great Pier on the north-east coast of the island (East Weare), which was used to load stone barges bound for London, was destroyed by a landslide. This was poor timing as the following year, after London's St Paul's Cathedral (and much of the rest of the city) was destroyed by fire, the architect Christopher Wren chose Portland Stone for his replacement cathedral. With the pier destroyed and the stone requirement colossal, Wren and the Crown decided to convert much of the common land on island to quarries rather than to wait for the East Weare quarries to be repaired and made safe. Given the loss of their common land and the fact that as a King's project, the islanders would receive nothing for this enormous undertaking, Portland's Royalist loyalties soon changed leading to riots and years of unrest including a two year hiatus in 1696-7 when no stone was produced and works to the cathedral were forced to stop. Despite mishaps, the King's Pier for Crown stone was rebuilt and most of Wren's churches and St Paul's were successfully completed in Portland stone and it became the dominant stone for rebuilding London over the next two centuries.

As a result of a period of relative national stability after the Civil War, the decaying Sandsfoot Castle was decommissioned in 1665 and subsequently fell into ruin. Portland Castle had a slower decline, seeing duty as a Napoleonic fort before being decommissioned in the 1820s and converted to a private house shortly thereafter.

With increased stability came increased wealth and commercial shipping became common along the south coast and in Portland Roads. With the increased wealth on the seas the relatively unprotected south and west coasts of England became a magnet for piracy and raids in the seventeenth and early eighteenth centuries from 'Barbary' (Berber) ships from North Africa, kidnapped thousands of coastal inhabitants. With the ongoing decline of the Castle garrison and the increasing risks to shipping and to the Portlanders themselves, the shallow tidal flats of the Mere adjacent to the castle were improved by the islanders and an earlier stone quay rebuilt in 1720 to allow larger Royal Navy ships to berth there and support the castle as needed. The subsequent small, protected harbour was equally suitable for fishing vessels and led to the development of the hamlet of Castletown to the immediate south of the Portland Roads anchorage.

Castletown, with its safe quay and direct access to Portland Roads became an obvious location for stone shipment rather than piers at the foot of the quarried weares – made doubly dangerous by a propensity for dangerous landslips and the tidal race. The only problem was the steep cliff between Verne Hill above Castletown and the Castletown pier. To resolve this, roads were cut into the steep weare to the quarries but the dragging of stone blocks down precipitous tracks on unstable land was almost as dangerous as tipping them from the cliff in the traditional manner. Eventually this led to the installation of a horse and cable operated railway track from the clifftop and cliffside quarries to Castletown in 1826. Known as the Merchant's Railway, this quickly made Castletown the main port for the island from this point on, although stone shipments from the earlier piers continued to some small degree for another fifty years.

Transformation to Portland Harbour

As early as 1794, a Weymouth civil engineer named John Harvey had published a pamphlet on the construction of a harbour wall to shelter the many ships that took refuge in Portland Roads. Harvey's wall was not built but became a recurring popular cause amongst local people as well as the Admiralty for the next fifty years; many of whom had taken refuge in Portland Roads at some point in their career. Following successive shipwrecks in West Bay and on Chesil Beach, including the loss of 18 ships and thousands of lives over a single, two-day storm in 1838, a Royal Commission was set up in 1843 to consider the idea of building an artificial harbour at Portland Roads, protected by breakwaters. The Admiralty might also have been influenced by the fact that on the other side of the Channel, Napoleon had begun building the enormous harbour at Cherbourg Roads in 1783 for the express purpose of hosting an invasion fleet against the English (although the harbour would not be complete until 70 years later by which time France and Britain were again, allies).

The scope of the project was enormous in scale. In an age when immense infrastructure projects like the railways were being built, the proposed breakwater project at Portland would be the largest government-sponsored project of the Victorian period. Vast projects require vast resources of labour and in 1847, the Government solved this problem, announcing where that would be obtained:

It is the intention of the Government . . . to make Portland in Dorsetshire a penal settlement and to employ convicts on the Breakwater and her public works in contemplation, such as constructing a citadel and running fortifications entirely around the island.

The Portland breakwaters, which were to form a Harbour of Refuge (where Royal Navy ships could safely shelter despite not being a formal Royal Navy base), were to be built by means of vast wooden stages, built on treated piles that were to be screwed into the seabed. The piles were to be guided into place using the technical innovation of divers in copper diving suits. Over these platforms, railway tracks were to be laid and hatches beneath specially-built railway carriages would release blocks of stone, building up the stone breakwaters. The project, designed by Engineer in Chief James Rendel, captured the imagination of Prince Albert, who with Queen Victoria, visited the island in 1849 and throughout the project, to understand the proposed works.

The Crown had already bought Verne Hill so the Admiralty subsequently purchased much of the commons around it, including a house and its estate named the Grove, for quarrying the vast amount of stone that the project would require. Work on the new railway from Castletown up to the summit of Verne Hill, supplementing the merchant's railway to the existing quarries, was begun in 1847 with the works generally overseen by Rendel's subordinate John Coode who eventually took over as Engineer in Chief. The works included a steep incline up the East Weare to the summit of Verne Hill where the citadel (fort and prison) was to be built and a linked railway at the top of the hill to facilitate the construction of the citadel and the removal of stone. At sea level, the railway continued out onto the partially-built breakwaters. Rather than a single breakwater, the design included two, an outer, off-shore breakwater and an inner, on-shore breakwater with a channel between them (now the South Ship Channel). The preliminary works were completed by civilian labourers but in November 1848, the first convicted prisoners arrived and work was transferred to them including building their own accommodation and prison at the Grove. Prince Albert laid the 'first' stone for the breakwaters in July 1849.

The construction of the breakwaters became a major tourist attraction and Castletown flourished as new piers were built to accommodate tourist steamers from Weymouth and beyond. A vast Coaling Shed was built on the pier to serve new steam ships within Portland Roads as well as a Creosote Pressure Chamber with a tall stack to treat the timber piles for the breakwater. Maps suggest that this creosoting works and its stack (and presumably the rest of the timber yard) were sited in the location of the proposed ERF – A later, annotated 1893 Admiralty chart kept by the Director of Works for the later breakwaters (Fig. 30) shows the buildings in this location to have a labelled chimney (Fig. 31). An earlier map of 1886 shows these same buildings in this location but are unlabelled.

Above the activity within the harbour, convict labour had dug a vast ditch into the rock with an earthwork rampart above it, within which the as yet undesignated Verne Citadel was to be located. The Citadel would be designed by Captain Crossman of the Royal Engineers, in 1859. The Portland Conservation Area Appraisal records that the Dorset County Chronicle described the works in 1860 (publication date unknown) as:

The summit of Portland is Verne Hill, which from the North and East sides is already inaccessible, is being isolated by cutting a ditch in the rock of unusual breadth and depth, with the double object of creating an almost impossible obstacle, and procuring material for the Breakwater. Behind this ditch a great rampart is being thrown up and under the rampart capacious bomb-proof barracks are in the course of construction. The whole will, when complete, forms a citadel of great strength, enclosing an are of 56 acres, commanding nearly the whole island, and supporting batteries on East, West and North sides.

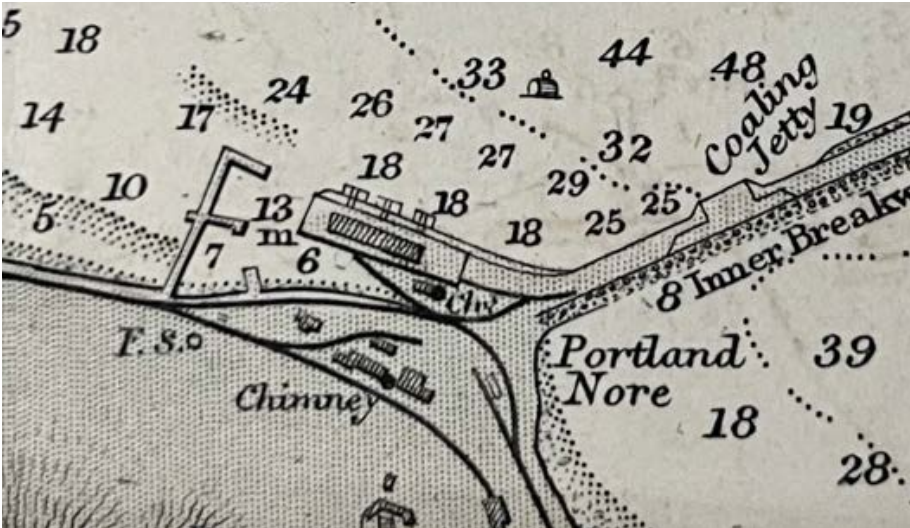


Fig. 30: Annotated Admiralty chart of 1893 showing buildings, chimney and railway sidings in location of proposed ERF. [National Archive]

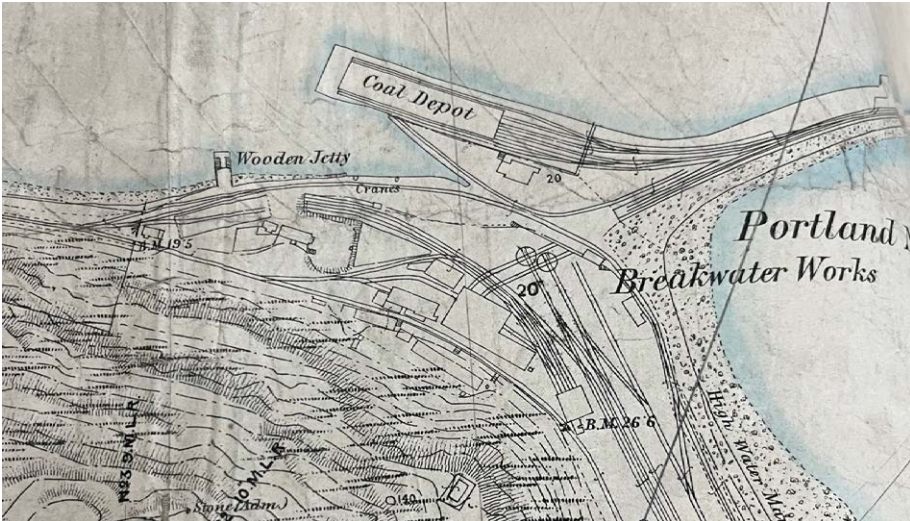


Fig. 31: 1886 Infantry map of Portland showing same buildings and railway lines in greater detail but unlabelled

With an increasing military presence in the harbour, the Admiralty laid out a new cemetery at the top of East Weare in 1861, replacing a temporary cemetery in Castletown. This was intended for use for soldiers of the Verne as well as serving seamen. It contains the remains of many serving personnel who died at Portland as well as war dead and coastguards who died in the line of duty. It remains a military cemetery.

Designed and overseen by the Army, the fortress at the Verne appears to have been built by convict labour in just three years, together with some of the batteries beneath it on the weare. After the Citadel was complete, works continued on the outer fortifications which were an integral part of the overall Verne (Fig. 32). Morris (1982) recounts (from an unsourced contemporary quote) that:

In January 1862, the foundation stone for the next phase of fortification works. Jay and Co [contractors] moved down the cliffside to begin new barracks and magazines 'amid the mounds and hillocks and overturned rocks of East Weare'.

Works on the weare must have been a daunting task as the steeply sloped East Weare had been, by then, both an active open quarry and a purposeful and unplanned rock fall site for at least two centuries. By 1866, works on the breakwaters were drawing to a close and works cottages for civilian staff were given over to the coastguard at 'Balaclava Bay'. This name refers to the waters outside of the breakwater from the 1870s, and was presumably named after the 1855 Crimean War battle of the same name. At this time, some of the works buildings on the shore were converted to a naval hospital, including an infectious disease facility. On 04 February 1871, John Coode dropped the last stone of the breakwater, 2 600m from the shore of Portland. They had enclosed 862 hectares of harbour: then the largest man-made harbour in the world.

With the completion of the breakwaters, convict labour was put to other uses and a larger infectious disease hospital and mortuary were built in 1901 where the former railway sidings had led onto the breakwater (the site of the refused waste facility). This moved to even larger premises in Castletown just four years

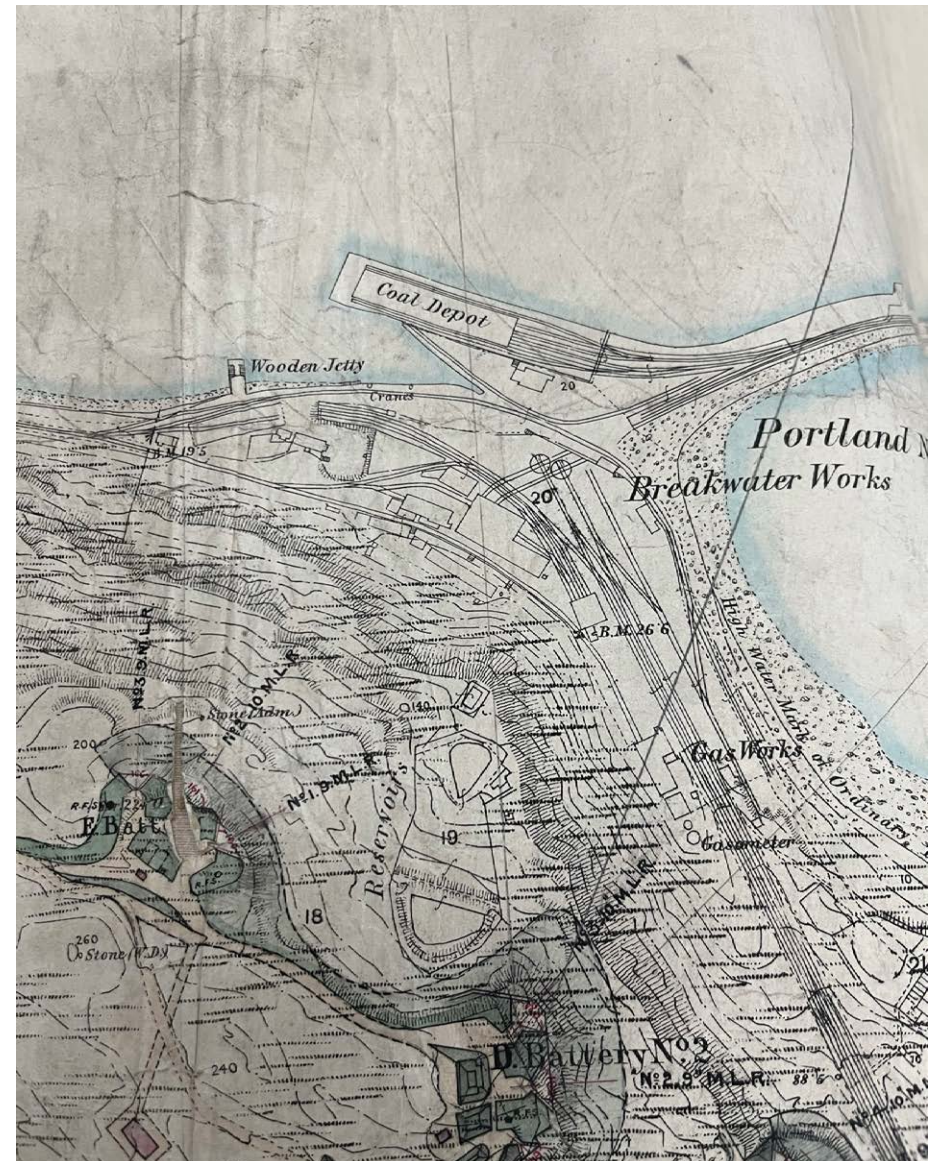


Fig. 32: Same 1886 infantry map of Portland showing the Breakwater works and E and D batteries (map damaged at point of E Battery). [National Archive]

later with the original hospital buildings in the harbour becoming torpedo workshops. The new hospital, which eventually included a network of World War II underground surgery theatres survived until 2005. The original infectious disease hospital (application site) was converted to married quarters for the Admiralty Police in the mid twentieth century before being demolished in 1976.

Portland Harbour – Harbour of Refuge

Even before the final completion of the breakwater, the vast and protected Portland Harbour was used by the Royal Navy and other commercial ships: in 1854 for example, over a hundred troopships, hospital ships and coal ships moored there en-route to the Crimea. Portland Harbour with its breakwater was designated a Harbour of Refuge – a place with deep water and shelter suitable for Royal Navy (and commercial) ships to find refuge when sheltering from the weather and with facilities to support them, if not having a full, formal navy presence.

During this period, naval and maritime technology was experiencing rapid and successive change and each would spur further change within the newly completed harbour. As the breakwaters were being completed, the Royal Navy's sailing ships were joined by, or converted into, 'screw steamers' (steam powered ships with propellers or 'screws'). This new technology required vast amounts of fuel in the form of coal and the massive coaling sheds were some of the first buildings completed in the new Portland Harbour, with coaling stations built along the breakwaters to serve steam-powered battleships. Unfortunately, technology had overtaken the design as the coaling jetty was built with an angled sea-wall below the water line: fine for the profile of most sailing ships, but a feature which stopped the larger, broader steam ships from getting close enough to the coaling jetty to be refuelled. The Coal Sheds became almost instantly redundant, their massive capacity able to serve only the Navy's smaller ships.

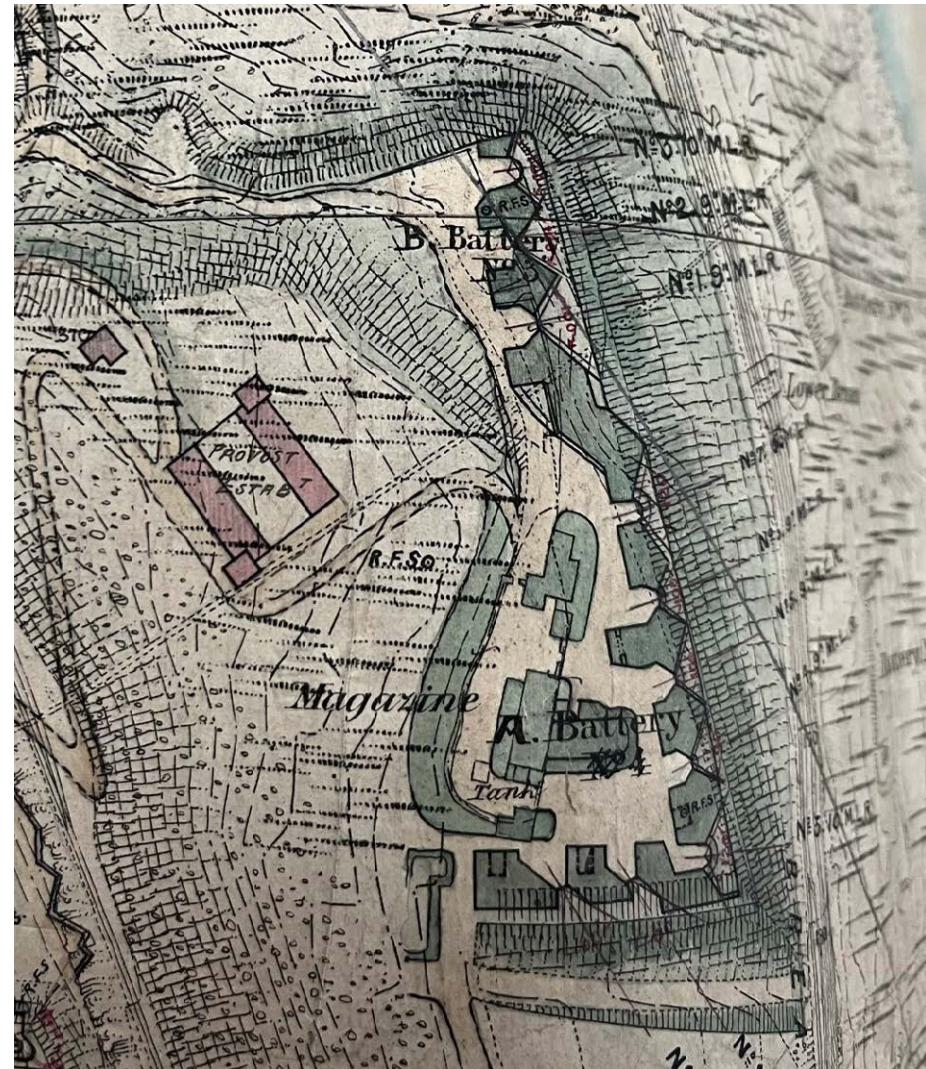


Fig. 33: 1886 Ordnance map of Portland showing the Provost Establishment (pink) and A and B batteries south to north (green) (National Archive).

At Cherbourg in 1859, the French launched the world’s first, ironclad warship: the Gloire. In response to this new kind of threat to Portland, the Army constructed a new fort, the Nothe, at the northern end of Portland Harbour on the headland between Portland Harbour and Weymouth. This was manned by specialist artillerymen of the Royal Artillery with heavy artillery designed to combat ironclad ships and complemented the two forts under construction on the breakwaters. These sea-level forts were the inner and outer breakwater forts, the former of which also provided accommodation for naval officers serving in Portland. A year after the Gloire, Britain launched its own ironclad warship the HMS Warrior. Reflecting the rapid rate of technological change in the nineteenth century, the state-of-the-art HMS Warrior was relegated to be Portland’s coastguard ship just 14 years later in 1874.

From 1859, all vessels joining the Channel Fleet were required to first report to Portland Harbour for training exercises and Portland became a training centre, a role it would retain in different forms for the next 140 years. This function supplemented by the arrival of the training ship Britannia in 1860 later replaced by the HMS Boscawen. This was used to train boys from 14-16 years old before they joined the Royal Navy and was later joined by two other ships, renamed Boscawen II and III. The three ships remained in the harbour until 1906 when allegations of abuse and an overly harsh regime closed the boys’ training facility.

In 1865, the Weymouth and Portland Railway was built to connect Portland Harbour with Weymouth and the wider railway network, allowing Portland stone to leave the island on land for the first time. Portland’s station terminus was located at Castletown with a second bridge built over the Fleet to connect this to the mainland.

In 1866, in an event that would change both maritime warfare generally and Portland specifically, a British engineer by the name of Robert Whitehead invented the torpedo for the Austro-Hungarian Navy. The technology was immediately adopted by the world’s navies and Whitehead was instrumental in establishing the USA’s torpedo establishment in Rhode Island. The first Royal

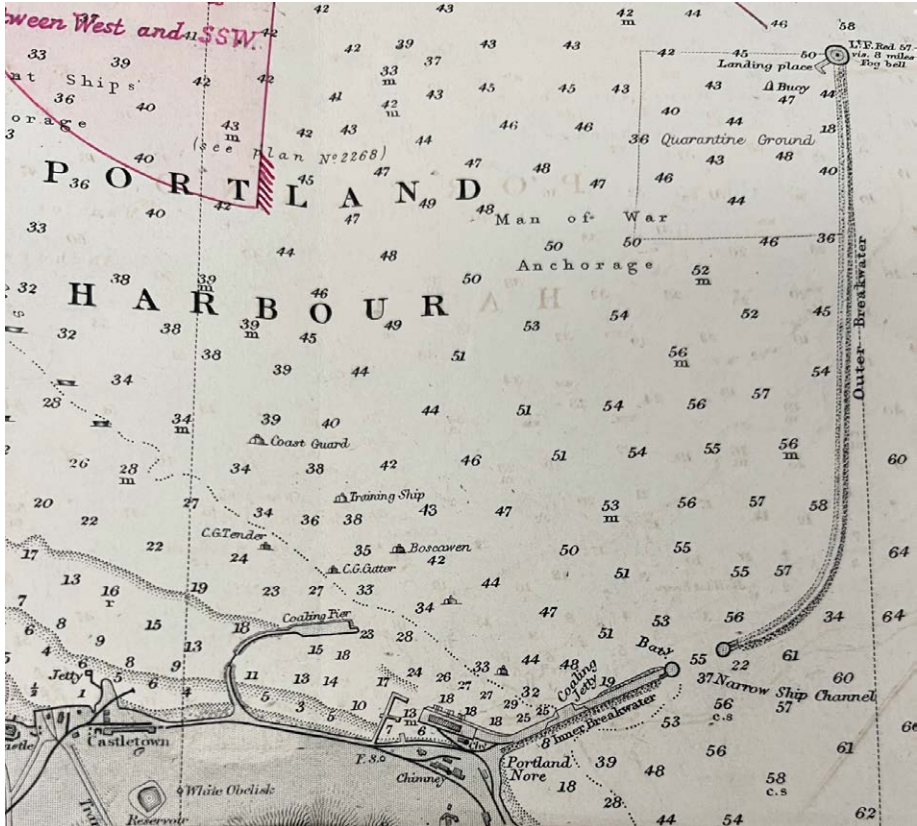


Fig. 34: The 1893 Admiralty chart of Portland Harbour showing original Coaling jetty and Coaling Pier (National Archive)

Navy ship was fitted with torpedo tubes in 1876 with HMS Boscawen’s teaching unit instructing cadets on their use by 1882. The Royal Navy tested torpedoes in Portland Harbour but were unwilling to rely on weapons sourced from overseas. With their support, Whitehead established a factory in 1891, in Portland Harbour at Wyke Regis with the adjacent Portland-Weymouth railway diverted into the site. Remarkably, the torpedoes were test fired directly into Portland Harbour from a pier at the factory hitting several boats, including a Norwegian

freighter, happily without loss of life. In 1893, the Royal Navy developed fast, anti-torpedo boat but foreign navies were rapidly developing a new threat: the submarine.

With submarines and torpedoes, Portland Harbour and its sheltering ships were suddenly vulnerable again. In 1894, the Admiralty decided to enclose the still open northern part of the harbour with two more breakwaters, extending from the village of Bincleaves (between Wyke Regis and the Nothe Fort) to the existing Outer Breakwater Fort on the outer breakwater. The project was to be built with convict labour in much the same way as the original two breakwaters had been but was estimated to take ten years. As a temporary measure, a series of dolphins (wooden structures) were erected on the line of the proposed new breakwaters, roughly 700 metres apart with anti-submarine cables slung between them (see Fig. 35)

At the northern end of the harbour, the two new breakwaters, which are known as the Northern Breakwater (offshore) and the Bincleaves Groyne (shore-based) were completed in 1905 with a lighthouse positioned at the end of the Northern Breakwater, opposite the Outer Breakwater Fort across the new ship channel created between them.

With the new breakwaters complete, the Admiralty established their own torpedo testing establishment on the Bincleaves Groyne in 1905. Three years earlier, the Royal Navy had launched their first submarine and in 1905 a mock battle was staged within the harbour with ships pitted against the submarines: the submarines won. With a new type of warfare needing a new type of camouflage, the Royal Navy abandoned their historic yellow and black paint scheme that year introducing 'battleship grey'.

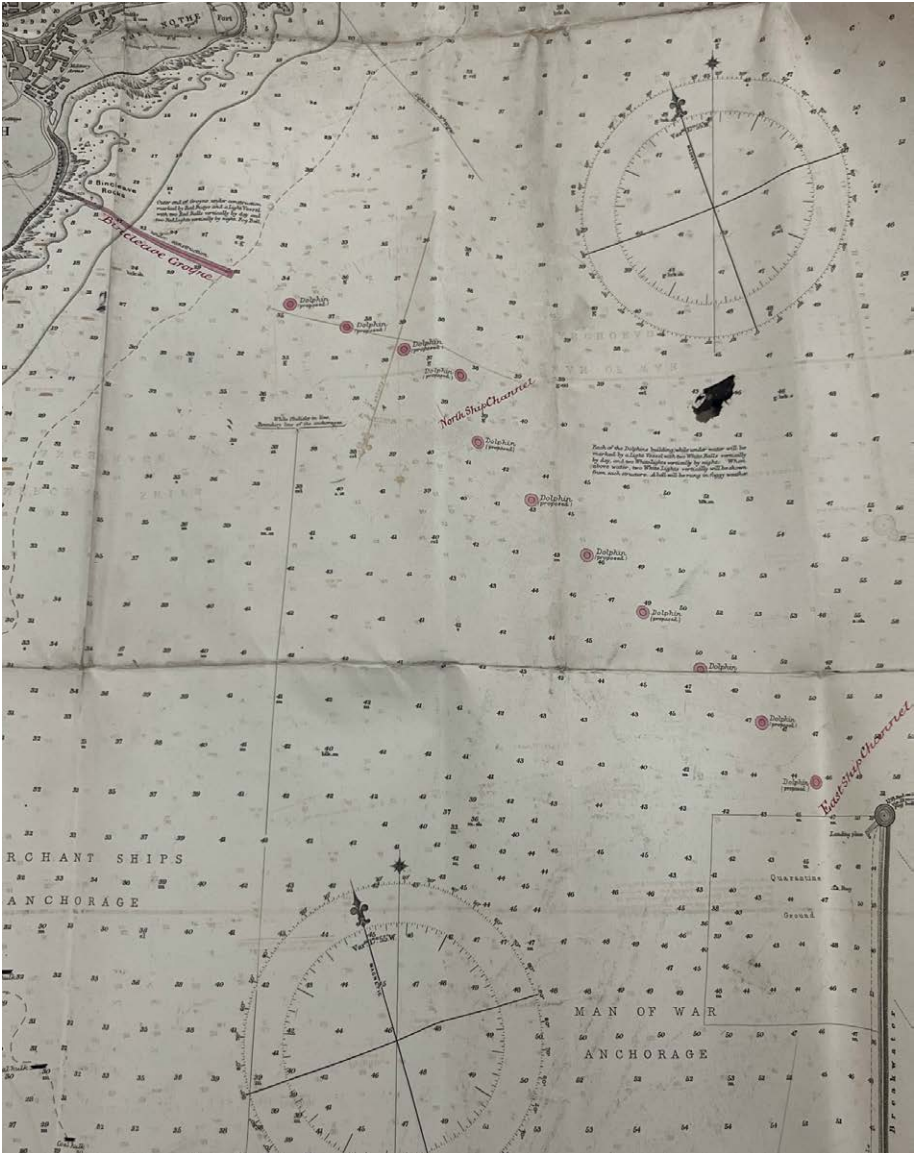


Fig. 35: 1895 map Admiralty chart showing line of proposed dolphins at the site of the proposed northern breakwater and Bincleaves Groyne (National Archive)



Fig. 36: Portland harbour Review of the fleet, 1912 torpedo boat pens (left) and electricity sub-station (right). Note transitional form of Royal navy ships with both masts and steam funnels. (Morris)

In 1903 a new coaling jetty had been started to service the largest ships. It was completed in 1907 but in these four short years, technology had advanced again with ships now running off of oil rather than coal. The ancient marshy Mere to the west of Castletown was drained to become the site of a vast field of oil tanks. Despite still not being an 'official' naval base, the harbour supported a large number of naval ships and shore facilities and was the centre for training crews, especially in anti-submarine warfare. The small torpedo boat destroyers were accommodated in 'pens' from a purpose-built jetty in Castletown. In

1906, to support the naval functions in Portland Harbour, a large electricity sub-station was built in Castletown with a tall brick chimney, reminiscent of the former creosoting factory of the previous century.

By 1912, amidst a backdrop of rising tensions with Imperial Germany, George V; his son Prince Albert (the future George VI); the First Lord of the Admiralty, Winston Churchill and the Prime Minister Herbert Asquith arrived in Portland to witness a Naval Review where over a hundred ships and fifty submarines waged

a mock battle off of Portland. This particular event was important as it heralded a new future in warfare and a further chapter in Portland Harbour's history: air warfare. The review, occurring only three weeks after the formation of the Royal Flying Corps, witnessed the first successful take-off of an aeroplane from a ship, when Commander Charles Samson took off from the HMS Hibernia off of the coast of Portland. Commander Samson landed on land near Weymouth as landing on ships would not be attempted for another five years. After the review, the planes were later fitted with airbags for landing on water (becoming 'hydroplanes) with their landing site being Portland Harbour, within today's Portland Port.

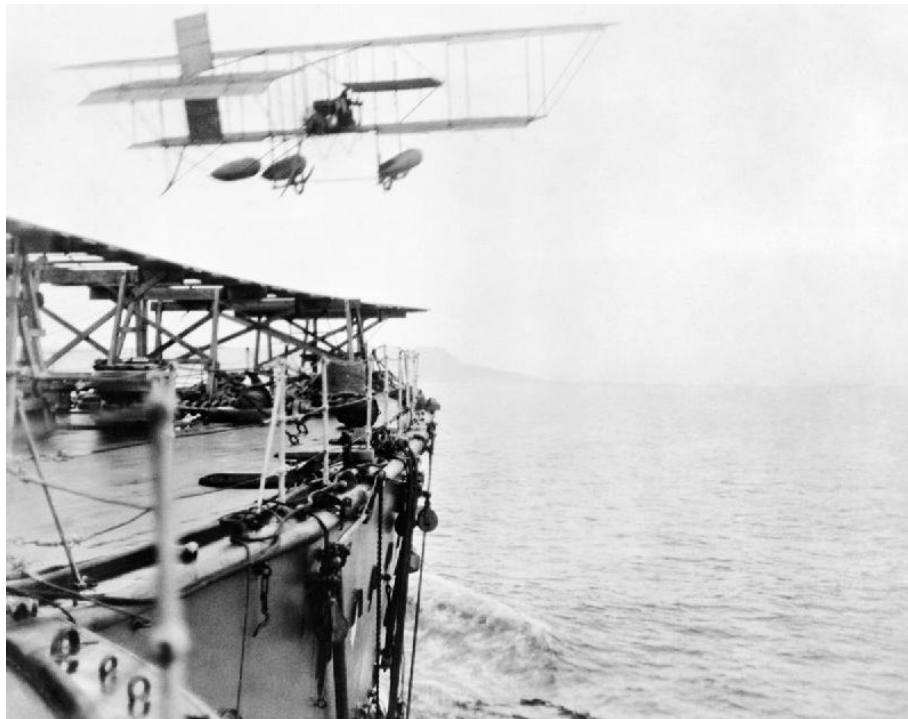


Fig. 37: Commander Sampson takes off from HMS Hibernia 1912 with Portland in the background. (IWM Q71041)

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 38: Nineteenth century structures of the Verne and East Weare

The First World War and HMS Sarepta

On 04 August 1914 Britain declared war on Germany, after its invasion of Belgium. 460 ships gathered at Portland described later by Churchill in 1923 as being: Incomparably the greatest assemblage of naval power ever assembled in the history of the world (The World Crisis, Vol. I, 1923). Many of these ships were vast, and their concentration within Portland Harbour must have been an extraordinary sight. Churchill felt that the amassed fleet would be a target for the German navy so ordered most of the ships to sail north to the Navy's battle station at Scapa Flow leaving 34 battleships and 13 cruisers based in Portland to defend the south coast.

In 1914, a 23-year old battleship the HMS Hood (the name later reused for the ill-fated battleship sunk in 1941), was scuttled in the South Ship Channel to prevent German U-boat and torpedo attacks in the harbour whilst a floating dock was added to the harbour to overcome the somewhat restricted land area along the East Weare coast of Portland. The submarine threat was very real and in December 1914 a U-boat, U24, sank the HMS Formidable off of the Dorset Coast. The second deadly threat was the laying of mines. To combat this, Portland was formally designated a war anchorage and many fishing trawlers and paddle steamers were conscripted to be refitted as minesweepers within the harbour. More than 200 such ships would be based there during the war.

The U-boats were a daunting weapon and, along with the HMS Formidable, were sinking a terrible one in every four merchant ships in and out of British ports. In 1916, to combat the appalling losses that the U-boats were causing, the Admiralty set up an anti-submarine detection research centre at Portland named HMS Sarepta. The base developed what is now recognised as sound navigation and ranging (sonar) but was then called ASDIC (from the projects of the Anti-Submarine Division's ASDic's) as well as other anti-submarine devices including hydrophones. The Anti-Submarine Division's covert research centre at Portland would remain for the next eight decades of naval activity, if with a succession of different names.

HMS Sarepta was complemented by air power, with spotter planes a useful tool to identify First World War submarines which surfaced relatively often. A hydroplane was renamed HMS Amphibian and housed in a shed above a boat slip at Castletown. Later that year, the Royal Naval Air Service set up a seaplane base on Portland as part of HMS Sarepta with a purpose-built hangar.

The end of the war saw the battlecruiser HMS Gibraltar brought into Portland Harbour to oversee the demobilisation of the anti-mine trawlers. It stayed to run training exercises until it was retired in 1923.

Peace did not see the end of HMS Sarepta however, which continued to run anti-submarine and torpedo trials off of the coast of Portland in the inter-war years. Despite being a naval facility for decades (and centuries, as Portland Roads) the various naval activities at Portland were finally formally designated as a naval base in 1923 as HM Naval Base, Portland.

HMS Sarepta was renamed HMS Osprey in 1924 and then the Anti-Submarine Experimental Establishment (A/SEE) in 1929. The facility developed anti-submarine indicator loops which would activate a minefield when a submarine was detected with the first such system laid off of the Shambles in 1923. It was connected to receivers or 'loop rooms' at East Weare (and would later be relied on to protect harbours worldwide during the later Second World War). Some innovations were less successful such as experimental submersible aircraft carrier which was abandoned after it fatally sunk off Portland, killing its entire crew. As a result of the A/SEE's work, Portland Harbour's breakwaters served as submarine berths as well as continuing as a training facility and gunnery practice site.



Fig. 39: Fig. 16 Very early 1917 aerial photograph of the Provost Establishment and A and B batteries by the Central Flying School. National Archives

By 1932, in an almost exact repetition of twenty years earlier, George V witnessed a naval review at Portland, again against a backdrop of rising tensions with Germany. The Prince of Wales (the future Edward VIII) and Prince George (the future George VI) took off for a flight and landed on HMS Courageous, reflecting the advancement in airborne warfare over that period. A similar review occurred again in Portland in 1939 with an increased amount of ships visiting Portland to carry out pre-war anti-submarine training.

Above the port during this period, there was change and development. In 1923, penal labour in the quarries was ended with the conversion of the Grove to a Borstal (a young offenders' prison) with penal servitude in the quarries mercifully deemed too harsh for boys and men under 21 (a full two decades before it would be abolished for men). The Admiralty then used local labour for their ad hoc stone requirements before finally closing the quarry in 1936, removing the railway between the quarries and Castletown but retaining the locomotive shed at the top of the former railway and a lime kiln within the quarry (both of which survive as Grade II listed structures).

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 40: First World War and later structures of HMS Sarepta at the Verne and East Weare (Castletown excluded)

World War II – The biggest little port in the world

Although the Great War ended only 21 years before the start of the second, the advent of airborne warfare left Portland again vulnerable to attack. When France fell to Nazi Germany in 1940, the harbour was just twenty minutes away from Luftwaffe airfields. Recognising the potential danger, the fleet was dispersed from the harbour, but for a single anti-aircraft ship and this was wise, as tiny Portland suffered more wartime aerial raids than any other location after London and Liverpool – the slopes of East Weare retain a substantial number of bomb craters today, understood to the observer only as overgrown, uneven ground. Disastrously, HMS Foylebank, which had remained to protect Portland, and several other smaller ships were destroyed and sunk in the harbour in bombing raids in July 1940 with many smaller Portland-based vessels lost to mines and U-boats in the open sea.

Aerial bomb attacks were so frequent that the A/SEE was moved to Scotland in late 1940 and the vacated buildings occupied by HMS Attack, a group whose purpose was to build up the flotilla of small motor launches and gunboats that would eventually be used in D-day. As with the construction of the wartime underground surgical theatre at the Castletown Hospital site, several chambers were cut into the cliff face at Portland either just before or during the war. Their exact purpose is unknown but may have supported A/



Fig. 41: A deceptively peaceful landscape – detailed review shows bombs being dropped in Portland Harbour; downed planes and soldiers. (*Air Fight over Portland*, Richard Eurich, 1940. - Imperial War Museum Art LD 769)

SEE's work or provided defensible space for embattled HMS Attack. Elsewhere in Portland, young offenders at the Portland Borstal (occupying the nineteenth-century Grove prison) were put to work making huge coils for demagnetising ship hulls to avoid the German magnetic mines laid around Portland's coast. HMS Attack built landing slips into Portland Harbour (still in operation as a boatyard at the entrance to Portland Port) and co-ordinated the manufacture of landing craft at local factories.

On 01 May 1944, Portland-Weymouth was designated as the United States Navy Advanced Amphibious Base for Force O of D-Day. Troops were generally loaded at Weymouth whereas Portland's solid quays, purpose-built landing slips and breakwaters made it the ideal location for loading tanks and vehicles. It was from here that the US D-Day O force launched on 5 June 2044, a day late due to poor weather. They were accompanied by the Devon-based Force U that had had already launched the previous day but were forced turn back and take shelter at Portland. Forces O and U were destined for Omaha and Utah beaches respectively.



Fig. 42: US Army loading ships at Castletown to support D-Day landings (Cite National Archives of Canada).



Fig. 44: US Army Jeeps loading at Castletown Pier, 5th June 1944. US National Archive



Fig. 43: US troops in a Landing Craft Tank, 5th June 1944. Note the oil drums of the Mere and the light-coloured shingle of Chesil Beach in the background. US National Archive

Following D-Day, the US Army famously sent a message to Portland (although the original document or means of communication is not known) which read: *You are the biggest little port in the world, you have been wonderful.* As one of the nearest English ports to the Normandy beaches and equipped with a military hospital, Portland also repatriated many of the dead and wounded of D-Day.

Nearly a year later, when Germany surrendered, its U-boats were sailed to Portland where they were examined by the submarine research facility there.



Fig. 46: Waiting for an incoming troop ship returning to Portland with wounded from the D-Day landings (Ingrid Goossens, Operation Overlord Collection)



Fig. 45: U-boats in Portland Harbour, May 1945 (Morris)

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023

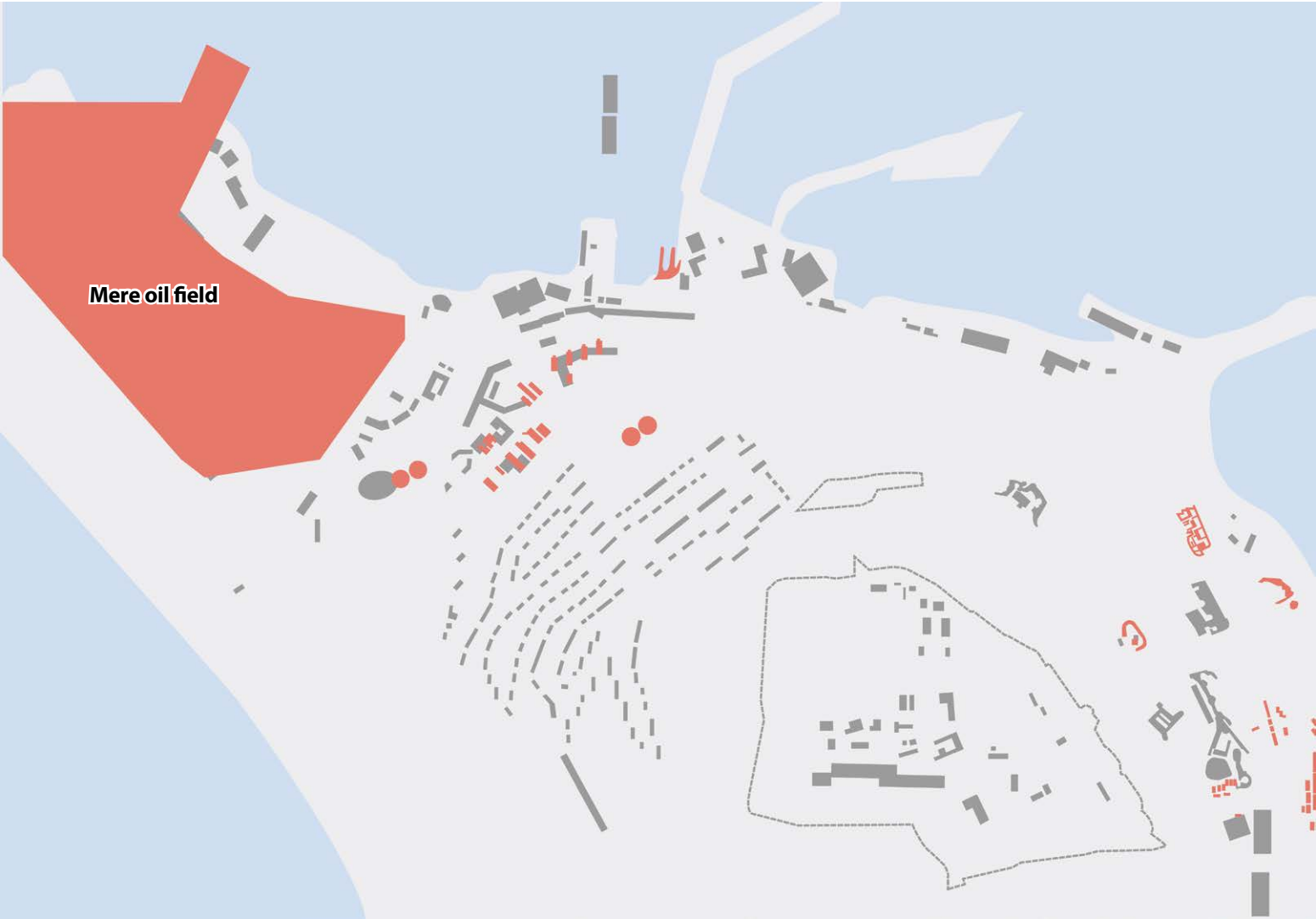


Fig. 47: Second World War structures of the Verne and East Weare (Castletown excluded)

Royal Naval Base Portland

The A/SEE returned to Portland from Scotland in 1946 becoming the HM Underwater Detection Establishment. In 1946, ten of the Phoenix Caissons of the Normandy landings Mulberry Harbour B were towed across the channel to Portland to provide shelter for a new long pier in the harbour. This was Q Pier, completed in the early 1950s to take new, longer, destroyers. When the Netherlands experienced catastrophic floods in 1953, eight of the caissons were sent there to repair breached dykes. Two remained anchored at Portland to shelter the Q Pier from westerly winds (and were Grade II listed in 1993).

In 1942, the first modern, mass-produced helicopter took flight and only four years later, the Royal Navy used the old seaplane slipways at Portland to test them, making the first helicopter landing on a Royal Navy ship there on the HMS Helmsdale. In the 1950s, Portland became the port of call for several of the US Navy's submarine world firsts including the first submerged transatlantic crossing and the first transarctic crossing. By the end of the 1950s, the submarine research facility at Portland had changed its name again to the Admiralty Research Establishment. The East Wear site was enlarged with several naval ships attached to the facility for experiments.

In 1959 the Royal Navy's first helicopter station, HMS Osprey, was built on the site of the old Mere oil store to the west of Castletown with two large hangers and a large landing strip.

Portland continued to be a training centre including the Navy's realistic and challenging nuclear incident training (Flag Officer Sea Training). This was so highly regarded that over the next three decades, every single NATO navy would send ships to be trained at Portland. Many of these exercises including Disaster Relief Exercises (DISTEX) with ship crews coming ashore to the East Wear Batteries which were frequently altered to support to mock scenarios such that the crews might encounter in their voyages (coups; natural disasters; casualties; hostile forces etc). Several of the batteries retain bullet holes and graffiti from visiting crews on exercise. In 1959, Portland's last floating dock was removed resulting in the closure of the dockyard capabilities of the harbour.

In 1961, at the height of the Cold War, the Admiralty's Underwater Weapons Establishment, as it was by then called, was the centre of a dramatic spy drama with two Portlanders convicted as part of a Soviet spy network. Local Portlander Ethel Gee was found passing the plans of Britain's first nuclear submarine the HMS Dreadnought to Soviet handlers. The Dreadnought, designed at Portland, had been launched the previous year.

HMS Osprey was expanded over the 1960s and 1970s with 4.8 hectares of the harbour converted to made land using crushed Portland stone. The base supported many successive versions of naval helicopter becoming Britain's largest naval air station. In 1982, the Crown Estate leased parts of the old Admiralty quarries to a commercial stone operator who continues to quarry and crush Portland stone for aggregate.

On 02 April 1982, with the outbreak of the Falklands War, the Royal Navy had no minesweepers capable of reaching the South Atlantic. Much like in World War II but on a much reduced scale, Portland became the base for converting deep-sea trawlers to minesweeper duty. Five such minesweepers set sail for the South Atlantic 25 days after the declaration of war. Nearly all of the British battleships involved in the conflict were carrying Portland helicopters on board, including the destroyed HMS Sheffield and Coventry.

In 1989, Portland Naval Base was revamped with Castletown accommodation upgraded and a new HQ for the harbourmaster. Almost immediately afterward however came the fall of the Berlin Wall and the 'end' of the Cold War. The Ministry of Defence significantly reduced the size of the armed forces which had been steadily reducing in scale since the 1960s. The Royal Navy was reduced by a third and closures included both the Royal Naval Base at Portland (but for some specific activities which remain today) and the Defence Research Agency (DERA) Establishment on Portland, HMS Sarepta's many-named successor. The Royal Naval Base was officially converted to the newly formed Portland Port Ltd on 29 March 1996. Three years later at the close of 1999, the Royal Naval Air Station HMS Osprey was also disbanded.

- 19th century
- HMS Serepta – First and Second World War
- WWII
- Late 20th century
- Existing buildings 2023



Fig. 48: Later twentieth century structures of the Verne and East Weare (Castletown excluded) – Note, whilst the Mulberry Harbour Caissons date from the Second World War, they were not positioned there during the conflict.

The new millennium – Portland Port

Since the turn of the millennium Portland Port has grown to a thriving port, becoming a major centre for grain import into the UK accommodating vast ocean-going grain ships as well as being a successful cruise ship berth. The port retains some naval activities within the port and accommodates occasional Royal Navy vessels ranging from small craft to nuclear submarines.

HMS Osprey, sold in 1999, was partially demolished and redeveloped by the South West Regional Development Agency into Osprey Quay. The Weymouth and Portland National Sailing Academy, which had previously operated out of HMS Osprey, redeveloped a purpose-built site whilst the original hangars and stores were converted to a shipyard, returning ship building and repair to Portland Harbour. Portland Marina opened in 2007 attracting a busy flotilla of small boats back into the harbour, lost since the post-war decline of the fishing industry. Some of the site was developed for housing and a school whilst the vast oil stores at the Mere were converted to a business park.

In 2012, the harbour became a hive of activity as it hosted the sailing competition for the London Olympic Games. From 2019, helicopters were reintroduced to the harbour with a commercial Search and Rescue Training facility run by Heli Operations.

Portland Port has survived the withdrawal of the Royal Navy and now forms the southern part of a busy harbour; as it has done almost continuously since it was constructed in the mid nineteenth-century. The Verne above the port remains a prison (HMP The Verne) as does the original prison at the Grove, which is a young offender's institution (HMP Portland). The intervening former Admiralty quarries are in the process of being backfilled and relandscaped and have been designated a Site of Special Scientific Interest (SSSI).

The East Weare Batteries

This section provides an overview of the history of East Weare's five batteries with a specific focus on E Battery, as this structure forms the focus of the refused application's heritage mitigation strategy. The batteries were built as part of The Verne's defences of Portland Harbour and as such, were manned and operated by the Army, rather than the Navy. As part of the Verne, the gunners were infantry gunners operating artillery, as distinguished from specialist Royal Artillery units.

The first, simple earthen batteries on the East Weare hillside were built in 1859 as part of the Verne preparatory works. On completion of the stone-built citadel in 1862, works moved down the hillside to replace the temporary batteries with structures that could protect the new Portland Harbour.

Four stone-built batteries, Batteries A to D, were built into the landward side of earthen banks over a period of six years, completed in 1868. Due to a landslip on the northern slope in 1864, the last two planned batteries, E and F overlooking the harbour, were delayed until 1870 with only E battery finally completed. A further two planned batteries below the Admiralty incline railway east were also never completed. All five batteries were supplied with 9 inch, rifled muzzle-loading guns.

A-C Batteries were linear with circular gun emplacements, formed in rows facing eastward. D battery turned the corner overlooking Balaclava Bay whilst E battery overlooked the new Portland Harbour had a more traditional, rounded layouts with E battery's three gun emplacements facing North; North-North-East and North- East.

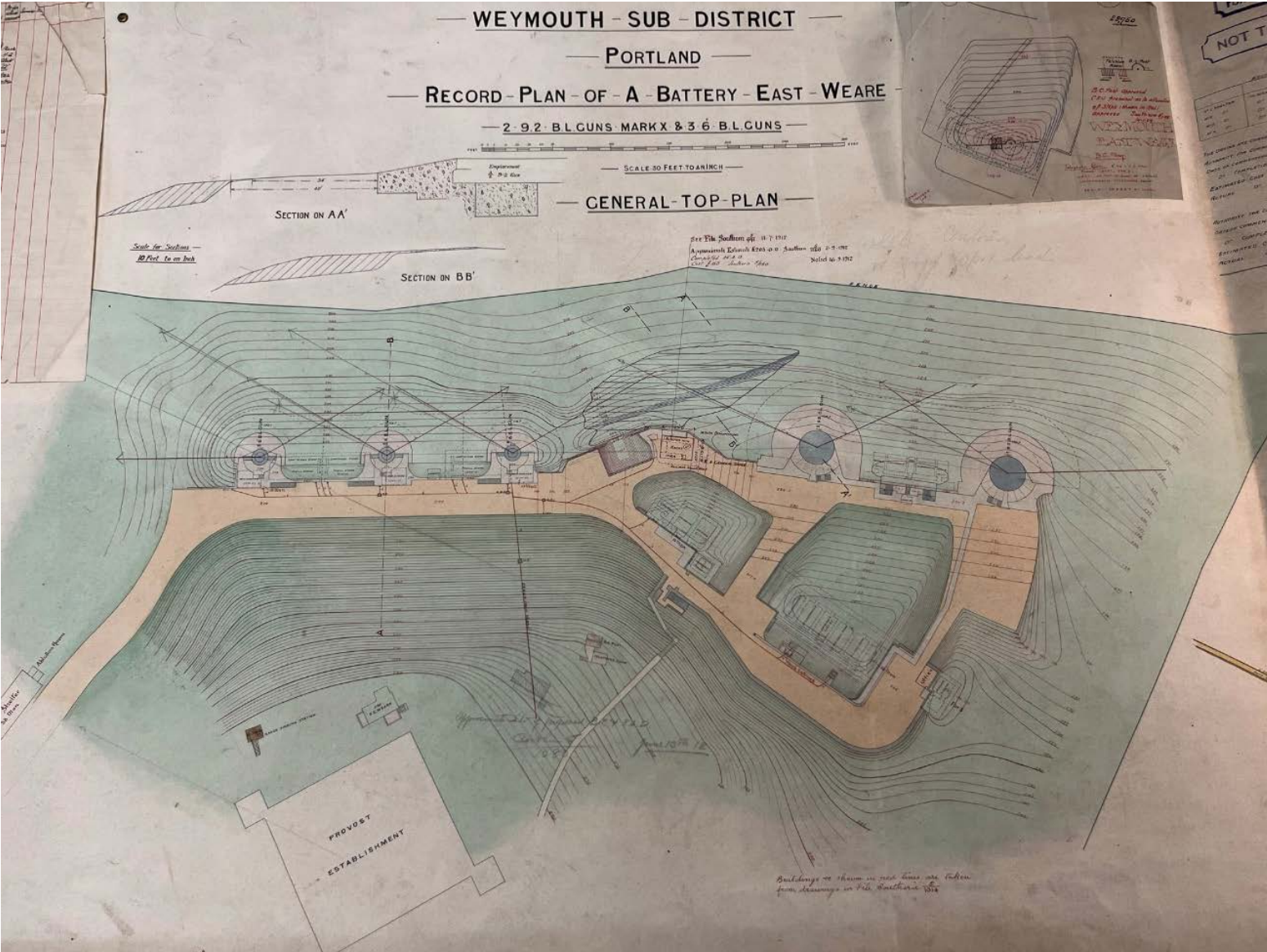


Fig. 49: 26 A Battery, 1903

Soon after the new guns were installed, and perhaps recognising the difficulties in travelling between the Verne and the various batteries, work began for an accommodation block/cells for the gunners. The block also served as a provost's detention block for the wider garrison, where the provost were forerunners of the modern military police. Built during the 1870s, this roughly rectangular building would have many uses over the next century, generally co-ordinating or commanding activities at East Weare and is known to us now as East Weare Camp. Various small structures were added to and around the batteries and hillside for various functions now lost but may have been additional magazines and the shoring up of the weare's many craters as reservoirs.

By 1873, and following completion of the breakwaters, the ready availability of convict labour may have influenced the decision to improve access between the Verne and its East Weare facilities by building a labour-intensive sally-port and communication tunnel, cut through the rock of the hillside between them, complete with a retractable drawbridge.

Between 1875-78, the batteries were converted from guns firing through embrasures to barbettes, where the gun (and the gunners) were shielded from external view by a wall or embankment with the gun firing over. The batteries were supplemented by seven, 10 inch RML guns including replacing E battery's central gun emplacement which was strengthened to accommodate the extra weight of the gun. D battery was similarly amended whilst C Battery received two such guns. The remaining three were shared between A and B batteries.

In the following decade, convict labour was used to shore up the sea wall beneath the weare as well as drainage improvements. Whilst several alterations were made to various batteries over the following two decades, including converting C Battery to a barbette-gun turret and altering A and B batteries to take larger guns, no specific alterations are known to have been made to E Battery. Despite this, the Army made a detailed record of all of the batteries in 1886, including E Battery which constitutes our earliest record of its layout, not its original form (see Fig. 32, Fig. 33, Fig. 50 & Fig. 51).

In the years around the turn of the twentieth century, naval warfare and land-based defence was rapidly changing. E Battery overlooked Portland Harbour which was by then protected by no less than three forts (the Nothe, and the two breakwater forts). Consequently, in 1897, E battery was decommissioned as redundant and its guns removed.

In 1901, A and B batteries, which faced the open sea, were altered to be able to take the latest, long-range breach loading guns, which were transferred from the Nothe Fort. With these new more powerful guns, the remaining two batteries overlooked Balaclava Bay (C & D Batteries) were deemed to be unnecessary and were decommissioned from 1903. From this point on, the decommissioned batteries were variously used and adapted for different purposes. Following the construction of the new electricity sub-station at Castletown in 1906, new electric lights were installed at the former C Battery and by the Balaclava Coastguard Station to assist night-time firing from the surviving A and B Batteries. An Engine Room and Oli Store associated with these lights was built alongside C battery's former magazine. At some point, it is not known whether this was before or after decommissioning. Curiously, at the same time that the East Weare Batteries were being decommissioned, the Royal Artillery was promoting the construction of training batteries for use by volunteer and reserve forces. Between 1903-05, one such training battery was built on the hillside behind A and B Batteries, raising the question as to why the existing three decommissioned batteries couldn't be adapted to that purpose and whether they were being used for some other use by the Infantry (or Admiralty). It may simply be that the Royal Artillery (volunteer reserves) and Infantry (who owned the decommissioned batteries) were not naturally co-operative. The local volunteers' separate battery was short-lived with its guns moved down the hillside to A and B Batteries in 1909 – possibly coinciding with the end of the batteries' formal use as coastal defence batteries by the regular army.

In 1909, a shelter for 38 men was built above the hillside between B and C batteries. Given that the batteries had been decommissioned the same year, these men were likely associated with activities within the former Provost Establishment. In 1913, a Battery Command and Electric Light Defence Station was built at East Weare although it is not known if this was in a separate building or housed in one of the former batteries.

Around 1912, the former Provost Establishment became the Fire Control Post for the entire Portland Defence network, a role it would maintain through both world wars. An annotated Army map shows that by 1912 (and to at least 1940) East Weare was surrounded by a significant fence, which excluded the redundant batteries of D and E batteries. It also shows small battery platforms and magazines on the lower slope – whether these were active or redundant is unknown.

A note on the same map shows that, in 1915, during the First World War, the magazine at D battery was handed over to the admiralty for storage of naval explosives, possibly in advance of the founding of HMS Sarepta the following year.

By the Second World War, the former Provost Building/ Fire Control Post at East Weare became accommodation for both Army and Navy as both the Fortress Commander's HQ and the on-shore Control Post for the Royal Navy's Extended Defence Officer, responsible for off-shore anti-submarine measures including the British minefields off of the Portland Coast. Most of these measures had been developed by the Royal Navy at East Weare as part of HMS Sarepta and its successors.



Fig. 50: E Battery (gun floor), 1886

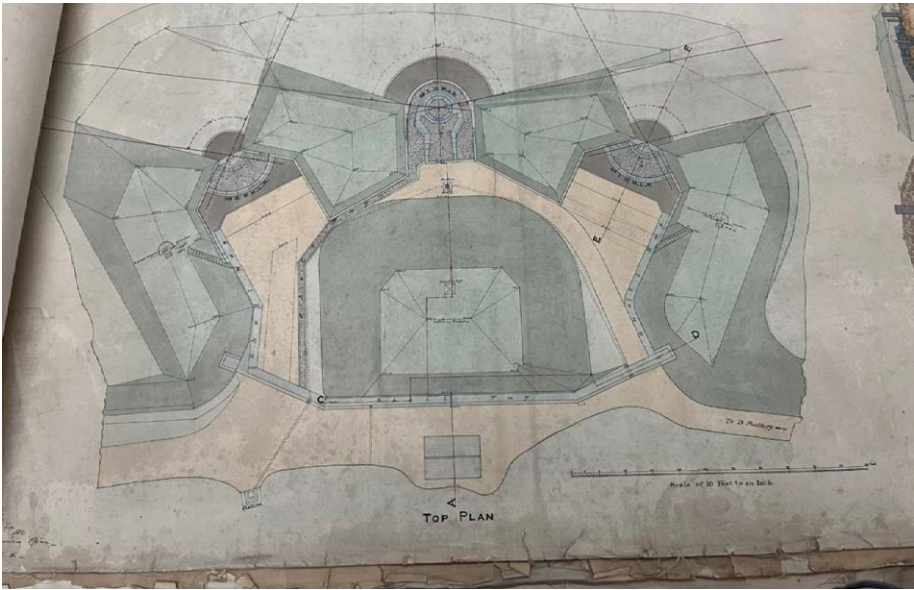


Fig. 51: E Battery (roof plan), 1886

D Battery no longer appears on maps that follow the Second World War and may have been destroyed by the sustained bombing campaign that left the weare with many additional craters.

In 1947, most of East Weare was transferred to the Admiralty with the exception of the former Provost Establishment and the remaining batteries which were retained. The last batteries were decommissioned in 1954 however, transferring the remaining parts of East Weare to naval base at Portland where parts of the complex were converted to a signal station.

As part of RNB Portland, the East Weare Batteries found new life as part of the Flag Officer Sea Training programme, specifically the Disaster Relief Exercises (DISTEX) when the various batteries were set alight, shot at or suffered multiple civilian 'casualties' that needed to be evacuated in large-scale practice exercises. Several of the buildings at East Weare retain tags or graffiti today from visiting ships that took part in these exercises over the next few decades (as well as from later urban explorers). Other structures show signs of fire damage or small arms fire, most of which is in connection with these late twentieth NATO exercises.

In 1973, E Battery was designated as a Scheduled Monument. Although not known, it was probably selected over the remaining batteries as it was less active use as a DISTEX site, and having been decommissioned before the turn of the twentieth century, preserved its Victorian footprint and layout. E battery was also, unusually, Grade II listed in 1993.

Shortly before the departure of the Royal Navy, the roof of the former Provost Building (East Weare Camp) partially collapsed. The new owners, Portland Port Ltd erected a structure above the roof to protect it from further deterioration which remains in place today. As part of their need to secure the port, and the military and commercial activities that take place within it, Portland Port Ltd erected a green palisade security fence around most of East Weare which also remains in place today.

In the first decade of the new millennium, A, B and C batteries were rented by a paintball company probably experienced a degree of change and alteration. Following their departure, A and C Batteries (effectively A – D Batteries) were Grade II listed.

The History of the Site

The Site, as understood in planning terms, is the very large area of the port and its access roads as shown in Fig. 1. For practical purposes however, the site relates to the triangular piece of land that is proposed to support the ERF facility within Portland Port.

As set out in above history, this area has been in continuous industrial use since at least the middle of the nineteenth century and, possibly prior to that point as a weare quarry. Most of these uses have had either a direct or indirect relationship with the sea.

From the mid-nineteenth century the uses of this site have progressed from railway yard to timber yard and creosoting plant to hospital for infection diseases to torpedo store to naval stores to married quarters and finally to a stone crushing yard. As of today, the yard has an implemented but unbuilt consent for a waste recovery facility. Its character has therefore been primarily industrial with a direct marine relationship (with a short, anomalous use as housing within the former hospital) throughout its modern history.

Alan Baxter

Prepared by William Filmer-Sankey and Alice Eggeling

Reviewed by Gemma Fowlie

Issued November 2023

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TOWN AND COUNTRY PLANNING ACT (1990)
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000

6 November 2023

APPENDIX WFS-2 TO WILLIAM PATRICK FILMER-SANKEY'S PROOF OF EVIDENCE
(PPF8)
CORRESPONDENCE WITH HISTORIC ENGLAND AND DORSET COUNTY COUNCIL
OFFICERS

EXPERT WITNESS FOR HERITAGE

INQUIRY IN RELATION TO THE APPLICATION FOR THE CONSTRUCTION OF AN
ENERGY RECOVERY FACILITY AT PORTLAND PORT

Local Planning Authority ref: WP/20/00692/DCC

Planning Inspectorate ref: APP/D1265/W/23/3327692



Mr Jerry Smith
Dorset County Council
County Hall
Colliton Park
Dorchester
Dorset
DT1 1XJ

Direct Dial: [REDACTED]

Our ref: P01276590

5 November 2020

Dear Mr Smith

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Thank you for your letter of 5 October 2020 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Summary

The proposed application is for a large (6.29ha) new energy recovery development which has the potential to impact on a number of nationally significant heritage assets within the immediate vicinity and beyond.

Historic England has concerns regarding the potential impact of this proposal on the setting and significance of several nationally important scheduled monuments that form a key component of the historic port: Verne Citadel, Portland Castle, East Weares Camp, Battery 200yds (180m) E of the Naval cemetery. As well as Underhill Conservation Area, the Grade II listed Dockyard Offices and a number of listed buildings including the inner and outer breakwater and several undesignated heritage assets.

The scheme also has the potential to impact on the Dorset and East Devon Coast World Heritage Site. As this is a natural World Heritage Site it is beyond the remit of Historic England to advise on this aspect of the application and we recommend that you should give full weight to the views of the Jurassic Coast Trust as the lead organisation in the management of the World Heritage Site.

Our concerns relate to the scale and massing of the waste recycling centre including the dominance of an 80m high stack that would visually compete with the Verne Citadel and dominate the heritage assets within the area



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Historic England Advice

Significance of Heritage Assets

Portland and its harbour has been an important strategic military site since at least the 16th Century when Henry VIII built Portland Castle (NHLE 1015326,1205262) along with Sandsfoot Castle on the opposite shore to protect the sheltered bay against the threat of French invasion.

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 Portland be fortified.

The inner and outer breakwater (NHLE 12005991) were constructed between 1849 and 1882. Designed by the Chief engineer James Meadow Rendel, they have architectural and historic interest with Royal connections.

The Verne Citadel (NHLE 1002411) was constructed as part of Portland coastal defences between 1857 and 1881. Disarmed in 1906 it was used again in both World War I and II as a heavy anti-aircraft battery. The southern part of the citadel is now occupied by HMP Verne.

Between the proposed development and the Verne Citadel is the scheduled battery east of the Naval cemetery (NHLE 1002412). This is currently on our Heritage at Risk Register.

To the east of the proposed development is the scheduled East Weares rifle range (NHLE 1428958). East Weare Camp was established in about 1880 and from 1889 the rifle range was being built. The structure commanded Portland Harbour to its south east and can be seen from the higher slopes of The Verne. The site has both architectural and historic interest and despite being overgrown has a good degree of surviving historic fabric.

There are many non-designated assets such as the Breakwater railway built in 1878 and the Easton and Church Hope railway of 1867. The building of Verne High Angle Battery in 1892 and Upton Fort in 1902 demonstrates Portland's continuing role as an important strategic location

During World War II further military installations were built. These form part of the wider East Weares Camp including six pill boxes, a fuel store and anti-boat landing obstacles in Balaclava Bay.



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The historic and architectural interest of these heritage assets forms part of their significance as does the relationship and group value of these assets. Together they contribute to the understanding of Portland as an important strategic military site.

Impacts from Proposed Development

The proposal includes ancillary buildings, administrative facilities, a gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths, an existing off site electrical substation and an 80 metre high stack. Site access will be past Portland Castle through Castletown Conservation Area and through Portland Port.

The proposal to develop within the setting of these nationally important sites could adversely impact the ability to appreciate them and would make a negative contribution to the setting. See NPPF Annex 2, Setting of a Heritage Asset.

Setting is the surroundings in which an asset is experienced and the setting may be more extensive than its curtilage. The extent and importance of setting is often expressed by reference to visual considerations. Although views to and from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration. NPPF Annex2: Historic England, *The setting of Heritage Assets: Historic Environment Good Practice Advice in Planning 3*.

Clear views to and from the Verne Citadel and Portland Castle are critical to the heritage significance of these military sites. They were designed to provide views out across Weymouth bay and were also designed to be seen as impressive and dominating features in the landscape. The batteries and rifle ranges were designed to have clear views out. These views are fundamental to their significance.

As a group these assets have associative value and therefore there is a particular sensitivity where the imposition of a large new development in this area would diminish their defensive context and bring a degree of harm.

Account should be taken of the combined or collective impact of harm to the setting of the assets here, where the overall total impact on the group in combination is greater than is suggested by individual assessment of the separate assets.

Environmental Statement

Historic England previously responded to an Environmental Impact Assessment (EIA) scoping request on 23 January 2020 (SVO/2020/0699) expressing concerns that the proposal had the potential to result in harm to the significance to a number of designated heritage assets. Following this a Zone of Theoretical Visibility (ZTV) was produced to identify where long and close views from, towards and including the development could potentially be obtained. The ZTV covered 10km and



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photomontages and wireframes were produced

he Environmental Statement prepared by Terence O'Rourke Ltd on behalf of Powerfuel Portland Ltd dated September 2020 assessed the likely significant effects of the proposed development with respect to impacts on the historic environment on heritage assets within a 1km radius of the main site.

The Environmental Statement, Chapter 7, Cultural Heritage acknowledges that the new buildings will be large, ranging between 19m and 47m in height for the energy recovery building and 6m and 17m for the office buildings and that the 80m stack will appear as a new landmark on the edge of the port.

7.83 of the Environmental Statement says that because of the overgrown nature of the East Weare Camp the inter visibility between them and other strategic assets such as the breakwater is no longer possible. Historic England disagrees with this view and is currently working with volunteers to remove scrub and vegetation from the monument.

Paragraph 7.84 says that the development will not affect the functional aspect of the batteries to the wider setting of the harbour or the group value of the structures of the naval base. We consider that the proposed development has the potential to significantly alter the relationship through a dominating new addition.

We disagree with 7.87 that the proposed development will appear as a localised addition within the foreground of the distinctive and dominant Verne Citadel which holds a commanding presence in views, both near and far. The proposed development will feature as a prominent addition to the foreground of several heritage assets and will have a detrimental effect on their significance as strategic military structures through visual dominance.

The group value of the heritage assets adds to their historic interest and makes an important contribution to their significance within their shared setting and surroundings in which they are appreciated. Of particular concern is the impact of views to and from these assets.

The proposed development will be visible in long distant views. The proposed development covers a wide area with a visually prominent 80m high stack. We believe both the height of the stack and the massing of the buildings will compete with the dramatic backdrop of the Verne Citadel sitting on the rocky outcrop, which is an evocative and prominent feature of Portland.

West Dorset, Weymouth and Portland Local Plan 2015

Portland Port is identified within the local plan as a major employment site with planning consent for port-related and B1 (light industrial) B2 (general Industrial) B8 storage and distribution) uses.

Historic England acknowledges that this is a working port and a protected employment



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site in the Local Plan, however due to the historic importance and sensitivity of the site and its wider context any future proposals will have to take account of the relevant environmental policies in the plan notable those which relate to the historic environment and landscape.

Portland's port and the associative assets such as the batteries, Verne Citadel and Underhill Conservation Area all contribute to the areas local distinctiveness the Local Plan identifies that *High priority will be given to protecting and enhancing the area's heritage assets - including its Listed Buildings and Conservation Areas, and other features with local historic or cultural associations, particularly where they contribute to the area's local distinctiveness.* Historic England does not see how the proposed development will protect and enhance the outstanding built environment and the local distinctiveness within the area.

Historic England agrees with the Local Plan that when considering future development proposals within the port area, due to the number of designations within the locality the potential for any development to have direct and indirect and cumulative impact will need to be balanced against other sustainable development objectives.

Historic England's Position

Historic England has concerns regarding the potential impact on both visual and associative relationship of the proposed development on the significance of several nationally important heritage assets: Verne Citadel, Portland Castle, East Weares Camp, Battery 200yds (180m) E of the Naval cemetery, Underhill Conservation Area, Dockyard Offices and Dorset and East Devon Coast World Heritage Site including a number of listed buildings and non-designated assets.

Whilst it is acknowledged that the area has been a working naval base and in most recent years a working port, it is felt that the proposed development is too dominant a presence and will intrude in views to and from the heritage assets.

Having reviewed all the assessments we consider the impact on the individual assets within the area and the cumulative impact both close to the development and from distant views would be harmful from the introduction of a dominating and visually intrusive chimney and large industrial scale buildings.

It is for your authority to establish if any heritage benefits could be achieved that would offset any harm (NPPF 200).

Recommendation

Historic England has concerns regarding the application on heritage grounds. Our concerns relate to the scale and massing of the waste recycling centre including the dominance of an 80m high stack that would visually compete with the Verne Citadel and dominate the heritage assets within the area.



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Historic England recommends that your authority gives full weight to the advice of the Area of Outstanding National Beauty officers and the Jurassic Coast Trust for their views on the potential impact on the Dorset and East Devon Coast World Heritage site.

We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 190,193,194,197,200 of the NPPF.

In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Yours sincerely

Sasha Chapman
Inspector of Ancient Monuments
E-mail: [REDACTED]

cc:Steve Wallis



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Mr Jerry Smith
Dorset County Council
County Hall
Colliton Park
Dorchester
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DT1 1XJ



Our ref: P01276590

25 August 2021

Dear Mr Smith

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Thank you for your letter of 5 October 2020 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice

We previously provided advice on the planning application (WP/20/00692/DCC) for the construction of an energy recovery facility (ERF) with ancillary buildings and works with administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off site electrical substation, with site access through Portland Port from Castletown on land within Portland Port.

Further information in support of the application was requested by Dorset Council in accordance with Regulation 25 of the EIA Regulations and Section 62(3) of The Town and Country Planning Act 1990.

The Environmental Statement (ES) addendum dated August 2021 provides further information within the following headings:

Air Quality, Carbon balance and greenhouse gas emissions, Community health and economic effects, Cultural heritage, Ground conditions, Water quality, Landscape seascape and visual effects, Natural heritage, Traffic and transport, Waste, Dorset and East Devon Coast World Heritage Site.

Our primary focus will be on the heritage assets that have the potential to be impacted by this proposed development. Paragraphs 6.4 - 6.20 of the ES addendum provides the framework for the heritage mitigation that we are broadly supportive of.

East Weares Batteries

This nationally important site is currently on Historic England's Heritage at Risk Register. Recorded as *Battery 200 yards east of Naval cemetery* (National Heritage



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List Entry No 1002412) the battery is also Grade II listed (National Heritage List Entry No 1281863).

East Weare Batteries were built in about 1870 and broadly contemporary with its near neighbour the Verne Citadel. Consisting of three gun platforms with a rear magazine the battery is constructed of fine Portland stone ashlar beneath substantial “bomb proof” earthworks. The battery was used during World War II when it formed part of the Dorset Coast defences and the Isle of Portland defences.

A programme of works is proposed here that will secure the long-term future of the batteries, will lead to its removal from Historic England’s at Risk Register and allow public access. Any development within the scheduled area would require scheduled monument consent (SMC) from Secretary of State for the Department for Digital, Culture, Media & Sport (DCMS) before any works could commence.

Footpath Extension

A new section of permissive path will be created to allow public access. Interpretation will be provided to the group of heritage assets in and around East Weares Battery.

Provision of District Heating

The proposal is to provide heating across the Island. As the pipes will follow the road network and will be at a depth of approximately 500mm below ground surface the ES addendum concludes that should be no impact on archaeology. We recommend that your Senior Archaeologist Steve Wallis is consulted on any works here to mitigate against any potential areas of significance that may be identified on the Historic Environment Record. Any development within the scheduled area would require scheduled monument consent (SMC) from Secretary of State for the Department for Digital, Culture, Media & Sport (DCMS) before any works commence.

Policy Context

Historic England’s advice is provided in line with the importance attached to significance and setting with respect to heritage assets as recognised by the Government’s *National Planning Policy Framework* (NPPF) and in guidance, including the *Planning Practice Guidance* (PPG), and good practice advice notes produced by Historic England on behalf of the Historic Environment Forum (*Historic Environment Good Practice Advice in Planning Notes* (2015 & 2017)). In recognition of the other consent required it is also provided in line with the controls placed on works to scheduled monuments by the *Ancient Monuments & Archaeological Areas Act, 1979* and government policy relating to scheduled monuments (*Scheduled Monuments & nationally important but non-scheduled monuments, DCMS 2013*).

Recommendation

Historic England has concerns regarding the application on heritage grounds. Our concerns relate to the scale and massing of the waste recycling centre including the dominance of an 80m high stack that would visually compete with the Verne Citadel and dominate the heritage assets within the area. A programme of works that will



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conserve and secure the long term future of the batteries, provide public access and interpretation will help offset any harm that may result from this proposal.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Yours sincerely

[Redacted signature]

Sasha Chapman

Inspector of Ancient Monuments

E-mail: [Redacted email address]

cc: Steve Wallis, Senior Archaeologist Dorset County



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[Redacted address line]

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Mr Adrian Lynham
Dorset County Council
County Hall
Colliton Park
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Dorset
DT1 1XJ

Direct Dial: [REDACTED]

Our ref: **W:** P01276590

11 February 2022

Dear Mr Lynham

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Thank you for your letter of 4 February 2022 regarding further information within the Environmental Statement submitted on the above application for planning permission. We provided detailed advice on 25 August 2021 (Ref P01276590). On the basis of the newly submitted information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Yours sincerely

[REDACTED]

Sasha Chapman
Inspector of Ancient Monuments
E-mail: [REDACTED]



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Felicity Hart
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[REDACTED]
Our ref: P01276590

1 February 2023

Dear Ms Hart

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Following our virtual meeting on 25 January 2023 regarding the above application for planning permission and on the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice

We have provided detailed advice on 5 November 2020 (WP/20/00692/DCC Ref P01276590). We provided further advice on 25 August 2021 regarding the Environmental Statement and again on 11 February 2022.

Historic England has concerns regarding the potential impact of this proposal on the setting and significance of several nationally important scheduled monuments that form a key component of the historic port as well a number of listed buildings including the inner and outer breakwater and several undesignated heritage assets.

Portland and its harbour has been an important strategic military site since at least the 16th Century when Henry VIII built Portland Castle along with Sandsfoot Castle on the opposite shore to protect the sheltered bay against the threat of French invasion.

The historic and architectural interest of these heritage assets forms part of their significance as does the relationship and group value of these assets. Together they contribute to the understanding of Portland as an important strategic military site.

- *The Verne Citadel* (National Heritage List Entry No 1002411)
- *Battery 180m east of Naval cemetery* (National Heritage List Entry No 1002412) the battery is also Grade II listed (National Heritage List Entry No 1281863).



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- *Battery approximately 160m NE of East Weares Camp* (National Heritage List Entry No 1447946)
- *East Weare Camp* (National Heritage List Entry No 1205814)
- *Battery approximately 80m SE of East Weares Camp* (National Heritage List Entry No 1444030)
- *East Weare rifle range* (National Heritage List Entry No 1428958)
- *The inner and outer breakwater including the coaling shed, storehouse jetty, coaling jetty, inner breakwater fort and outer breakwater fort* (NHLE 12005991)
- *Dockyard Offices* (National Heritage List Entry No 1428958)
- *Portland Castle* (NHLE 1015326,1205262)
- *Captains House* (National Heritage List Entry No 1280817)

The scheme also has the potential to impact on the Outstanding Universal Value of Dorset and East Devon Coast World Heritage Site, the management of which is led by the Jurassic Coast Trust. We concur with the Jurassic Coast Trust's view that the proposed development would negatively impact the setting of the World Heritage Site.

Known as the "Jurassic Coast" the World Heritage Site was inscribed by UNESCO for its geological significance. Within their advice the Jurassic Coast Trust have stated that World Heritage should always be considered as a highly sensitive environment. The key sensitivities relate to views into and out of the World Heritage Site where the overall scale of this proposal in a central and visible part of the World Heritage Site is a concern.

We had suggested that the local authority establish if there were any heritage benefits could be achieved. For example, a programme of works to conserve and secure the long-term future of the batteries, provide public access and interpretation could help offset any harm that may result from this proposal.

However, we maintained concerns regarding the application on heritage grounds relating to the scale and massing of the waste recycling centre including the dominance of an 80m high stack that would visually compete with the Verne Citadel and dominate the associative heritage assets within the area.

As a group these assets have associative value and therefore there is a particular sensitivity where the imposition of a large new development in this area would diminish their defensive context and bring a degree of harm. The batteries and rifle ranges were designed to have clear views out across Weymouth bay. These views are fundamental to their significance.

There have been discussions with Dorset Council regarding a programme of repairs and provision of access to the scheduled battery 180m east of the Naval Cemetery. A new section of permissive path was suggested to allow public access and to provide



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interpretation in and around the listed East Weares Camp and Battery. To be secured through a Section 106 obligation in respect to the heritage mitigation strategy. The Port Authority have proposed that the provision of access would need three-metre-high security style fencing as well as gated access and would therefore require planning permission. We have concerns that the introduction of three-metre-high security style fencing would also introduce harm.

Whilst we would welcome a programme of repairs to secure the long term future of the batteries we remain unconvinced that this could not be achieved by other means and we have been in discussion with several interest groups who would like to be more involved in the upkeep of these significant historic sites.

We consider that the proposal will cause considerable harm to the significance of several heritage assets from such a large and dominant development within their setting. We acknowledge that the provision of a path with repairs to the At-Risk registered battery is a heritage benefit, but this benefit is unlikely to offset the harm to this large group of nationally significant heritage assets. Their group value adds to their historic interest and makes an important contribution to their significance.

Some of the monuments and buildings affected are heritage assets of the very highest significance, and NPPF paragraph 200 advises that the more important the asset, the greater the weight that should be given to its conservation. The NPPF defines “conservation” as the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Yours sincerely

[Redacted signature]

Sasha Chapman
Inspector of Ancient Monuments

[Redacted contact information]



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Ms Felicity Hart
Dorset County Council
County Hall
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Direct Dial: [REDACTED]

Our ref: P01276590

22 February 2023

Dear Ms Hart

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Historic England Advice

Thank you for consulting us on the *Updated Access Path Strategy Paper* dated February 2023 with further correspondence regarding the application for the construction of an energy recovery facility with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown (Ref WP/20/00692/DCC).

The path is intended to be secured through a s106 obligation in respect to the heritage mitigation strategy, alongside the clearance of scrub around the scheduled East Battery (NHLE 10024212) which is currently on our Heritage at Risk Register to allow for the repair and ongoing maintenance of the scheduled site.

Portland Port have said the provision of a 2m high fence either side of the path will be necessary as the Port is a secure site. We have concerns that if intrusive security style fencing is used it could cause additional harm to the setting of the scheduled site.

We appreciate that fencing may be necessary in some areas for security but have concerns regarding fencing the entire route as proposed within the *Updated Access Path Strategy Paper* dated February 2023. We would be happy to discuss the proposals on site.

Please note that Scheduled Monument Consent (SMC) will be necessary where any fencing is proposed within the scheduled East Battery. An application for SMC must be made to the Secretary of State for Culture, Media and Sport before any work can be carried out and written consent must be obtained. Historic England administers this



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process on behalf of DCMS.

In response to the letter from John Trehay of Terence O'Rourke dated 9 February 2023 (Ref 262701). We refer you back to our letter dated February 2023 which summarises our position.

It is for your authority to decide if planning permission is required for a fence and if the heritage mitigation strategy proposed is sufficient to outweigh the harm from the development of the energy recycling facility within the setting of a number of highly designated heritage assets.

Yours sincerely



Sasha Chapman

Inspector of Ancient Monuments

E-mail: sasha.chapman@historicengland.org.uk



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Direct Dial: [REDACTED]

Our ref: P01276590

9 March 2023

Dear Ms Hart

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP
Application No. WP/20/00692/DCC**

Thank you for your letter of 5 October 2020 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice

Thank you for consulting on us on the most recent document submitted for this application, East Weare Camp and Military Battery Structures, Portland, Dorset Project No 11166 *Review of Proposed Mitigation Including Site Boundary Protection*, Mann Williams.

We consider that the proposals for the improved management of the scheduled site would be a positive direction. There have been discussions between Historic England and the owners of the site, Portland Port over a number of years where we have recommended that work is undertaken to this vulnerable site, currently on our at Risk Register.

Whilst we would welcome a programme of repairs to secure the long term future of the batteries, including the provision of a path we do have concerns regarding the impact from a palisade style fence so close to the scheduled and listed sites. We appreciate that for security of Portland Port security fencing is necessary, however as we said in our most recent advice dated 22 February 2023, we have concerns regarding fencing the entire route as proposed and would be happy to discuss the proposals on site. There is also a need to balance the requirements of both the natural and heritage designations and we suggest that this could be achieved through a Conservation Management Plan for the site and we would be happy to be consulted on this. Please note that Scheduled Monument Consent (SMC) will be necessary for any works including fencing within the scheduled East Battery. An application for SMC



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must be made to the Secretary of State for Culture, Media and Sport before any work can be carried out and written consent must be obtained. Historic England administers this process on behalf of DCMS. We have not been consulted on any applications here.

We agree with the conclusions (4.02) set out in the newly submitted documentation from Mann Williams that the scheduled site has been declining over the past ten years but disagree that the proposed fence will protect and enable conservation to progress (4.07) and are of the opinion that works could have been undertaken by the Port Authority at any point in the last ten years.

We maintain concerns regarding the application on heritage grounds relating to the scale and massing of the waste recycling centre including the dominance of an 80m high stack that would visually compete with the Verne Citadel and dominate the associative heritage assets within the area.

Yours sincerely


Sasha Chapman
Inspector of Ancient Monuments




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Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by the organisation can be requested for release under this legislation.

LOCATION: PORTLAND PORT, CASTLETOWN, PORTLAND

APP REF: WP/20/00692/DCC

PROPOSAL: CONSTRUCTION OF AN ENERGY RECOVERY FACILITY WITH ANCILLARY BUILDINGS AND WORKS INCLUDING ADMINISTRATIVE FACILITIES, GATEHOUSE AND WEIGHBRIDGE, PARKING AND CIRCULATION AREAS, CABLE ROUTES TO SHIP BERTHS AND EXISTING OFF-SITE ELECTRICAL SUB-STATION, WITH SITE ACCESS THROUGH PORTLAND PORT FROM CASTLETOWN.

CASE OFFICER: JS

SITE VISIT: 03/11/2020

CONSERVATION & DESIGN OFFICER COMMENTS

SUPPORT	
SUPPORT SUBJECT TO CONDITIONS	✓
UNABLE TO SUPPORT	
NO OBJECTION	
REQUEST FOR FURTHER INFORMATION	
OTHER / PRE-APP	

SUMMARY

We support this application, subject to conditions.

Based on our assessment, and subject to approval of the conditions set out below, we are broadly supportive of the proposals. We are in broad agreement with the impact assessment set out in the Environmental Statement, although we have added additional impacts to assets considered in that document to be unaffected. To summarise, we have identified **less than substantial harm** to the significance of the following designated heritage assets:

- Battery 200 yds E of the Naval Cemetery (Scheduled Monument, 1002412; and Grade II as 'East Weare Batteries at SY 694741', 1281863);
- Verne Citadel (Scheduled Monument, 1002411), including associated designated heritage assets within;
- Portland Castle (Scheduled Monument, 1015326; and Grade I, 1205262), including associated designated heritage assets;
- The Citadel, North Entrance (Grade II*, 1206120);
- Dockyard Offices (Grade II, 1203099);
- Inner and Outer Breakwater, including Coaling Shed, Jetties and Forts (Grade II, 1205991);
- Battery approximately 160m NE of East Weare Camp (Grade II, 1447946);
- East Weare Camp (Grade II, 1205814);
- Battery approximately 80m SE of East Weare Camp (Grade II, 1444030); and
- Underhill Conservation Area.

Taking into account the assessments of significance, the scale and nature of harm caused and the weight of public benefits, it is considered that, with the addition of heritage-related benefits secured through a programme of mitigation, the public benefits will be made **sufficiently substantial** to outweigh the harm caused to the above heritage assets. Without this mitigation, it is not considered that the proposals meet the requirements of national and local plan policies.

We also identified the following levels of harm to the significance of non-designated heritage assets:

- **substantial harm** to the significance of the Breakwater Branch Railway, which we consider can be fully addressed by retaining this element on the site; and
- **no harm** to the significance of the Viaduct on former Easton & Church Hope Railway.

SITE DESCRIPTION / CONTEXT

The application site extends in its entirety to approximately 6.29 ha. This is broken down into two principal elements: in the NE corner of Portland (i.e. the E end of Portland Port) is the main, triangular development site of approximately 2.14 ha, whilst the remaining 4.15 ha comprises cable routes to the electricity substation off Lerret Road. Unless otherwise specified, where the terms ‘the site’ or ‘the application site’ are used below, they are to be taken as referring to the triangular site where the main buildings of the development are to be sited. Other than a slope in the SW corner, the site is mostly flat and has been previously developed. It has been vacant for several years, with a number of buildings having been demolished in 2016/17 and the rubble cleared in 2018. The only significant structure remaining on the site is a weighbridge.

Access to the site is along Main Road, which heads E from the main Portland Port gate in Castletown and so the site is not publicly accessible. The site is bordered to the E by the shingle foreshore of Balaclava Bay (along which run a cluster of above-ground fuel pipes); to the N by Storehouse jetty and the associated old and modern buildings around The Camber; to the SW by Incline Road, the former railway embankment and the scrub-covered cliffs above. Incline Road provides a route through the site to other port-owned areas to the S, whilst the Inner Breakwater adjoins the NE corner of the site.

The site forms part of the wider historic port of Portland, whose name is attested from the 9th century and points to a long history of shelter for ships, probably around the area of Castletown. The harbour was first fortified in 1539-41, when the opposing artillery ‘Device’ forts of Portland Castle and Sandsfoot Castle were built by Henry VIII to give protection to ships sheltering in the Portland Roads. The suitability of Portland for fortification is evidenced as early as the Iron Age, when the earthwork ramparts of a hillfort were constructed on the site of what is now the Verne Citadel. Development of the harbour began in earnest in 1845, with the recommendation that a ‘harbour of refuge’ be established for the Navy and the subsequent breakwater designs drawn up in 1846 by James Meadows Rendel (1799-1856), a civil engineer with form for marine projects, including the Millbay Pier in Plymouth (1841) and the near-contemporary Holyhead Breakwater (1845). The works were progressed by John Coode (later Sir John Coode) (1816-1892) after his appointment as resident engineer in 1847. Following Rendel’s death in 1856, Coode succeeded as engineer-in-chief. It seems highly likely that Coode, a noted engineer of harbours worldwide, would have been based in the building known as the Dockyard Offices, which he also designed and built in 1848. Work on the breakwaters began with a stone-laying ceremony by Prince Albert in July 1849 and completion was marked by his son, then Prince of Wales and later King Edward VII, in August 1872. The need for stone for their construction resulted in the formation of the Admiralty Quarries and the tramway along ‘Admiralty Incline’ (now Incline Road), which terminated within the application site, though the associated tracks appear to have been lifted in the past. From 1923, the base was officially titled HM Naval Base Portland, a title it retained until its closure in 1996.

The Verne Citadel, on the highest point of Portland, was built and fortified as a siege fortress in the period 1858-1882 with nine gun emplacements. The fortification was a response to the French invasion scare throughout the 1850s and into the 1860s, a period which also saw the construction of the Inner and Outer Breakwater Forts and, in 1862-1869, of the East Weare Batteries, which were connected to the citadel by a sally port by 1873. The latter batteries were decommissioned in 1956 and then used until 1995 by the Royal Navy’s Flag Officer Sea Training (FOST) as a Disaster Relief exercise (DISTEX) site. At around the same time as their construction, the neighbouring East Weare Camp was constructed (in 1866) as a detention barracks, notably designed to be

defensible should the area come under attack. In later years, gun emplacements on the Verne were further enhanced with the construction of the Verne High Angle Battery (HAB) in 1890-95, which had six guns mounted at a 70-degree angle and with a 360-degree circle of fire. The guns were decommissioned in 1906 and removed in 1910. During the Second World War, the area S of the Verne found a new impetus with the construction of the Heavy Anti-Aircraft battery in 1941 to the S of the earlier High Angle Battery, whilst a number of pillboxes were constructed around the East Weare Batteries. After the war, the area to the E of the HAB was developed as the RAF's underground ROTOR radar station in 1950-51.

Before the construction of the port, the site itself formed part of the large undeveloped Common Weares which extended across the N and NE sides of Portland and are shown on the Tithe Map of 1840. With the development of the port from the mid-1840s onwards, by the time of the 25-inch OS in 1889, the site had been well developed to a form recognisable today, defined by the Inner Breakwater to the NE, the Coaling Shed and The Camber to the N and the Dockyard Offices to the NW. The main buildings on the site at that time comprised a Royal Navy hospital, situated about 90 m ESE of the Dockyard offices against the railway embankment, a predecessor of the later hospital at Castle Road completed in 1906. The map shows the remainder of the site covered with a variety of tracks, sidings and small buildings at what was the junction between the Admiralty Incline railway and the Breakwater Branch railway. The tracks of the latter and an adjacent tramway ran along the N side of the site along the breakwater and into the Coaling Shed, as well as westwards towards the mainline junction at Victoria Square. The site remained much the same in 1901, the only significant change being the construction of the Easton and Church Hope railway (fully opened in 1902), which saw the construction of the viaducts (one now removed) to take the extended track past the RN Hospital and over the Admiralty Incline.

Mapping undertaken during and between the wars likely plays down or falsifies what was present on the site, though it seems from aerial photographs in the 1940s that the RN Hospital buildings remained, though probably repurposed. In 1927, the site had become the home of the ASDIC Research and Development Unit (ARDU) of HMS Osprey, which took over some existing buildings in use as the admiralty slaughterhouses for research into anti-submarine sonar. In 1947 it became HM Underwater Detection Establishment (HMUDE), later becoming part of the Admiralty Underwater Weapons Establishment in 1960 until its closure in 1995. Photographs of the site in the 1990s show that it was densely packed with buildings, with a collection of single- and two-storey structures occupying the NW corner and the main structures being 2No long conjoined four- and three-storey ranges which extended SSE towards Incline Road. The latter buildings were demolished in 2005, with the remainder demolished by 2017.

SIGNIFICANCE

There are no designated heritage assets on the application site and it is not within a Conservation Area. However, though not identified in the Cultural Heritage section of the Environmental Statement ['the ES'], we consider that the site contains a **non-designated heritage asset** in the form of the former Breakwater Branch Railway from the port to the Inner Breakwater, itself Grade II-listed. The significance of these tracks, including any contribution made by their setting, might be summarised thus:

- **historical association** owing to its ability to illustrate both the development of the historic transport routes around the port and their association with the use of the Inner Breakwater and association coal stores/victualling yard;
- **rarity** as one of the few extant visible sections of trackway from this railway, which originally extended all the way through Castletown to join the mainline of the Weymouth & Portland Railway at the original Portland Station in Victoria Square;
- **group value** arising from its historical relationship with the surviving component elements relating to the historical use of this area of the port, including the Inner Breakwater, Victualling Store/Coal Stores, the Dockyard Offices and the Admiralty Incline.

Development on the site also has the potential to affect the **setting** of a number of designated and non-designated heritage assets. All of the former are identified in the Cultural Heritage section of the HS, whilst we have added the non-designated heritage assets identified from the Dorset HER and confirmed through our site inspection. It should be noted that we defer to the Jurassic Coast Trust, as the relevant consultee, for the consideration of the significance of the Dorset and East Devon Coast World Heritage Site and any contribution made by its setting.

The heritage assets potentially affected are dealt with in turn below, beginning with the designated heritage assets, outlining some relevant elements of their setting which contribute to their significance. Where relevant, excerpts are provided from the Cultural Heritage section of the ES (Chapter 7), with the paragraph numbers given; unquoted elements therefore represent our additions.

- **East Weare Batteries**, taken here to include the battery 200 yards E of the Naval Cemetery (Scheduled Monument (1002412) and Grade II-listed (1281863)), and the Grade II-listed East Weare Camp (1205814) and adjacent batteries (1447946 and 1444030):
 - ‘the scale of the group of batteries and their function to overlook the approaches to the harbour and breakwaters’ (7.63) – the ES states that this element is ‘much diminished by the encroachment’, however this is only a visual consideration and, vegetation being impermanent, does not affect the intrinsic significance of this element of the setting;
 - the spatial and historical relationship of these batteries with the Second World War batteries to the S of the Verne (see below), which together illustrate the ‘strategic significance of Portland Harbour over a long period’ (7.60);
- **Verne Citadel** (Scheduled Monument), including the **North Entrance** (Grade II*) and designated heritage assets contained in the area enclosed by the Scheduled Monument:
 - ‘the setting is of value to the appreciation of the functional aspect of the defences and the relationship to Nothe Fort’ (7.62);
 - ‘it is a dominating presence in many views of and across Portland’ (7.62);
 - ‘the dark mouth of the entrance gate has a dramatic landmark role seen above the town in views from approaches along the A354 Portland Beach Road and from many areas to the north, for example by the marina’ (7.62);
 - the spatial and functional relationship of the designated heritage assets which comprise the Verne citadel as a whole, all of which combine to illustrate its changing use and development from military site to prison;
 - its visual experience with Portland Castle as a defensive counterpoint on the shoreline below (see ‘Portland Castle’ below);
- **RAF Portland, site of Rotor early warning RADAR station** (Scheduled Monument) and **Heavy Anti-Aircraft Battery** (P3 Verne), 275 m SW of Fancy’s Farm (Scheduled Monument):
 - ‘the setting and the visual connections across the publicly accessible land at the centre of the island are of value to the legibility of the assets as part of the defences of the harbour and the group value of the military sites across Portland’ (7.64);
- **Portland Castle** (Scheduled and Grade I), including designated heritage assets included within the Scheduled Monument:
 - ‘the marine setting is essential to the legibility of the functional relationship to the bay to the northeast and to Sandsfoot Castle’ (7.65);
 - ‘the immediate setting is enclosed within the walled courts at the castle entrance, the domestic gardens and the beach to the north’ (7.65)

- ‘the castle appears as a landmark on the shore in public views from walks around Portland Marina, with Verne Hill and the dramatic north gateway of the Verne Citadel above’ (7.65);
 - ‘the contribution to the setting is enhanced by the interest of the activity of the range of shipping using the port and marina (7.65);
 - the spatial relationship between the Castle site and Castletown to the E, reflecting a growing settlement to cater for the changing and expanding needs of military activities around the Castle site, though again this has been diminished with the extent of modern development;
 - the open surroundings to the SW of the Castle which, though no longer the original Mere, contributes to illustrating and experiencing the Castle’s historically open setting;
 - the visual experience of the Castle across the open ground between it and the A354 Portland Beach Road;
- **Dockyard Offices (Grade II):**
 - the spatial, functional and visual relationship with the Inner and Outer Breakwaters – the building was designed (by John Coode, 1848) as the Engineer’s Office;
 - the spatial, functional and illustrative relationship with the wider elements and structures of the historic port of Portland;
 - the visual experience of the building as a gateway to the NE corner of the port;
- **Inner and Outer Breakwater, including the Coaling Shed, Jetties and Forts (Grade II):**
 - ‘the very expansive natural setting contributes to the appreciation of the monumental scale of the breakwaters and the harbour and the related fortification high above, and is enhanced by the interest of the activity of the range of shipping using the port (7.59);
 - the spatial, functional and historical relationship with the 11-bay coaling shed, included as part of the listing;
 - the spatial, functional and historical relationship with the later Bingleaves groyne and the NE breakwater of 1893-1906 (also Grade II listed), which completed the enclosure of the harbour;
 - ‘it is also of value to the legibility of the group value of the assets of the naval base and the related coastal defences’ (7.59);
 - the visual experience of the breakwaters from public vantage points, such as the footpaths around the NE side of the Verne (e.g. PRow S3/72) and, on the N side of the harbour, Nothe Fort, from where the sheer scale of the arms can be appreciated and their purpose understood;
- **Mulberry Harbour Phoenix Caissons (Grade II):**
 - ‘[they] appear within the setting of the adjacent piers and the marina, and the changing shipping at the port which preserves the value as part of the naval base and the related defences’ (7.69);
 - the visual experience of the caissons from the public walks along Portland marina, where not only their imposing presence, but also their plain, functional architecture can be appreciated and understood;
- **Underhill Conservation Area:**
 - ‘the setting [of the CA] is expansive (Chesil Beach, northern cliffs, The Verne and common land around it, East and West Weares, Portland Harbour, Lyme Bay). From high ground...are panoramic views of Underhill, its setting, the Dorset coastline and open sea. Whilst travelling along Portland Beach Rd or the Coast Path, there are wide views of Underhill, set below the cliffs and the Verne, with Chesil Beach accompanying it on the right’ (Portland CA Appraisal, p. 4);

- the CA Appraisal identified a number of ‘gateway experiences that are important to the setting’, including from Portland Beach Road (see above), Chesil Beach, Merchants’ Incline and Portland Harbour (CA Appraisal, p. 17).
- **Viaduct on former Easton & Church Hope Railway** (non-designated heritage asset):
 - the spatial, functional and historical relationship with the remainder of the railway line (now dismantled, but route remains mostly legible);

PROPOSALS

The proposals comprise the construction of an Energy Recovery Facility (ERF) for the treatment of 183,000 tonnes of refuse-derived fuel (RDF) per annum, with capacity for up to 202,000 tonnes per annum. The facility will be capable of generating approximately 15.2 MW of electricity for local use or for export to the National Grid. The proposed timeline indicates that construction would take approximately 2 years, with a further 6 months of testing and commissioning before the site would be operational. The site will be accessed via the existing port gate in Castletown and thence along Main Road, with a one-way system in operation through the site.

The ERF comprises two principal buildings, a stack and a number of ancillary structures amounting to a total floorspace of approximately 8,564 m². The larger is the Boiler House and the attached Turbine Hall, which form two volumes and together extend across the site on a NW-SE axis and to a maximum of 201 m long and 51 m wide in the NW, narrowing to 24 m wide in the SE and, in height, 47 m in the N reducing to 19 m in the SE. The larger building will have 3,389 m² of PV panels to the roof of the RDF storage area at the SE end of the building.

The second, smaller main building sits just to the NE of the latter, separated by the width of a new HGV route through the site to connect Canteen Road to Balaclava Road. The heights of the latter extend from a minimum of 6 m to a maximum of 17 m, whilst the footprint extends to 54 m in length with a width between 11 m and 23 m. The stack is located approximately 10 m to the NW of the Boiler House and is 80 m high with an outside diameter of approximately 2 m.

The various other elements of the scheme comprise:

- a transformer compound located to the W of the NW corner of the Boiler House with a footprint of 15 m by 17 m and a height of 4 m;
- a control room adjacent to the existing weighbridge, proposed to be retained and used as part of the scheme;
- a compound for shore power switchgear, contained within a shipping container (12 m long, 3 m wide and 3 m high);
- a ‘gatehouse to monitor access to and from the site’ – this is mentioned in the Non-Technical Summary [‘the NTS’] (NTS.15), but not in the description of access in the ES (2.27-2.28, p. 2-5) and is not identifiable on the proposed site plan (TOR drawing no. 262701B-TOR-XX-XX-DR-A-P004), but it is presumably a minor structure;
- a second weighbridge between the Turbine Hall and Office Building;
- water and sprinkler tanks between the Office Building and Turbine Hall;
- a small auxiliary fuel store in the NE corner of the site;
- 28No parking spaces to the NE of the Office Building, with a further 8No adjacent to the existing weighbridge;

- below-ground cabling to the existing electricity substation off Lerret Road and to 2 No substations (each comprising a shipping container 6 m long, 3 m wide and 3 m high) at berths on Queens Pier and Coaling Pier;
- a perimeter security fence to the ERF, comprising a 2.4 m-high palisade fence which will merge into the building. Exposed sections of the building will have Armco barriers;
- a lighting scheme based on wall-mounted, bollard and column-mounted luminaires to light walkways, roads, the service yard and car parking areas, to be designed to minimise outward or upward spill; and
- a landscaping scheme to comprise small areas of planting around the weighbridge, Office Building and parking area with stone-filled gabions and various small areas of habitat.

MAIN ISSUES

The site does not contain any designated heritage assets and is not in a Conservation Area. However, the site contains a designated heritage asset and development on the site has the potential to affect the setting of a number of designated and non-designated heritage assets. The main issues to consider therefore include the following:

- 1. the impact of the proposed development on the significance of the at least the following non-designated heritage asset:**
 - **Breakwater Branch Railway (Dorset HER MWX68);**
- 2. the impact of the proposed development on the contribution made by the setting to the significance of the following designated heritage assets:**
 - **Battery 200 yds E of the Naval Cemetery (Scheduled Monument, 1002412; and Grade II as 'East Weare Batteries at SY 694741', 1281863);**
 - **Verne Citadel (Scheduled Monument, 1002411), including associated designated heritage assets within;**
 - **RAF Portland, site of Rotor early warning RADAR station (Scheduled Monument, 1021302);**
 - **Heavy Anti-Aircraft Battery (P3 Verne), 275 m SW of Fancy's Farm (Scheduled Monument, 1459502);**
 - **Portland Castle (Scheduled Monument, 1015326; and Grade I, 1205262), including associated designated heritage assets;**
 - **The Citadel, North Entrance (Grade II*, 1206120);**
 - **Dockyard Offices (Grade II, 1203099);**
 - **Inner and Outer Breakwater, including Coaling Shed, Jetties and Forts (Grade II, 1205991);**
 - **Battery approximately 160m NE of East Weare Camp (Grade II, 1447946);**
 - **East Weare Camp (Grade II, 1205814);**
 - **Battery approximately 80m SE of East Weare Camp (Grade II, 1444030);**
 - **Mulberry Harbour Phoenix Caissons (Grade II, 1203075);**
 - **Underhill Conservation Area;**
- 3. the impact of the proposed development on the contribution made by the setting to the significance of the following non-designated heritage assets:**
 - **Viaduct on former Easton & Church Hope Railway (Dorset HER MWX69);**
- 4. if harm is identified to designated heritage assets, any public benefits of the scheme that are sufficiently substantial to outweigh any harm caused, along with any other relevant tests in national or local policy; and**

5. if harm is identified to non-designated heritage assets, a balanced judgement taking into account the significance of the asset and the scale of harm or loss.

NB. We defer to the Jurassic Coast Trust, as the relevant consultee, for the consideration of the potential impacts on the setting of the Dorset and East Devon Coast World Heritage Site.

COMMENTS ON PROPOSALS

Given the complexity of the scheme, the comments here are broken down into a number of convenient sub-headings.

Principle

It is clear from map regression and the general history of the naval base since the mid-19th century that the site has been developed as part of the wider context of naval operations, functions and ancillary needs. The main period of the site's use was in the mid-20th century, when the large HMUDE buildings were constructed on the site and the majority of the remainder of the application site had buildings of some form. The general principle of development on the site in heritage terms is therefore accepted.

The site has a recent planning history which is considered relevant to the assessment of the current proposals. In January 2010, permission was granted for the construction of an energy plant on the site, which would utilise vegetable oil to create a fuel (09/00646/FULES). This consent was subsequently varied in July 2013 to allow for the use of rubber-crumb from tyres as an alternative to vegetable oil in its power oil production and power generation plants (WP/13/00262/VOC). A Certificate of Lawful Use or Development was subsequently issued by Dorset Council in October 2019 (WP/19/00565/CLE), subsequently confirming that the previous consent had been implemented. The submitted site plan and visualisation of the consented scheme is included in the D&A Statement [‘the DAS’] (Figs. 1.14 and 1.15) and shows a number of elements including 2No 27m-high stacks and a tank farm.

We also note the outcome of an appraisal of sites allocated in the Waste Plan undertaken by the applicant and summarised in the ES (2.119-2.126) and Planning Statement [‘the PS’] (6.77-6.84, pp. 83-84). One of the criterion for the site appraisal is listed as ‘potential for effects on the historic environment’ (ES, 2.120) and we are therefore satisfied that consideration of heritage implications has informed the summary ranking of sites given in Table 2.1 of the ES (2.121).

Scale and Massing

The application documentation explains how the scale and layout of the building is to some extent dictated by the plant and processes required for the ERF (DAS, sections 2.1-2.2 and Figs. 2.1-2.4). The design evolution through a number of layout and massing options is set out in the DAS (section 3.4; Fig. 3.7) and summarised in the ES (2.131-2.134). Early iterations for a ‘landmark’ building were presented at a public consultation in December 2019, but were subsequently discarded in favour of a more recessive building after discussions with Dorset Council landscape and AONB officers. The design evolution and final proposed scale and massing therefore follow this preference for a building which attempts to blend in with its surroundings and context. Though many of the elements intended to contribute to this approach can be dealt with as design elements below, the main implications for scale and massing are reflected in the building's form.

The DAS highlights that the final form takes its inspiration from the angular geometry of Portland, particularly when viewed from the N and NE (section 3.3 and 3.5.7; Figs. 3.6, 5.1 and 5.9), clipped and shaped around the minimum massing volumes required for the processes internally. This approach is also applied to the Office Building to ‘visually amalgamate’ the two structures (ES, 14-2). Generally, we accept that the design process has resulted in an imaginative building which

expresses itself in minimised volumes intended to reflect the immediate context as far as is possible. The stack is clearly an element that affords fewer opportunities for discretion and the land-form offers few vertical punctuations that could serve as a counterpoint. We acknowledge that the stack has been placed so as to be read against the cliff backdrop in long views from the N and NE and, standing at 80 m, will not break the skyline in these views. However, even after the design process, the stack remains a prominent visual element in views from the W and NW, where it is seen against the skyline.

Whilst we acknowledge that the building is minimally sized to accommodate the required plant and broadly accept the massing, we have some concerns over its scale, which at its maximum height is about twice the height, or slightly more, than the tallest building of the HMUDE. In addition, the removal of these buildings has enhanced the setting of heritage assets potentially adversely affected by their presence, including the Scheduled Monuments of the East Weare Battery and Verne Citadel above, both of which depend partly for their significance on unbroken views out from Portland and, in the case of the Verne Citadel, on visual dominance in long views. Therefore the impact of the new building, at a considerably greater scale, cannot be reasonably construed as comparable with the preceding buildings on the site. In addition, the additional height of the building will impact considerably on panoramic views over the harbour and breakwater from the public vantage points on the cliff above (e.g. PRow S3/72), which permits the sheer scale, engineering and purpose of the latter to be appreciated and understood in a wide sea- and landscape context.

To this we might add some concerns over the impact of the stack. Whilst we accept that this will not break the skyline in views from the N and NE, this is not the case in views across the harbour from the NW and W – see, for example, verified views from Ferry Bridge by Fishermans Quay and from Sandsfoot Castle. From these angles, the site does not benefit from a landform backdrop and therefore the building and stack, however narrow their profile in comparison to the NE elevation, stand prominent against the sky, forming at least some measure of visual distraction from the Verne and the breakwaters.

Design Elements

Whilst the form of the building is dealt with above, there are a number design elements that merit comment, in particular the proposed treatment of the two conjoined volumes of the ERF. Here the design process is again set out with admirable clarity and method, with a number of different options and treatments considered (DAS, section 4). To put it broadly, the intention is stated to create a 'calm, simple aesthetic', with 'one volume clad in white to light grey cladding reflecting the exposed limestone cliff faces, whilst the second volume picks up on the green scrub vegetation of the lower escarpments' (DAS, 4.1.5). The preferred design proposes that the taller volume (the Boiler House) be clad metal sheeting profiled with angled cleave lines and 'stratified' with horizontal drip flashings between the layers (DAS, 4.3.11-4.3.13); the overall intention being that it reflect an 'exposed limestone cliff face' (DAS, 4.2.5; 4.3.3).

Though again consideration of various options for 'greening' the smaller volume (Turbine Hall) are demonstrated, the preferred option proposes a façade printed with photographs of the cliff-face vegetation behind (DAS, section 4.8; Fig. 4.22), to be achieved either through a PVC mesh stretched over a frame or through a vinyl wrap applied directly to the façade. It is considered that this would 'provide the best camouflage from long distance views in the AONB' (DAS, 4.8.4). Again, a similar treatment is proposed for the Office Building in order to create a 'cohesive aesthetic' (ES Summary Tables, 14-2). Consistency throughout is also intended through the provision of a louvred external envelope to the lower 6 m of each elevation on each building to conceal ventilation and to help 'ground the building from long distance views in a similar way to the water stained lower strata of the limestone cliffs found around the southern tip of the island by Portland Bill' (DAS, 4.4.8).

Other design elements include the stack and the roofs. The former is discussed in DAS section 4.12, where the difficulties of colouring it to blend in successfully in views from both the N/NE and

the NW/W are discussed. The conclusion is that a 'neutral battleship grey' colour will be the least visually prominent solution. The roofs of the ERF and Office Building are proposed to be dark-coloured fibre cement panels, with PV panels (with a non-reflective coating) to the RDF store on the S end of the ERF building. It is contended that both these elements will not result in glare and will assist the building's recession into the cliff backdrop. We welcome the positioning of the air-cooled condensers on the Turbine Hall roof, where they can be better concealed by extending the walls upwards.

In general terms, whilst this does not override our concerns about the scale, we consider that the proposed design is the result of a carefully thought-out process of evaluation and we do not object in principle to the overarching design responses to the site. We consider that a large building with a distinctly modern aesthetic not only has greater visual advantages over, for example, a large building comprising a selection of rectilinear stacked boxed masses, but also has greater capabilities of being successfully integrated with its context. However, it must be acknowledged that, however successful attempts at concealment are, they are more successful in digital images than they are to the naked eye; the building will remain visible in long views towards the Verne Citadel and therefore will present some measure of visual distraction from the heritage asset.

One additional concern relates to potential affects resulting from light-spill from the development and the resulting impact on views towards the Verne Citadel at night or on dark days. We note that the application does not include any verified views or drawings to demonstrate the appearance of the development at night in a way that renders is comparable with existing lighting around the island. We would therefore recommend that this be provided as variations to the provided verified views.

Harm

It is necessary to assess the resulting scheme, however minimal in its intentions, against the potential impacts on heritage assets. The Cultural Heritage section of the ES (Chapter 7) identifies a broad array of designated and non-designated heritage assets that could potentially be affected by the development. In general, we concur with those identified, the only addition being the non-designated heritage asset represented by the surviving viaduct of c. 1900 (see above). We also generally concur with the assessments of significance given, including contributions made by setting, although, as can be seen in the section above on 'Significance', we have seen fit to supplement the assessment's findings with additional observations on setting.

In their assessment of impact, the ES identifies 'adverse' impacts to a number of designated heritage assets, combined with a degree of effect. It is explained in Fig. 7.6 that 'moderate' degrees of adverse effect 'correspond to substantial or less than substantial harm as defined in the NPPF'. In these comments we have used the latter terminology both in interpreting the impact assessments given and in providing contrary interpretations where required. No direct impacts on the fabric designated heritage assets are proposed in the scheme. The CEMP (ES, Technical Appendix C, p. 19) provides for site-specific mitigation to address the potential impact on adjacent listed structures through accidental damage, to include timber hoarding around the site perimeter and the 'potential' for boxing around the commemorative date-stone on the Inner Breakwater. We would also suggest that the works (e.g. vehicle movements and percussive elements) are risk-assessed for their potential impact on the Dockyard Offices and that suitable temporary hoarding and/or protection be provided around them where required.

The Cultural Heritage assessment (summarised in ES, Table 7.3) finds less than substantial harm to the significance of the following designated heritage assets owing to adverse impacts on the contribution made by their setting:

- Battery 200 yds E of the Naval Cemetery (Scheduled Monument, 1002412; and Grade II as 'East Weare Batteries at SY 694741', 1281863);
- Verne Citadel (Scheduled Monument, 1002411), including additional designated heritage assets;

- Portland Castle (Scheduled Monument, 1015326; and Grade I, 1205262), including associated designated heritage assets;
- Dockyard Offices (Grade II, 1203099); and
- Inner and Outer Breakwater, including Coaling Shed, Jetties and Forts (Grade II, 1205991).

The assessment also considers a number of schemes on Portland for possible cumulative impacts on the above heritage assets (ES, 7.101-7.111). A number of adverse effects are identified which give rise to additional less than substantial harm. In general, taking into account the raised level of harm arising from cumulative effects, we also concur with the level of harm assessed to the above designated heritage assets and do not see grounds to elevate any aspects to substantial harm.

In addition to the above, the assessment found adverse impacts classed as 'slight' – and therefore not 'significant' – to the following designated heritage assets:

- Battery approximately 160m NE of East Weare Camp (Grade II, 1447946) (ES, 7.86);
- East Weare Camp (Grade II, 1205814) (ES, 7.86);
- Battery approximately 80m SE of East Weare Camp (Grade II, 1444030) (ES, 7.86);
- Underhill Conservation Area (ES, 7.94)

However, recent court judgements (e.g. *R (oao James Hall & Co Ltd) v. Bradford Metropolitan DC* [2019] EWHC 2899 (Admin), esp. para 34) have confirmed that only three categories of harm are recognised in the NPPF ('substantial harm', 'less than substantial harm' and 'no harm') and therefore even harm which is stated as 'limited' or 'negligible' is to be construed within the category of 'less than substantial harm'. On that basis, we also consider the 'slight' adverse harm to be 'less than substantial harm' as per NPPF paragraph 196 and therefore include these to the list above.

The assessment finds no harm to the following designated heritage assets, with which we broadly agree:

- RAF Portland, site of Rotor early warning RADAR station (Scheduled Monument, 1021302) (ES, 7.89);
- Heavy Anti-Aircraft Battery (P3 Verne), 275 m SW of Fancy's Farm (Scheduled Monument, 1459502) (ES, 7.89); and
- Mulberry Harbour Phoenix Caissons (Grade II, 1203075) (ES, 7.98).

In the above, the assessment of impacts on harm on Cultural Heritage has identified less than substantial harm to designated heritage assets, including three Scheduled Monuments, bringing into play para 196 of the NPPF. The NPPF requires that 'great weight' be given to the conservation of designated heritage assets and the more important the asset, the greater the weight should be. In terms of designations, Scheduled Monuments enjoy the highest level of national designation. Furthermore, any harm, at whatever scale, requires clear and convincing justification.

It remains here to assess the harm on the significance of non-designated assets affected by the development, as discussed above, but not included in the Cultural Heritage assessment:

- Breakwater Branch Railway (Dorset HER MWX68) – though it is not specifically shown for removal, the proposed site plan does not show the retention of the tracks along Canteen Road. The removal of these tracks would result in the partial loss of this heritage asset and therefore result in substantial harm to its significance, divorcing the tracks along the Inner Breakwater from the remainder of the port. However, this harm could be avoided by their retention in the resurfaced road and we would therefore require this as a condition of support for the scheme;
- Viaduct on former Easton & Church Hope Railway (Dorset HER MWX69) – the asset sits just outside the application site and would not be directly affected by the scheme. Taking into account the elements of setting that contribute to its significance, we do not consider that the scheme will result in harm to its significance.

Public Benefits and Mitigation

The application sets out detailed public benefits considered to flow from the scheme (DAS, Introduction; PS, section 4), which are generally accepted. However, the scheme will also result in harm to a number of heritage assets of considerable national importance, attracting the greatest level of weight in favour of their conservation. The PS concludes that 'the benefits of the proposed development far outweigh any disbenefits (which have been reduced through appropriate mitigation)' (PS, 9.16). However, in terms of heritage mitigation, the ES appears to claim that no further mitigation is possible as 'primary mitigation' was incorporated into the design process and any residual effects will result from the 'fundamental characteristics of the proposed development' (ES, 7.99). There are therefore no heritage-related mitigation proposals offered.

Taking into account the acknowledged public benefits of the scheme, the designations of the harmed heritage assets and the scale and nature of the impact on their significance, we consider that support for the scheme should be predicated upon a suitable programme of heritage-related mitigation in the form of a Heritage Strategy to be agreed with the Local Authority. This is to ensure that opportunities for minimising or offsetting the harm resulting from the 'fundamental characteristics of the proposed development' are explored. Heritage-related public benefits of the scheme could be related to a number of aspects related to adversely affected assets and could, for example, include some or all of the following:

- subject to consultation with Natural England and any necessary agreements and consents, scrub-clearance and repairs to the scheduled East Weare Battery, which is on Historic England's 'at risk' register;
- providing public access and/or interpretation to any or all of the East Weare Batteries; and
- subject to any necessary agreements and consents, external/internal repairs to the derelict Dockyard Offices.

POLICY CONSIDERATION

In assessing the proposals, particular consideration has been given to the following:

- Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), sections 66, 72
- National Planning Policy Framework (NPPF): section 16, in particular paras. 189, 190, 192, 193, 194, 195, 196, 197
- West Dorset Weymouth and Portland Local Plan, in particular Policies ENV4, ENV10, ENV12
- Bournemouth, Christchurch, Poole & Dorset Waste Plan (2019), in particular Policies 14 and 19

ADDITIONAL POLICY CONSIDERATION / GUIDANCE

Portland Neighbourhood Plan (2020), in particular Policies Port/EN4 & Port/EN7
Portland Conservation Areas Appraisal (2017)
Isle of Portland Heritage & Character Assessment (AECOM, 2017)
Historic England, The Setting of Heritage Assets, 2nd edn (2017)
Historic England, Local Heritage Listing, 2nd edn (2016)
Design and Sustainable Development SPD (2009)

CONDITIONS

1. A revised site layout is to be provided and approved in writing demonstrating the retention of the extant tracks of the Breakwater Branch Railway.

2. Details of proposed temporary protection works to the Inner Breakwater (e.g. commemorative plaque) and Dockyard Offices (if required) are to be provided and approved in writing.
3. Additional verified views are to be provided and approved in writing showing the impacts of the proposed lighting scheme in night-time conditions.
4. Samples and/or product details of the proposed roofing, walling and cladding materials are to be provided and approved in writing.
5. The final designs for the proposed printed photographic elements of the buildings' cladding are to be provided and approved in writing.
6. Before commencement, a Heritage Strategy outlining a programme of heritage-related mitigation is to be agreed with the Local Planning Authority in writing. Any agreed works are to be undertaken and completed before completion of the main works on site, taking into account the need for any consents.

Informative

N/A

OFFICER: James Weir

TITLE: Senior Conservation Officer (Spatial Planning & Majors)

DATE: 17 November 2020

LOCATION: PORTLAND PORT, CASTLETOWN, PORTLAND

APP REF: WP/20/00692/DCC

PROPOSAL: CONSTRUCTION OF AN ENERGY RECOVERY FACILITY WITH ANCILLARY BUILDINGS AND WORKS INCLUDING ADMINISTRATIVE FACILITIES, GATEHOUSE AND WEIGHBRIDGE, PARKING AND CIRCULATION AREAS, CABLE ROUTES TO SHIP BERTHS AND EXISTING OFF-SITE ELECTRICAL SUB-STATION, WITH SITE ACCESS THROUGH PORTLAND PORT FROM CASTLETOWN.

CASE OFFICER: JS

SITE VISIT: 03/11/2020

CONSERVATION & DESIGN OFFICER – FURTHER COMMENTS

SUPPORT	
SUPPORT SUBJECT TO CONDITIONS	✓
UNABLE TO SUPPORT	
NO OBJECTION	
REQUEST FOR FURTHER INFORMATION	
OTHER / PRE-APP	

SUMMARY

These further comments follow those originally provided on 17 November 2020 and are provided in response to a Regulation 25 consultation, issued in response to a request for further information by Dorset Council. In this regard, the applicant has provided an Addendum to the Environmental Statement, which deals with Cultural Heritage (6.1-6.20, pp. 48-52) and provides a Framework Heritage Mitigation Strategy at Appendix 6.1. Para. 6.1 of the Addendum provides a summary of the further information requested by Dorset Council. The three main areas of information are commented upon briefly below:¹

Further mitigation measures to address cultural heritage issues

The addendum outlines a package of works to the East Weare Battery (E Battery), a Scheduled Monument on the Heritage at Risk Register (see our previous comments for details of the asset), as well as enhanced public access to, and interpretation of, it and the nearby A-D Batteries (details of which are also to be found in our previous comments). In our earlier comments, we identified less than substantial harm to all these assets as a result of the proposals.

The proposed works will comprise scrub clearance, survey and repairs to the Scheduled Monument, together with an agreed programme of 'annual maintenance and quinquennial survey' which should secure its longer-term future. The footpath enhancement will reinstate an 'around the island' route and provide interpretation for the related heritage assets at East Weare, namely the A-E Batteries, the former detention camp and the non-designated Second World War features. The interpretation will comprise information boards at designated viewing areas, one near E Battery and one providing a prospect over A-D Batteries. It is proposed that the boards be in Portland Stone to match those elsewhere on the island (e.g. at Fancy's Farm).

¹ It should be noted that we do not offer comment here on World Heritage Site matters, for which we defer to the Jurassic Coast Trust.

The package of works described will deliver significant public benefits which should be afforded weight in the planning balance commensurate with the significance of the assets affected. In particular, the removal of E Battery – an ‘asset of the highest significance’ in the context of NPPF, para. 200 – from the Heritage at Risk Register should be considered a highly significant outcome. Generally, the measures suggested will result in benefits to designated heritage assets whose significance is harmed by the proposals. Subject to further details, and taking into account the nature and extent of the harm previously outlined, we are broadly supportive of them as suitable mitigation.

Impacts on public footpath S3/72

We broadly agree with the assessment (Addendum, 6.14, p. 50) of the potential impacts of the proposals on the visual experience of the historic environment from the public footpath and would consider that the works described above are sufficient mitigation for any changes in this regard as they will result in the better understanding and appreciation of designated heritage assets.

Specifically, the creation of an additional footpath here will enhance the visual experience of the following designated heritage assets, whose significance has previously been identified as harmed by the proposals through detrimental impacts on their setting:

- Verne Citadel (Scheduled Monument, 1002411)
- Inner and Outer Breakwater, including Coaling Shed, Jetties and Forts (Grade II, 1205991);
- Battery approximately 160m NE of East Weare Camp (Grade II, 1447946);
- East Weare Camp (Grade II, 1205814); and
- Battery approximately 80m SE of East Weare Camp (Grade II, 1444030)

The potential for an enhanced visual experience of these assets, including a Scheduled Monument of the ‘highest significance’, taken together with new interpretation described above, is considered to be a significant cumulative public benefit arising from the proposals.

Effects associated with the provision of district heating

Paragraph 6.17 of the Addendum considers the potential effects of the distribution pipework on archaeology. We would defer here to any comments from the Council’s Senior Archaeologist, though we note that it is proposed to utilise existing ducts for the purpose.

CONDITIONS

The following are suggested conditions relating to the content of the Addendum and should be read as additional to those suggested in our previous comments of 17 November 2020:

1. Further details of the works packages proposed within the Framework Heritage Mitigation Strategy are to be provided and approved in writing. These include:
 - methodology for scrub/vegetation clearance at E Battery in accordance with structural engineer’s recommendations for avoiding further damage;
 - specification of works to be carried out at E Battery to address such repairs as are identified by the structural engineer after the full survey;
 - confirmation of those responsible for ongoing maintenance and survey programmes at E Battery, as well as the procedure for, and frequency of, curated visits;
 - text and other content of proposed interpretation boards for A-E Batteries;
 - design of proposed information boards including sample of proposed material;

OFFICER: Dr James Weir
TITLE: Senior Conservation Officer (Spatial Planning & Majors)
DATE: 15 October 2021

LOCATION: PORTLAND PORT, CASTLETOWN, PORTLAND DT5 1PP

APP REF: WP/20/00692/DCC

PROPOSAL: Comments on Heritage Mitigation

CASE OFFICER: Kathryn Melhuish

Site Visit: February 2023

DESIGN & CONSERVATION OFFICER COMMENTS

THE PROPOSALS

The 'Updated Access Path Strategy Paper' dated February 2023 includes details of how the applicants propose to mitigate the harm to the Heritage Assets, by re opening a closed footpath to the public, and introducing a 2m high fence either side of the fence. Secured through a S106 obligation.

Please note these comments relate solely to the impact of the proposed mitigation upon the heritage assets.

MAIN ISSUES

Statute requires that in considering whether to grant planning permission for any works or development, special regard shall be had to the desirability of preserving the listed building or its setting, or any features of special architectural or historic interest which it possesses. There is also the statutory duty arising under section 71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character of appearance of the Conservation Area. This would also include its setting.

The main issues to consider are;

- The effects of the proposal on the character and setting of the Heritage Assets on the slopes of the Verne, these being; ***East Weare Camp (Grade II), Battery approximately 160m NE of East Weare Camp (Grade II), Battery approximately 80m SE of East Weare Camp (Grade II)***
- Consideration must also be given to whether any harm that may occur would be outweighed by the public benefits of the proposal.

POLICY CONSIDERATION

In determining the proposals due consideration has been given to the following:

- *In determining the proposals due consideration has been given to Section 16 (Paragraphs 189-208) of the NPPF, Section(s) 66/72 of the 1990 Act*

COMMENTS ON PROPOSAL

- Presently the footpath is closed to the public, and the batteries can only be experienced from the top of the citadel, a Scheduled Ancient Monument, which houses several Listed Buildings.
- There will be a public benefit from re- opening the presently closed footpath.
- There will also be public benefit from clearing the scrub around the batteries for a better visual experience.
- If the 2m fence is erected, this will compromise the immediate setting of the batteries, and change the way they are experienced and have been experienced historically. This will cause harm to the setting of the Heritage Assets
- The degree of immediate harm will be dictated by the type of fencing and the public views through to the assets. If the fence is approved, the exacting details should be conditioned, and I would suggest some form of interpretation should be secured. A maintenance programme for the batteries could be included in the 106, which would be a benefit to the structures.

CONCLUSIONS

- Overall it is considered that the proposed mitigation will harm the significance of the batteries, their immediate settings, and their wider settings.
- The Batteries have substantial Group importance and historic importance in British naval history, by virtue of architectural design and position on the Verne Citadel. These elements are key elements to the significance of these assets and wider grouping of structures. The proposed fencing will fundamentally alter the way the assets can be experienced. The batteries by their very nature were designed to be open so views through the Port and landscape could be observed.
- Therefore, I would conclude that the proposed mitigation will cause less than substantial harm to the heritage assets, with limited public benefit to outweigh this harm. The level of harm would be considerable.

OFFICER: Kathryn Melhuish BA MA (Arch Cons) IHBC

TITLE: Team Leader Conservation and Design

DATE: 22/2/2023

TOWN AND COUNTRY PLANNING ACT (1990)
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000

6 November 2023

APPENDIX WFS-3 TO WILLIAM PATRICK FILMER-SANKEY'S PROOF OF EVIDENCE
(PPF8)

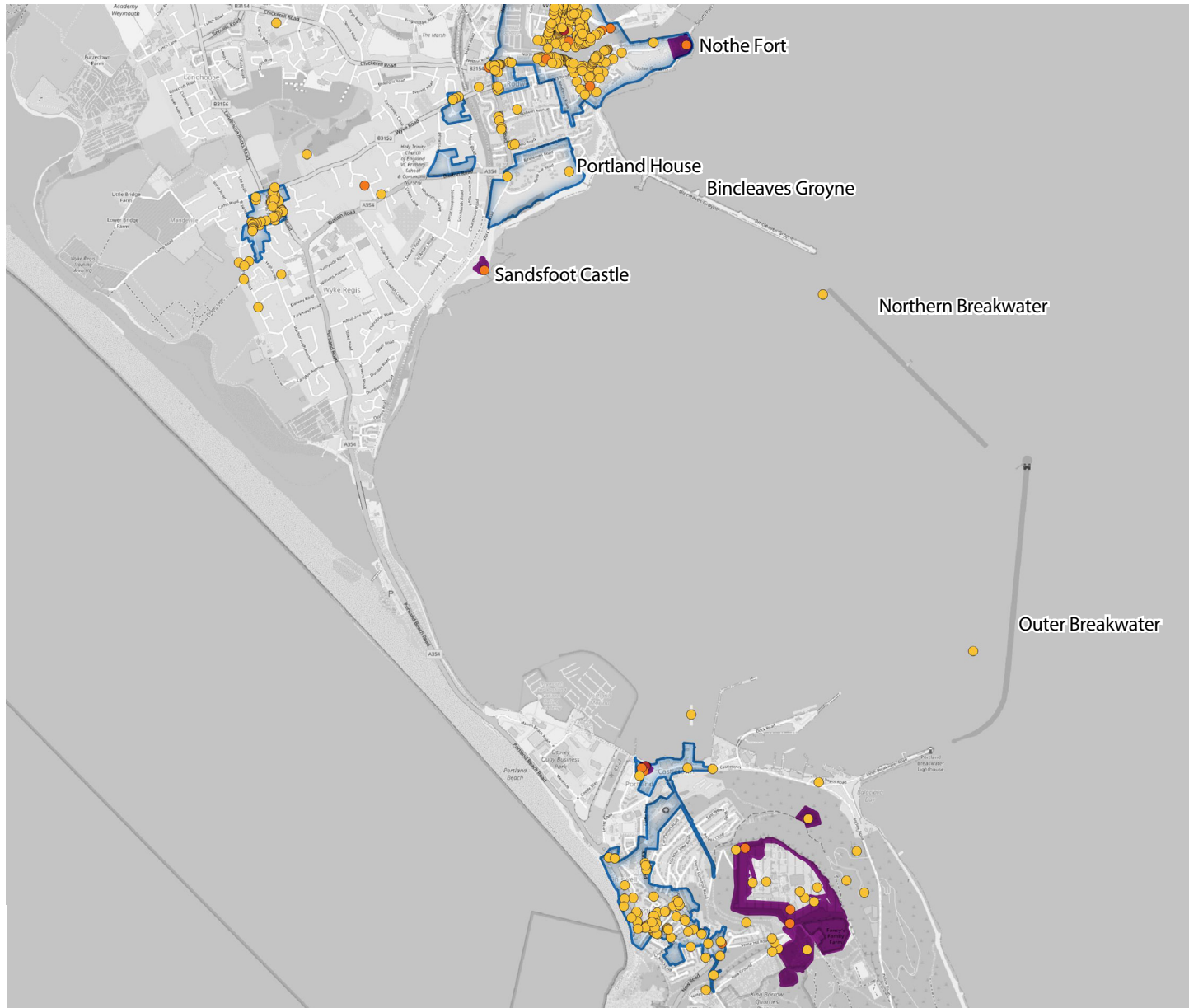
WIDER BUILT HERITAGE CONTEXT AND SITE DESIGNATIONS

EXPERT WITNESS FOR HERITAGE

INQUIRY IN RELATION TO THE APPLICATION FOR THE CONSTRUCTION OF AN
ENERGY RECOVERY FACILITY AT PORTLAND PORT

Local Planning Authority ref: WP/20/00692/DCC

Planning Inspectorate ref: APP/D1265/W/23/3327692



 Scheduled monuments

 Conservation areas

Listed buildings

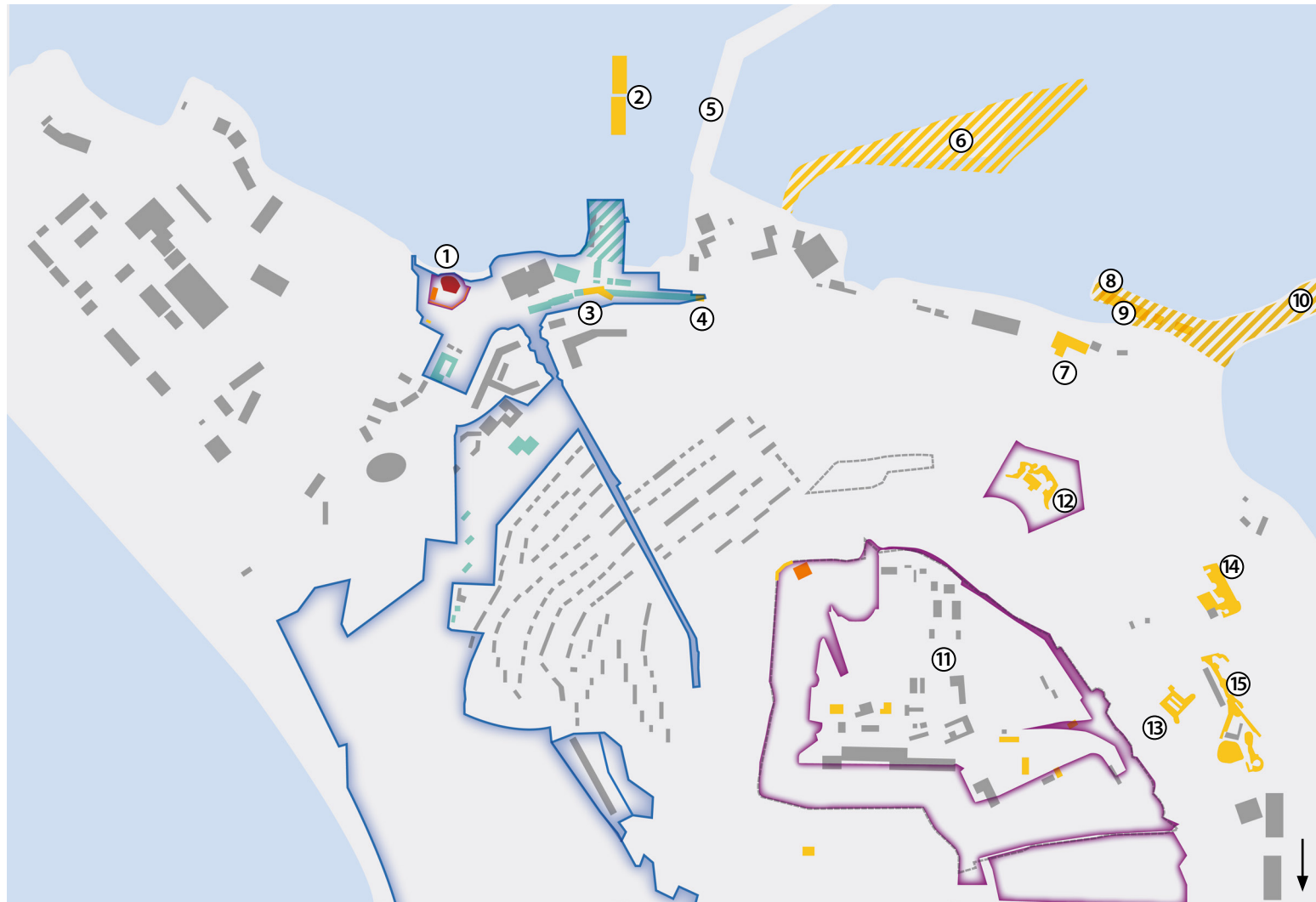
 Grade I

 Grade II*

 Grade II

Note: World Heritage site not included

Wider built heritage context



- Scheduled Monument
- Grade I listed
- Grade II* listed
- Grade II listed
- Grade II listed pier
- Underhill Conservation Area
- Positive contributors
- Positive contributor: pier

Note: World Heritage site not included

Site Designations Plan

- | | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> ① Portland Castle (including Captain's House and walls, and boundary shore) ② Phoenix Caissons ③ Royal Breakwater Hotel | <ul style="list-style-type: none"> ④ No. 1 Castletown ⑤ Q Pier ⑥ Coaling Pier ⑦ Dockyard Offices | <ul style="list-style-type: none"> ⑧ Storehouse Jetty ⑨ Coaling Shed ⑩ Inner Breakwater ⑪ The Verne | <ul style="list-style-type: none"> ⑫ E Battery ⑬ Provost Establishment ⑭ C Battery ⑮ A and B Batteries |
|---|--|---|--|

Rifle range

TOWN AND COUNTRY PLANNING ACT (1990)
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000

6 November 2023

APPENDIX WFS-4 TO WILLIAM PATRICK FILMER-SANKEY'S PROOF OF EVIDENCE
(PPF8)

TERENCE O'ROURKE: ZONE OF THEORETICAL VISIBILITY (ZTV)
OF THE PROPOSED BUILDING OVERLAID ON HERITAGE DESIGNATIONS

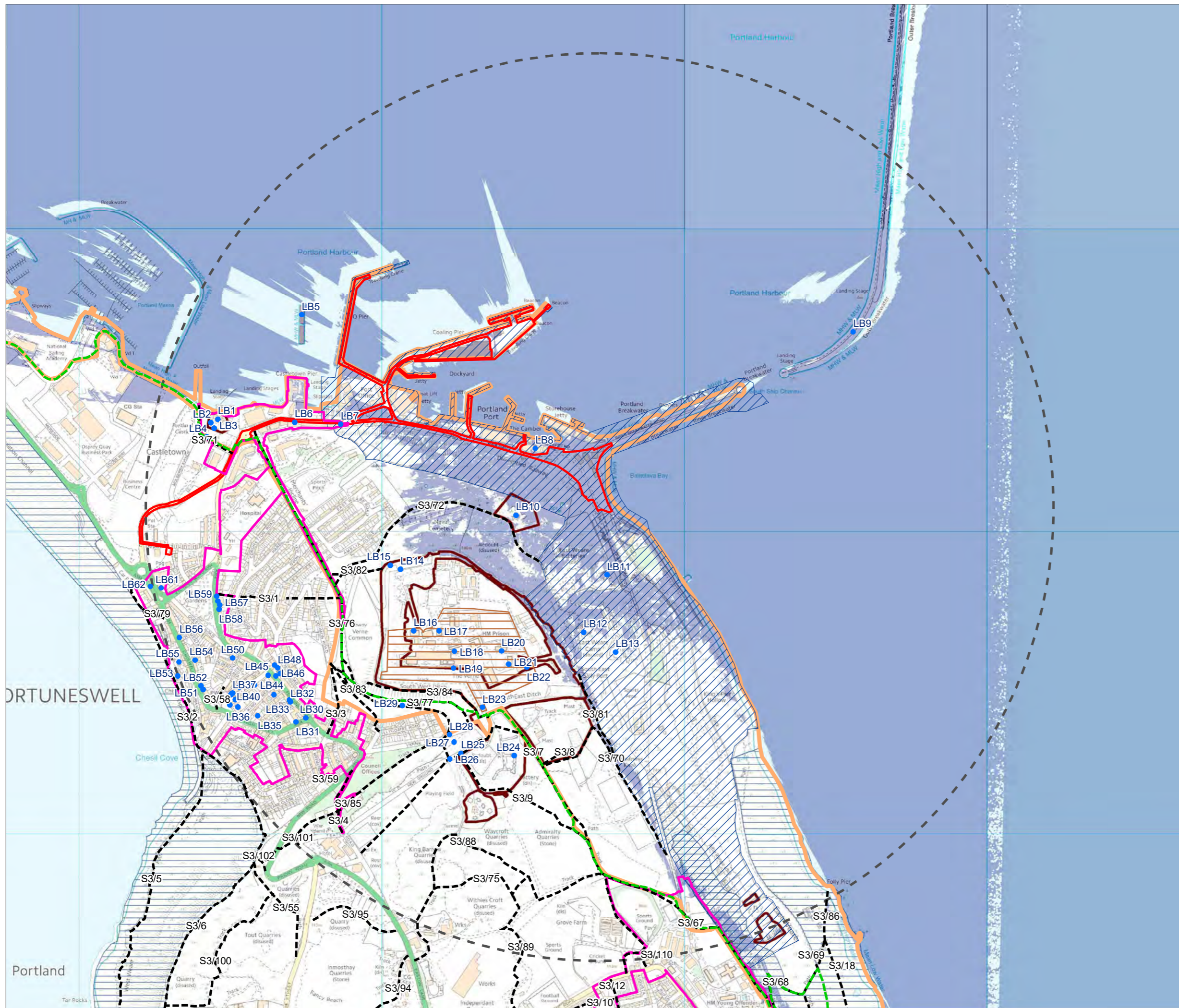
TERENCE O'ROURKE: ZONE OF THEORETICAL VISIBILITY (ZTV)
OF THE PROPOSED STACK OVERLAID ON HERITAGE DESIGNATIONS

EXPERT WITNESS FOR HERITAGE

INQUIRY IN RELATION TO THE APPLICATION FOR THE CONSTRUCTION OF AN
ENERGY RECOVERY FACILITY AT PORTLAND PORT

Local Planning Authority ref: WP/20/00692/DCC

Planning Inspectorate ref: APP/D1265/W/23/3327692



- Site boundary
- 1.5km study area
- Rights of way
- England coast path
- Area excluded to the general public
- HM prison The Verne - No access to general public
- Coastal margin
- Scheduled monuments
- World Heritage site
- Conservation areas
- ZTV

Portland ERF
Powerfuel Ltd

0 300 m

N

Zone of theoretical visibility of the proposed building overlaid on heritage designations

Dwg no/262701/H005	Revision
Status	14 June 2021
Scale: 1:12,000 @A3	Drawn by: JC Checked by: JD

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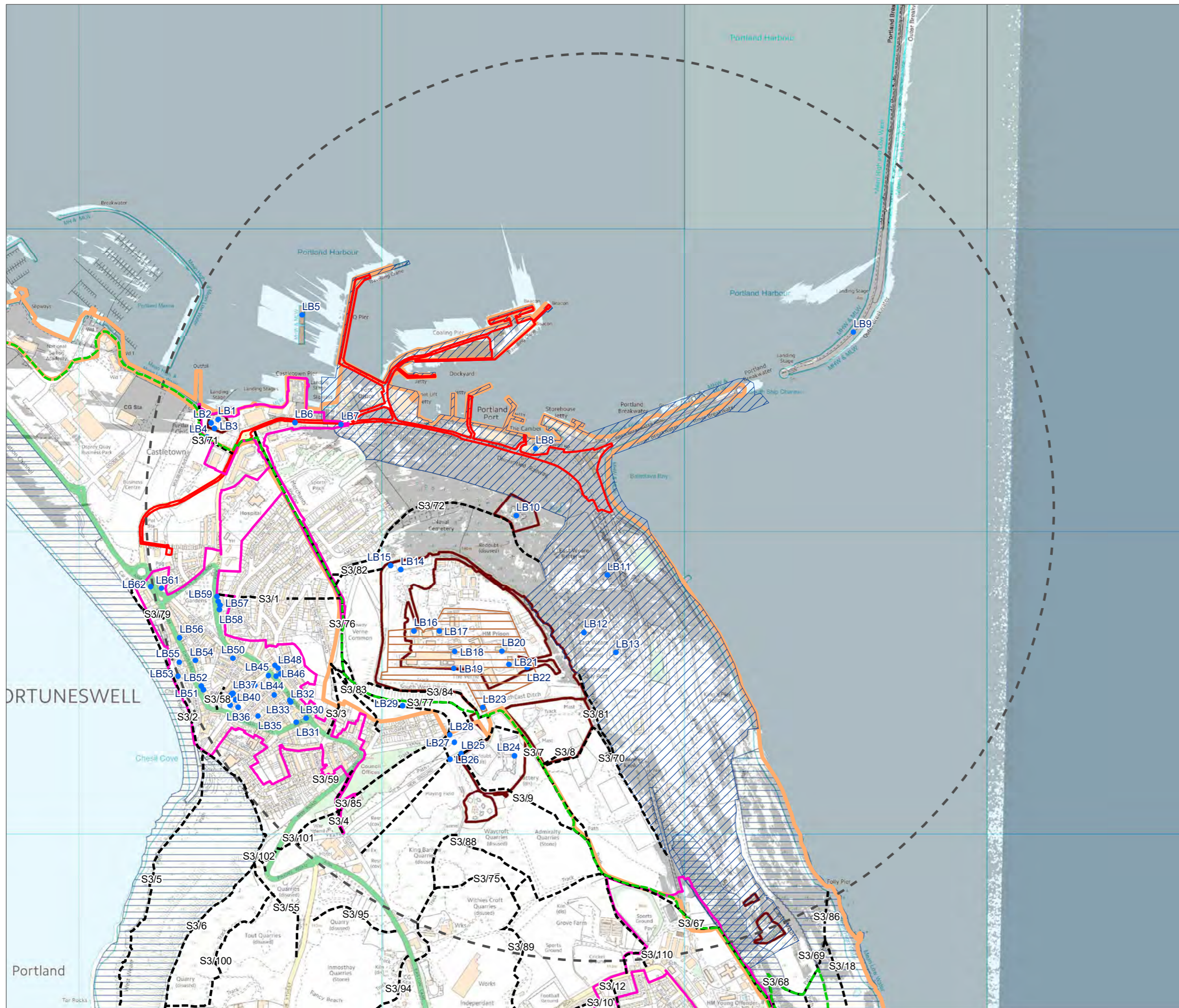
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- Site boundary
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- Scheduled monuments
- World Heritage site
- Conservation areas
- ZTV

Portland ERF
Powerfuel Ltd



Zone of theoretical visibility of the proposed stack overlaid on heritage designations

Dwg no/262701/H005	Revision
Status	14 June 2021
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