

ISLE OF PORTLAND HERITAGE AND CHARACTER ASSESSMENT

MARCH, 2017



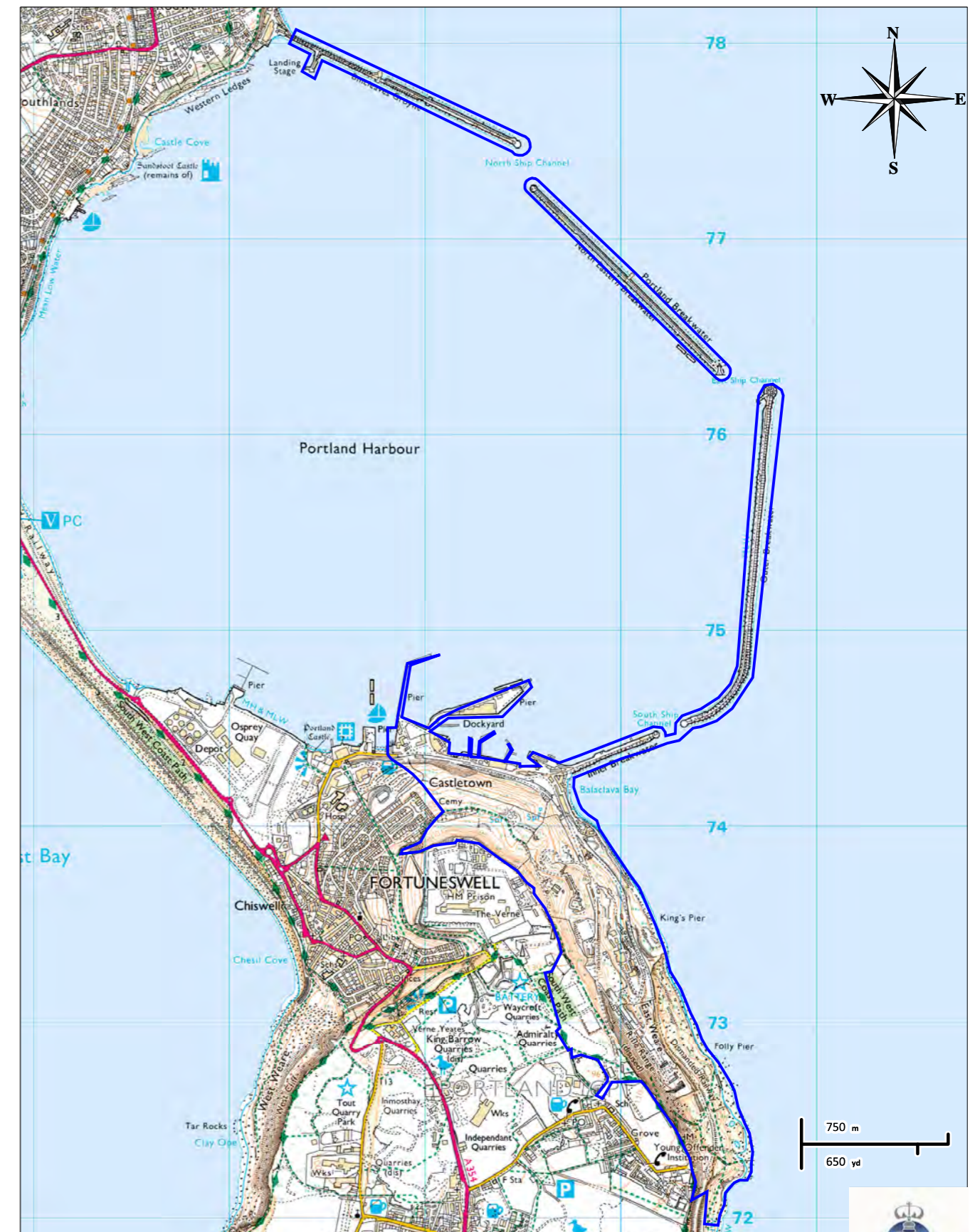
Heritage and Character Assessment – Local Character Areas 1 & 2 and Portland Port’s Land Holding.

Portland Port’s Land Ownership area is set out in Fig 1 and includes areas designated as LCA 1 and 2 of the assessment. The Port enjoys a number of permitted development rights which are recognised within the Neighbourhood Plan development process.

The Port considers that there should be referencing within areas of LCA2 which reflect the potential for modern employment land development. The former use of the same land when it was a naval port is reflected in the pictures below. The port also believes that from a heritage perspective the port land should in fact be one unit (part of LCA1) due to the land use and connectivity between these areas in LCA2 and the port infrastructure such as berths, jetties and piers in LCA 1

The Town Council and Portland Port are committed to working together to maximise the land potential for employment use whilst also aiming to improve the Green Network and Heritage Access in this area.

It has been agreed that this information should be included as part of the information available to the Community when commenting on the Heritage and Character Assessment.



Title: PHAL Estate

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Introduction

This report presents a summary of the history and character of Portland within the Weymouth and Portland Borough. It has been prepared by consultants at AECOM on behalf of Locality, working closely with the Portland Neighbourhood Plan Working Group and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape character assessment is a process used to describe and articulate what is special and distinctive about a particular place by identifying recognisable patterns of elements or characteristics that make one landscape different from another. Landscape is defined by the European Landscape Convention as “..... an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.” This definition is broad and encompasses natural, rural, urban and peri-urban areas.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans should develop robust and comprehensive policies based on an understanding and evaluation of its defining characteristics (DCLG, 2012). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

Approach

The approach of this study follows well-established landscape character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the “Approach to Landscape Character Assessment” (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Using Historic Landscape Characterisation (Historic England 2004);
- Character and identity Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010).

Historic England, previously English Heritage has issued a number of guidance and best practice notes covering a range of issues in relation to the conservation and management of historic places and heritage assets all of which are available on the Historic England website (<https://historicengland.org.uk/advice/planning/>).

This study builds upon previous work carried out by the Portland Neighbourhood Plan (PNP) Working Group [Group/Forum] including:

- Portland Neighbourhood Plan: Strategic Environmental Assessment

Public consultation

The Portland Neighbourhood Plan Steering Group was invited to share their knowledge and experience of the history and character of the area at a location site visit and discussion session held on 19th December 2016. The observations made have been used to inform the study. A number of key considerations emerged from the consultation which has informed the preparation of the study. These are summarised below:

- Attractive place to live, work and visit;
- Strong historical and cultural associations;
- A wide variety of buildings, places and spaces which should be celebrated;
- Vibrant cultural areas contrast with quieter commercial and residential areas;
- The influence of the Dorset Coastline and Portland Harbour;
- Relevance of commercial quarrying in historical development;
- Primary route onto the Island is busy and active frontages are limited;
- Open space scarred by industrial past;
- Opportunities and threats of continuing change through development; and
- Strong sense of place due to high-quality architecture, and unique landscape on an inland plateau and World Heritage Coastline.



Fortuneswell and The Verne

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CONTEXT



Context

This section of the report describes the location and context of the Portland area and summarises current planning policies which are relevant to the study.

Location

The Isle of Portland is located in the southernmost part of Dorset as shown in Figure 1. The island connects to the mainland by a shingle spit extending to Chesil Beach, this land formation is known as a Tombola. The Isle of Portland is located approximately 10km from Weymouth, 22km from Dorchester and 61km from Poole. The parish of Portland covers an area of approximately 1,208ha of land and according to the 2011 Census the population was 12,844, which equates to a population density of 10.6 people per ha (Office for National Statistics, 2016).

Portland provides a barrier sheltering the sea and coast of Portland Harbour and Weymouth Bay to the east from storm waves coming from the west. The island is bounded by steep, rugged cliffs and those on the east particularly have enormous fallen blocks of rock at their base. The plateau of land dips southwards from the Heights Hotel towards Portland Bill where it finally enters the sea.

No mainline or branch railway stations are present in the PNP area. The nearest railway station is at Weymouth, approximately 10km from the PNP area. The station is the terminus of both the South Western Main Line from London Waterloo and the Heart of Wessex Line from Bristol Temple Meads and Gloucester. South West Trains operates a twice-hourly service to London Waterloo via Bournemouth, Southampton and Basingstoke. Great Western Railway operates services every two hours via Westbury to Bristol Temple Meads and points north (e.g. Bristol Parkway & Gloucester). The most frequent bus service in the PNP area is Route 1 which operates between Portland and Weymouth every 10 minutes during the daytime.

Portland is connected to the mainland by the A354. The A354 road is the only land access to Portland, via Ferry Bridge, connecting to Weymouth and to the wider road network at the A35 trunk road in Dorchester. It runs from Easton, splitting into a northbound section through Chiswell and a southbound section through Fortuneswell, then along Chesil Beach and across a bridge to the mainland in Wyke Regis. The A354 is at high risk of sea/ tidal flooding along Chesil Beach and can flood during extreme weather events such as the 2013 and 2014 winter storms. Closure of this road due to flooding creates major access issues as it is the only land access to Portland. The road is also at risk of coastal erosion on Portland Beach Rd and along some stretches on the Isle of Portland. The road network south of Easton are classified as 'C' roads.



Figure 1: Location plan

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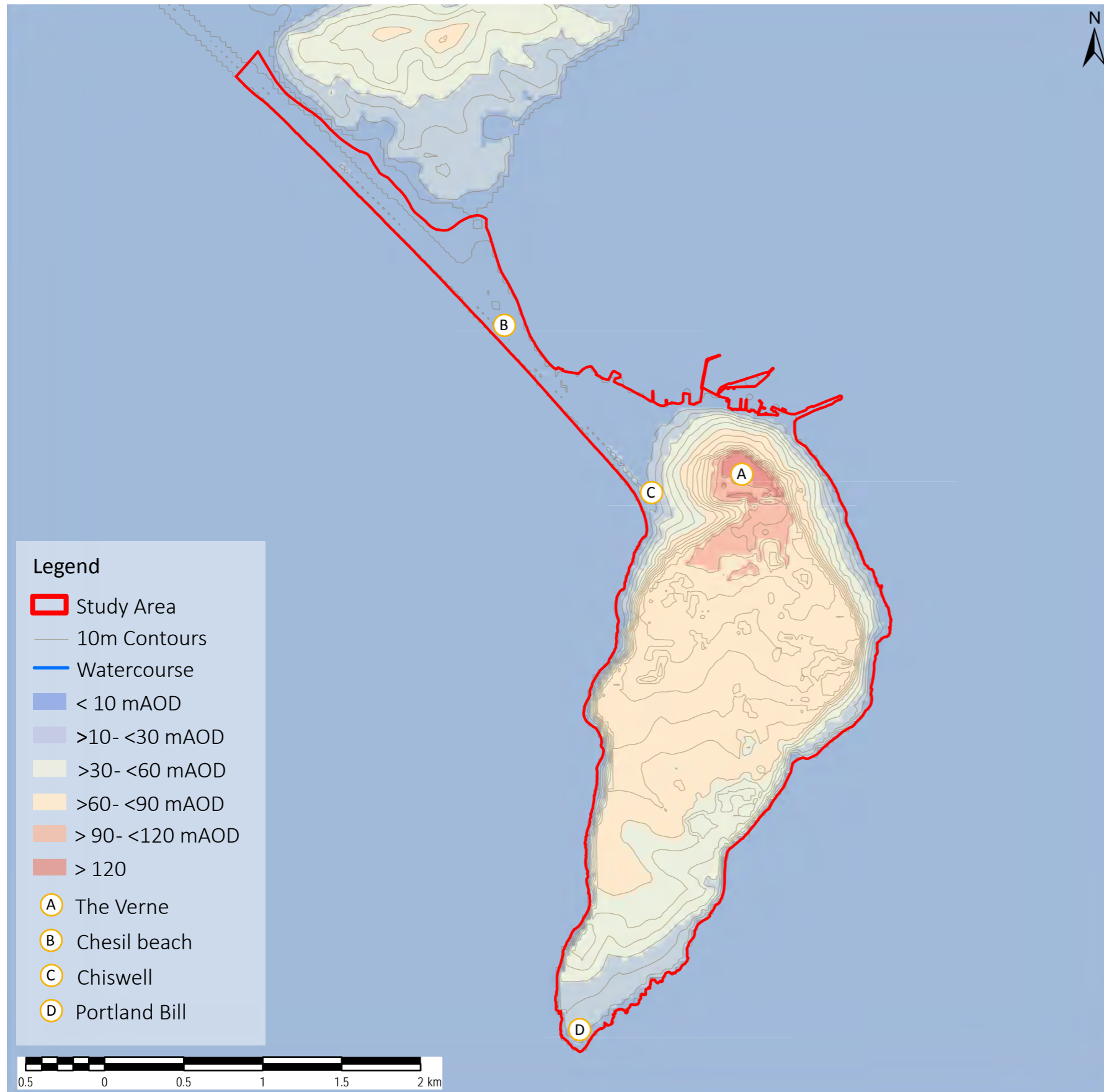


Figure 2: Topography and hydrology plan

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Geology and soils

The underlying geology of an area is often largely hidden from view but has a strong influence on its character, having been shaped over by natural processes including erosion and sedimentation over millions of years. These processes help to define the landform, soils, vegetation, drainage and building materials which are common in an area.

The underlying bedrock of the area has a strong influence on its topography. The south of the area is formed by Lulworth Formation Limestone that is deposited in marginal coastal plains periodically inundated by the sea. The centre of the area is underlain by Portland Cherty Member – Limestone - ‘Sedimentary Bedrock formed approximately 146 to 151 million years ago in the Jurassic Period in warm shallow seas with carbonate deposited on the platform, shelf and slope areas; often rich in corals and shelly faunas.’ Portland Cherty Member is a prized building stone used on the island and further afield including St Paul’s Cathedral, many of the Government buildings in London and cladding on the UN building in New York’ (Natural England, 2015).

Other underlying bedrock in the north of the island includes Kimmeridge Clay Formation - Mudstone. These rocks were formed in shallow seas with mainly siliclastic sediments and deposited as mud, silt, sand and gravel; Portland Freestone Member – Limestone and Portland Sand Formation – sandstone. The Soilsmap map indicates that the soils in the area largely coincide with the underlying geology. They support a range of vegetation types. The majority of the Island is shallow lime-rich soils over chalk or limestone. This soil is freely draining and provides for arable farming and grassland that is particularly vulnerable to leaching of nitrate and pesticides to groundwater (UK Soil Observatory, 2016).

Portland Stone

Portland stone is a limestone from the Tithonian stage of the Jurassic period and consists of beds of white-grey limestone separated by chert beds. This group is the source of much of the quarried rock on Portland. The Portland limestone is sufficiently well cemented to allow it to resist weathering but not so well cemented that it cannot be readily worked by masons. This is one of the reasons why Portland Stone is favoured as a monumental and architectural stone.

Topography and hydrology

Portland acts as a barrier sheltering Portland Harbour and Weymouth Bay to the east from storm waves from the west. The hard rock geology results in a predominantly unchanging coastline, with the occasional landslide or rockfall. In the north, there are steep, rugged cliffs with immense fallen blocks of rock at their base. Chesil Beach performs a natural flood defence against storm waves, protecting the low-lying village of Chiswell. The highest points on the island are in the north at Verne Hill, at approximately 130m AOD where the land slopes to sea level both north at Portland Harbour and south at Portland Bill.

Planning policy context

National Planning Policy

National Planning Policy Framework (NPPF), 2012

The NPPF requires local authorities to set out in their Local Plan a positive vision for the enhancement and enjoyment of heritage assets (DCLG, 2012). Part 12 Conserving and enhancing the historic environment clearly states that local authorities should recognise “the desirability of new development making a positive contribution to local character and distinctiveness” and should seek “opportunities to draw on the contribution made by the historic environment to the character of a place”.

Planning Practice Guidance, 2014

Planning Practice Guidance was reviewed, catalogued and published on the internet by the government in 2014 (DCLG, 2014). The section on design includes guidance on promoting landscape character (Paragraph: 007Reference ID: 26-007-20140306). It states that “development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development” and that the “successful integration of new development with their surrounding context is an important design objective”.

Local Planning Policy

West Dorset, Weymouth & Portland Local Plan, 2011-2031 (adopted October 2015)

The PNP is being prepared in the context of the adopted West Dorset, Weymouth & Portland Local Plan. The Local Plan, which covers the period 2011-2031, was adopted in October 2015. The Local Plan policies will be used to facilitate development and guide planning decisions in Weymouth and Portland Borough and West Dorset District, and the Portland Neighbourhood Plan should be in general conformity with the plan.

West Dorset, Weymouth & Portland Local Plan proposals with regards to Landscape and Character:

ENV1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST

This section describes policies within the local plan that aim to protect and enhance the character of both designated and local landscapes.

- *‘The plan area’s exceptional landscapes and seascapes and geological interest will be protected. Development which would harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.*
- *Development should be located and designed so that it does not detract*

from and, where reasonable, enhances the local landscape character. Proposals that conserve, enhance and restore locally distinctive landscape features will be encouraged. ‘

ENV3. GREEN INFRASTRUCTURE NETWORK

This section of the local plan provides policies that aim to encourage the protection and enhancement of the green infrastructure network and encourages strategic planning of green infrastructure within new development.

- *‘The councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area.*
- *Development that would cause harm to the green infrastructure network or undermine the reasons for an area’s inclusion within the network will not be permitted unless clearly outweighed by other considerations.*
- *Development proposals that promote geodiversity and biodiversity within this network of spaces and provide improved access and recreational use (where appropriate) should be supported.’*

ENV4. HERITAGE ASSETS

This section of the local plan provides policies that aim to encourage the protection and enhancement of heritage assets.

- *‘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.’*

ENV7. COASTAL EROSION AND LAND INSTABILITY

- *‘New development will be directed away from areas vulnerable to coastal erosion and land instability to avoid putting people at risk unless it can be demonstrated that the site is stable or could be made stable, and that the development is unlikely to trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.*

- *The councils will identify Coastal Change Management Areas through a policy document, based on the Shoreline Management Plan and supporting evidence. Within these areas no new development will be permitted for residential or similarly occupied uses. The replacement of properties affected by coastal change may be permitted within a defined area agreed through a community relocation strategy as an exception to normal policy.’*

ENV10. THE LANDSCAPE AND TOWNSCAPE SETTING

This section of the local plan provides policies that aim to encourage positive enhancements that respond to the character and setting of the local landscape and townscape.

- *‘All development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness. Development should be informed by the character of the site and its surroundings.*
- *Development will provide for the future retention and protection of trees and other features that contribute to an area’s distinctive character. Such features may not always be designated or otherwise formally recognised.*
- *Development should only be permitted where it provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.*
- *Opportunities to incorporate features that would enhance local character, including public art, or that relate to the historical, ecological or geological interest of a site, should be taken where appropriate.’*

ENV11. THE PATTERN OF STREETS AND SPACES

Within and adjoining existing settlements, development should ensure that:

‘Streets and spaces are well-defined, safe and pleasant to use, with active and overlooked public areas and secure private areas. In residential areas, or where pedestrian activity is high, the design of new vehicular routes should aim to keep traffic speed below 20mph;

Places are designed to be clear and simple for people to find their way around, and not dominated by the road layout and parking, places are well connected throughout the site and with the surrounding area and do not unduly limit opportunities for future growth. Bus routes and bus stops, and strategic cycle and pedestrian routes, should be planned for;

The design of routes reflects the likely levels of use, and key routes will be easily identifiable through their scale, alignment and use of vistas.’

ECON1. PROVISION OF EMPLOYMENT

- *‘Employment development will generally be supported:*
 - *within or on the edge of a settlement;*
 - *through the intensification or extension of existing premises;*
 - *as part of a farm diversification scheme;*
 - *through the re-use or replacement of an existing building; or*
 - *in a rural location where this is essential for that type of business.*
- *Proposals for live-work developments will be supported in locations considered suitable for open market residential development.’*

The Local Plan is currently being reviewed in an initial Options Appraisal Consultation phase. Proposals within this review may have an impact on proposals within this study in particular:

- The replacement of ENV3 Green Infrastructure Network policy with a set of defined Green Space Type Allocation schedules;
- Adoption of Coastal Change Management Areas;
- Employment Land Use;
- Housing encouragement policies- self build and custom house building; and
- Hierarchy of Towns and Local centres.

Dorset and East Devon Coast World Heritage Site Management Plan 2014 – 2019

The Site Management Plan is a formal requirement for the UNESCO World Heritage Site listing and outlines aims and policies for managing the Site over the coming years and indicates a range of activities for achieving them. It also explains the reasons for designation and how it is protected and managed.

Cultural associations

Portland was the host venue for the sailing events for the London 2012 Olympic and Paralympic Games and is an ideal place to visit for a host of activities. The waters provide the perfect setting for angling, diving and sailing. £80 million was invested at Osprey Quay for the site of the Olympic Sailing Competition. This now provides Portland with a more attractive place to host elite sailing competitions. The result of the expanded Weymouth and Portland national sailing academy is a new sailing school and windsurfing training centre.

Portland’s unique geology and its position are ideal for a wide variety of birds, animals and plant life. Tourists come to Portland to enjoy bird and wildlife watching; over half of the fifty-seven species of butterfly that occur in the British Isles can be seen in Portland.

Portland is famous for its quarries, they are full of tunnels and gullies, fossil-filled rocks, colourful wildlife and hidden sculptures. King Barrow and Tout Quarries, Dorset Wildlife Trust reserves, form part of a Portland Quarries Nature Park currently being developed. Part of the Legacy Trail takes you on a ‘quarry experience’ through King Barrow Quarries but you can also follow a circular walk through King Barrow, Inmosthay and Tout Quarries.

‘There is evidence that the occupation of Portland dates back for thousands of years. It was called Vindilis by the Romans and there is evidence of successive settlements of the island. Much later, Thomas Hardy described it as ‘The Isle of Slingers’. This was because the inhospitable Portlanders used to throw stones to keep strangers away.’ (Dorset Guide, 2016).



Olympic Sailing



Chalkhill Blue Butterfly



Olympic Rings (image from: <http://mapio.net/s/34147148/>)

Designations

Statutory and non-statutory designations have been reviewed to determine the levels of protection currently given to the landscape within the study area. The PNP area is rich in both biodiversity and geodiversity assets and development is heavily constrained by both national and international biodiversity and geodiversity designations. These designated sites are discussed below.

Chesil Beach and the Fleet Lagoon

Chesil Beach and the Fleet Lagoon lie partly within the north-west corner of the PNP area. Chesil Beach is one of the three major shingle structures in Britain and is of international importance for coastal geomorphology. Along about half its length it encloses the Fleet, the largest tidal lagoon in Britain, and which supports saltmarsh and reedbeds. The fossil-rich and stratigraphically important sequence of Jurassic strata exposed along the landward side of the Fleet adds further value to the site. The site has been designated both nationally and internationally for its biodiversity and geodiversity value. The site is internationally important for wintering ducks, geese, and swans and nationally important for breeding birds. Fleet Lagoon has been designated a wetland of international importance under the Ramsar Convention and a Special Protection Area (SPA) under EEC Directive on the Conservation of Wild Birds (79/409). This area has also been designated as a Special Area of Conservation (SAC) for the presence of priority habitats including coastal lagoons, annual vegetation drift lines, perennial vegetation stony banks, and Mediterranean and Thermo-Atlantic halophilous scrubs. At the national level, the site has been designated as a Site of Special Scientific Interest (SSSI) because Chesil Beach and its associated features are of the highest importance to the study of coastal geomorphology, and provide a habitat for nationally important bird species. The Fleet, due to its salinity gradient, hydrographic regime, varied substrates, and relative lack of pollution in comparison to most other lagoons, is extremely rich in wildlife.

The Isle of Portland to Studland Cliffs SAC

The Isle of Portland to Studland Cliffs are designated as an SAC due to the presence of a number of qualifying habitats which include: annual vegetation of drift lines, vegetated sea cliffs of the Atlantic and Baltic coasts, semi-natural dry grasslands and scrubland facies on calcareous substrates (*FestucoBrometalia*); dry grasslands and scrublands on chalk or limestone; and *Gentianella angelica*.

Nicodemus Heights SSSI

Nicodemus Heights lies in the north-eastern part of the Island and has been designated as an SSSI due to its importance for limestone grassland communities for nationally rare and scarce bryophytes and higher plants; for the endemic plant early gentian *Gentianella angelica*; and for the nationally scarce butterfly, the silver-studded blue *Plebejus argus*.

The Isle of Portland SSSI

The cliffs and quarries of Portland are of international importance for their geology and biodiversity and have been designated as an SSSI. This relates in particular to their extensive, well-exposed and accessible outcrop of the Portland and Purbeck Beds. A full sequence from the Kimmeridge Clay, through the whole of the Portland Beds and well into the Purbeck Beds, can be seen and has been studied by geologists for over 150 years. The Island has a rich limestone flora and some unquarried areas hold long-standing, unimproved grassland supporting a diverse range of plants but there is also considerable botanical interest in many of the old quarry workings which have become colonised by limestone plants.

The Jurassic Coast World Heritage Site and Portland's geodiversity

The Isle of Portland has an exceptionally rich and varied geological resource. The rich geodiversity of the Isle of Portland is reflected by virtually the whole Neighbourhood Area being designated as a Regionally Important Geological and Geomorphological Site.

The Jurassic Coast World Heritage Site stretches from Orcombe Point near Exmouth in East Devon to Old Harry Rocks near Swanage in East Dorset, a distance of 155 kilometres. Designated in 2001, the Jurassic coast was the second wholly-natural World Heritage Site to be designated in the United Kingdom. The Jurassic Coast consists of Triassic, Jurassic and Cretaceous cliffs, spanning the Mesozoic Era, documenting 180 million years of geological history – this rich geodiversity is the primary reason for its designation. In the context of the PNP, the Jurassic Coast World Heritage Site stretches around much of the coastline of the Isle of Portland and the geology is composed of sedimentary and metamorphic rocks. There are three major groups present in Portland; the Portland Stone Formation, the Kimmeridge Clay Formation and the Purbeck Group.

Statutory Designated Heritage Assets

A wealth of heritage assets worthy of designation are located on the Isle of Portland, with a total of 189 listed buildings which are representative of over 500 years of the developmental history of the area. Of these three are Grade I, 10 are Grade II, and 176 are Grade II listed. A further 10 nationally important archaeological sites and historic buildings are designated as Scheduled Monuments.

Conservation Areas

Four areas located on the Isle of Portland have been designated as Conservation Areas, having special architectural or historic interest “the character or appearance of which it is desirable to preserve or enhance”. The boundary of the Underhill Conservation Area covers the majority of the historic fabric of Castletown, Chiswell, Fortuneswell, Mallams and Maidenswell which in the present day form a single coalesced settlement. The Grove Conservation Area covers the historic core of The Grove and HMP The Grove, the fabric of which are largely of 19th century origin. Portland (Easton, Reforne, Straits and Wakeham) Conservation Area includes the historic settlements of the aforementioned hamlets and villages, which experienced dramatic expansion from the 1840s to form a coalesced continuous urban form which is apparent today. The final conservation area on the Isle, Weston Conservation Area, covers the historic core of the village of Weston which has retained its character as an agricultural settlement.



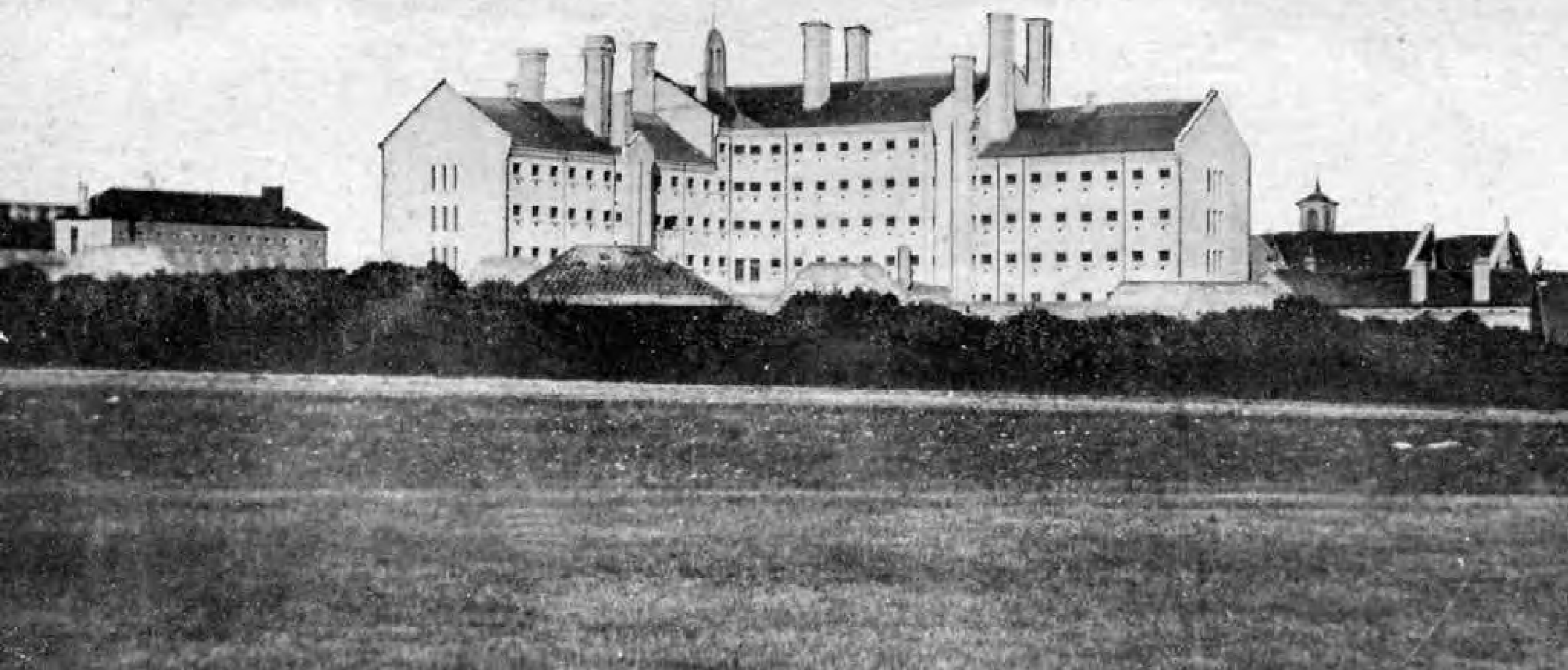
Jurassic Coast at Chiswell

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THE CONVICT PRISON, PORTLAND.

PORTLAND HERITAGE AND CHARACTER ASSESSMENT

HISTORICAL DEVELOPMENT



Historical Background

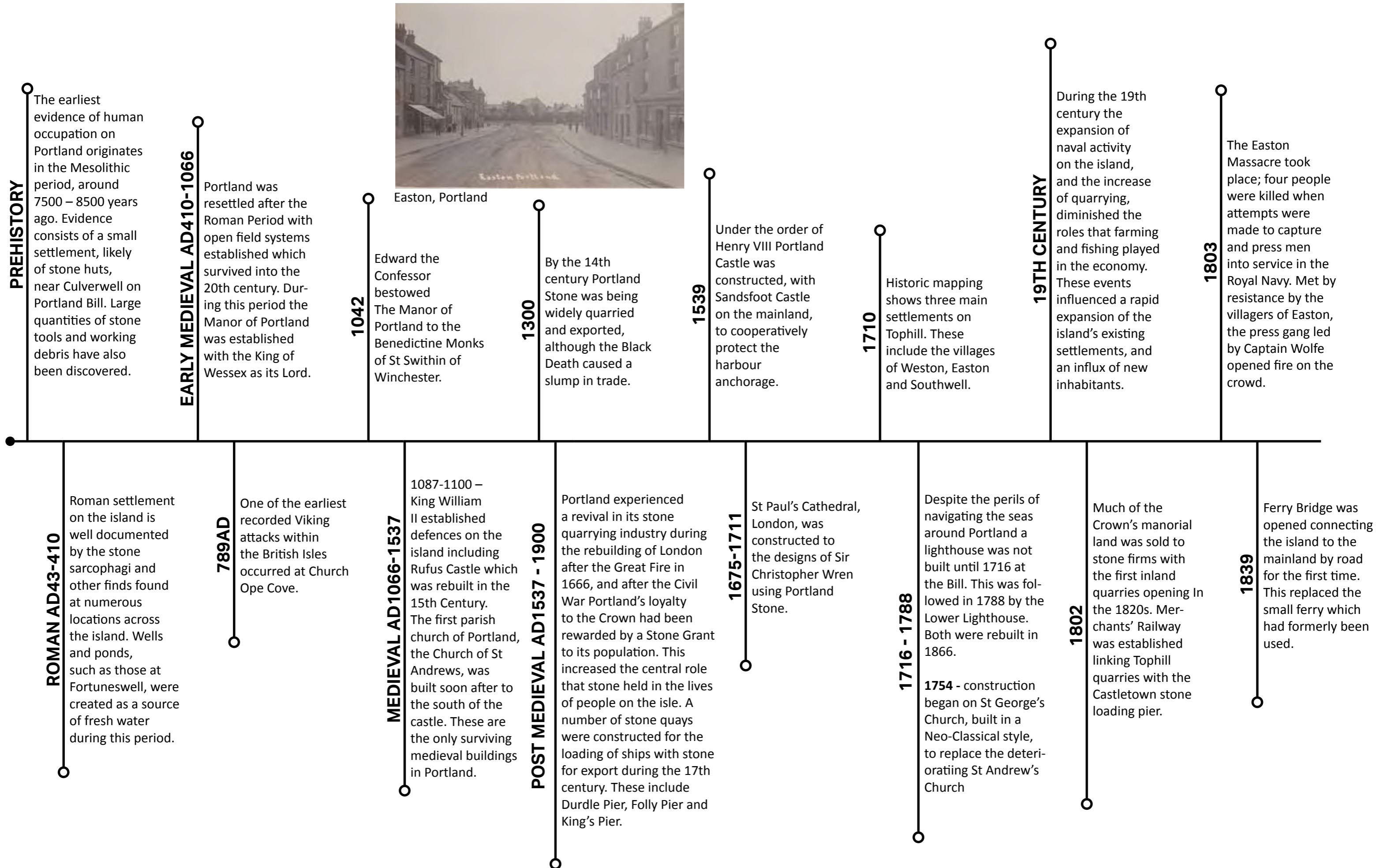
The Isle of Portland has been the setting of human occupation from at least the Mesolithic period. Present day settlement on Portland has its origins in the medieval period although it is post-medieval development, specifically as a result of military and industrial use of the island, which has had the greatest impact on the present day character of the island.

Written as Portlande in 1050, the Isle's name is a reference to a place of harbour and refuge to sea going vessels. Used as a port from the Roman period, the present day manmade Portland Harbour is, however, a result of 19th century development by the Royal Navy.

The quarrying of Portland Stone has had a defining impact upon the island since the Roman period, beginning in the 2nd century. The quarrying of Portland Stone boomed in the years after the Great Fire of London in 1666 when the General Surveyor to King Charles II, Sir Christopher Wren, elected to use Portland Stone prominently in the rebuilding of the city. The majority of development on the island has been as a result of the labour needs of both the Royal Navy and Quarrying. (For further historical information see timeline pg 17).



Naval Port, Airfield



PORTLAND HERITAGE AND CHARACTER ASSESSMENT



1845

The Royal Naval Base was established in Portland Harbour.

1848-72

Portland's first Breakwater was completed creating the largest man made port in the world at the time.

1860'S

The Admiralty took land from King Barrow and fields between The Verne and The Grove, as well as further land for quarrying.

1865

A railway line connecting Portland to Weymouth on the mainland was opened in that year.

1881

The Verne Citadel was completed on top of Verne Hill as the chief defensive point for the island and its harbour.

1906

A single lighthouse was built at The Bill to supersede the two earlier lighthouses.

1930'S

Recovery of the quarrying industry after the Great Depression saw swathes of farmland opened up for industry.

1935

The fishing industry reached an ultimate decline after Chesil Beach closed following West Bay's designation as a bombing range.

1841-61

Portland's population expanded from 2853 to 8468, largely in Fortuneswell where housing demands on the island encouraged rapid growth of the village. The village of Easton similarly began to expand and eventually overtook the smaller hamlets of Wakeham and Reforne.

1848

HMP Portland was opened at The Grove. Prison labour quarried 10,000 tonnes of stone per week for the harbour breakwater. A settlement grew around the prison, developing into a village known as of The Grove. The prison was converted into a borstal in 1921. Since 1988 the site has been a young offender's institute.

1864

The first edition Ordnance Survey map shows the settlements of Fortuneswell, Maidenswell and Chiswell as a single urban area having coalesced during increased development in Underhill.

1877

SS Avalanche and SS Forest collided off Portland Bill during a storm. 106 lives were lost. In 1879 the Avalanche Memorial Church was constructed in memory of the victims.

20TH CENTURY - 1905

The final two arms of the harbour breakwater were completed.

1914-18

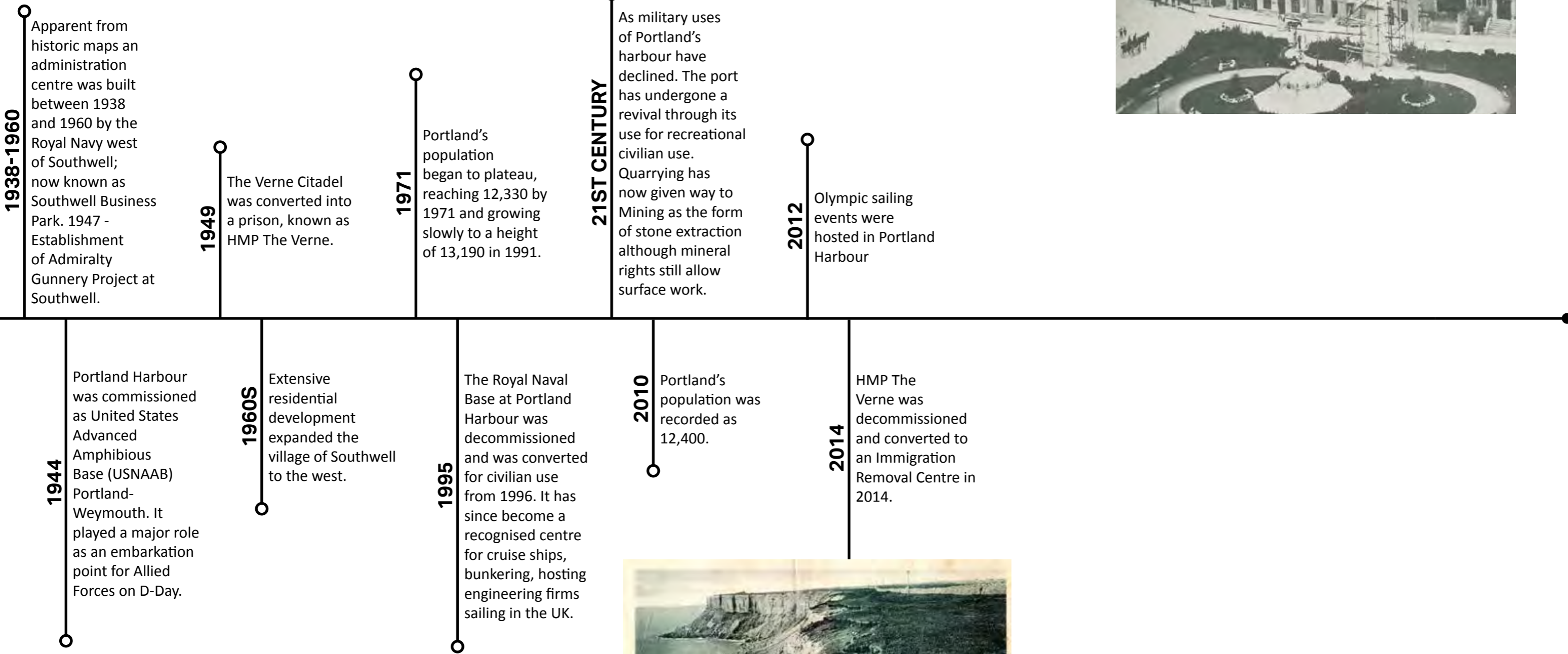
Portland's quarrying industry suffered during the First World War and, although regaining some trade in the years after, it was hit again by the Great Depression.

1930'S

Land was purchased from the Admiralty by Portland Council. This land was used during the following decades to alleviate housing shortages. Under the 1930 Housing Act, Portland Council undertook the demolition of numerous older buildings across the island into the 1960s.

1939

Portland and Weymouth became military controlled zones from the start of the Second World War.



This timeline is intended to give an overview of the history of Portland, and is not intended to be exhaustive.

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CHARACTER ASSESSMENT



Landscape Character

Existing character assessments have been reviewed to provide some context to this more detailed assessment. The study area falls within National Character Area (NCA) 137, Isle of Portland, as defined by Natural England (Natural England, 2015). This NCA is broad but provides some context to the character of the study area. The key characteristics of this area which are of particular relevance to this assessment are:

‘The area features a wedge-shaped Limestone plateau sloping north to south to the sea at Portland Bill.

Portland’s coast is part of the Jurassic Coast (Dorset and East Devon Coast) World Heritage Site, which was inscribed in 2001 for its outstanding geology that showcases 185 million years of geological history, from the Permian to the Cretaceous, in fewer than 100 miles.

There is a major area of landslip (mass movement) at the north of the island; the town of Fortuneswell is built on this.

The underlying geology gives rise to calcareous grassland, a priority habitat, with a distinctive associated flora; the grassland also supports important populations of butterflies and moths. Springs at the top of the Kimmeridge Clay release rainfall that soaks into the ground, supporting important flora.

- The Bill, a promontory at the very south of the island, has long been recognised as a nationally important landfall for migrating birds, with a bird observatory established in one of the old lighthouses.
- The coastal ledges near the Bill support one of only two seabird colonies in Dorset, with nesting guillemot, razorbill and kittiwake.
- Almost the whole coast of the Isle supports maritime cliffs and slopes – a priority habitat.
- Active and disused quarries are a major part of the scenery. Many of the quarries form part of the Portland Quarries Nature Park, which includes the Tout Quarry Sculpture Park, King Barrow Quarries Nature Reserve and Verne Yeates Local Nature Reserve.
- Northern areas of the more sheltered east coast are dominated by extensive native and non-native scrub, scrubby trees and small patches of secondary woodland.
- Buildings in the towns are largely constructed from local stone, giving the island a distinctive sense of place.
- There is a strong sense of history due to the harbour, the castle and prison, historic quarries and the High Angle Battery.’

The area has been assessed by Weymouth and Portland Borough Council as part of the Weymouth and Portland Landscape Character Assessment (2013). The parish of Portland is covered by two landscape character areas within this report:

Chesil Bank, The Fleet and The Causeway
Landscape Type: Harbour/Wetland/Lagoon

- *‘Chesil Beach is a long slender shingle ridge and forms an effective coastal buffer contributing to the tranquil character of the Fleet margins.*
- *A wide open and exposed character is present along the causeway,*
- *The urban influences of Wyke Regis and Osprey Quay are notable towards the northern and southern extents*
- *Portland limestone is a consistent local building material (noticeably in walls and other ancillary structures) but the visual unity is weakened by modern industrial and residential development with varying architectural styles and materials.*
- *Masts in Portland harbour provide a strong visual link to the working harbour.*
- *Large scale development, boatyards, coastal car parks, heavy traffic and visitor based development has had an urbanising influence.’*

Portland Peninsula
Landscape Type: Limestone Penninsula

- *‘Dramatic and distinctive wedge-shaped peninsula*
- *Exposed, windswept and rocky landscape with a strong maritime influence.*
- *Prominent limestone cliffs and undercliffs surround the island.*
- *Tree cover is limited due to the harsh exposed location and is often only found in sheltered hollows.*
- *Grazing is present on the historic field pattern which is still intact in places, particularly towards the south of the island.*
- *The pale grey Portland limestone dominates the natural and built environment, with many structures and buildings made of this local stone.*
- *The four main settlements of Fortuneswell, Easton, Weston and Southwell each have distinctive characters. (The Grove is an additional settlement not mentioned in this LCA)*
- *A number of large industrial units are also present, often remnant of military or naval activity brought into modern industrial uses.*
- *A network of open spaces separate the settlements, providing important links to the recreational uses of the island and creating a more open character within the built up areas.*
- *Restored quarried landscapes of high amenity, biodiversity and recreational value.*
- *A number of distinctive landmark features such as Portland Bill and the lighthouse, and The Verne.’*



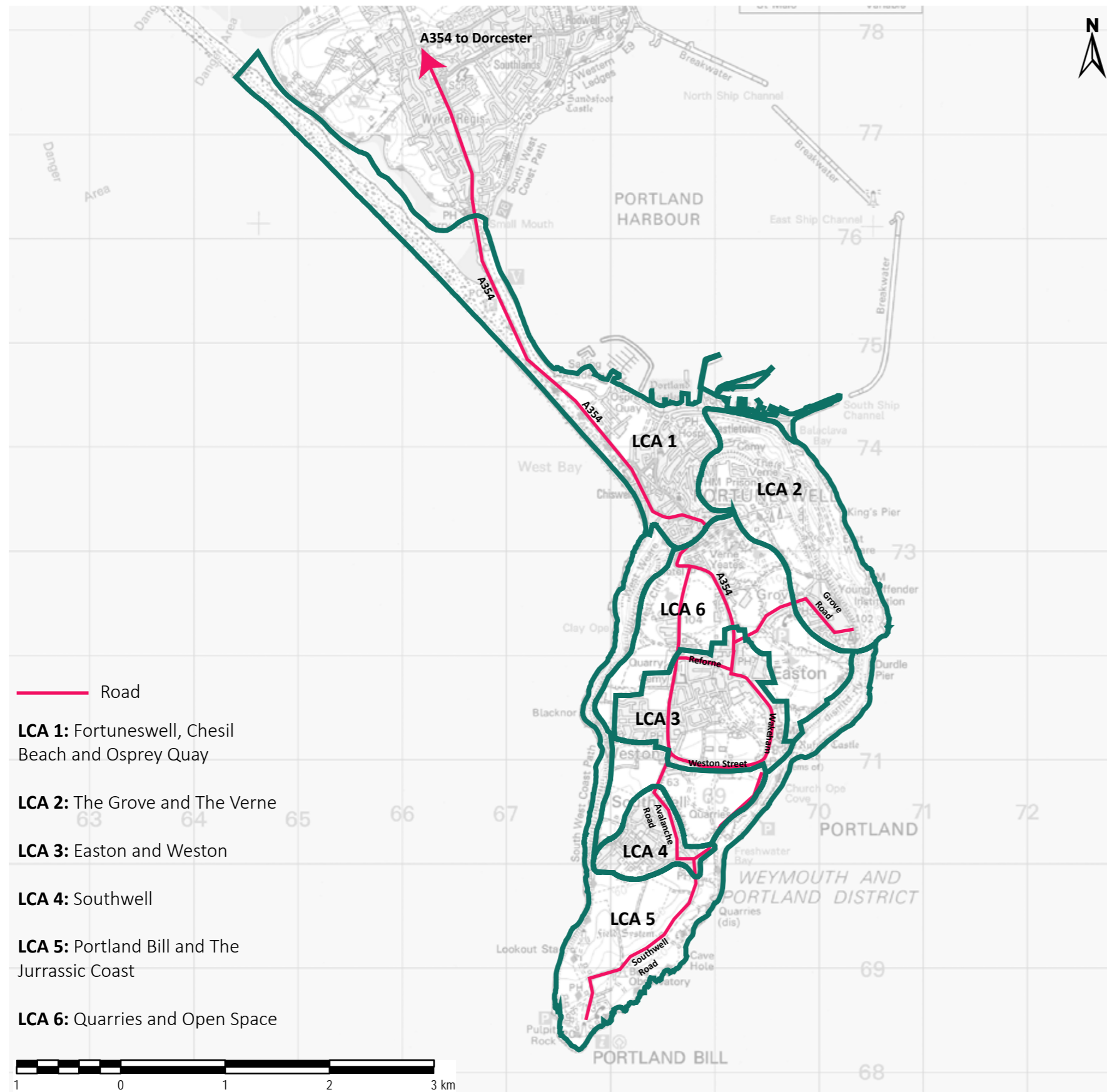


Figure 3: Landscape Character Areas Location Plan

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Character Area Profiles

The results of the desk study and fieldwork have been analysed and six distinct character areas have been identified, as shown in Figure 3. These have been informed by the following:

- Historical development - including street pattern, land use, conservation areas and heritage assets;
- Movement - including physical boundaries such as coastline, roads, and gateways, nodes and linkages;
- Urban structure and built development - including density and building height, enclosure, architectural style and detailing;
- Land use and levels of activity;
- Green space and public realm - including those with planning policy and statutory protection, and how this relates to buildings and spaces; and
- Views and their contribution to an understanding of character, including the identification of landmarks.

Natural England defines key characteristics as “those combinations of elements which help to give an area its distinctive sense of place” that would result in significant consequences for the current character if they were changed or lost. As a result, they form important evidence to support the development of planning and management policies and a reference point against which to monitor change.



LCA 01: Fortuneswell, Chesil Beach and Osprey Quay

Key Characteristics

The key characteristics of Fortuneswell, Chesil Beach and Osprey Quay are as follows:

- The A354 Portland Beach Road, the only land access to Portland, connects Portland to the mainland.
- The complimentary mix of maritime land use including Osprey Marina, Portland Port and Chesil Beach and residential areas creates a diverse and functional urban settlement.
- Various waterfront promenades and a network of designated PRoW provide access to the waterfront and permeability across the area.
- Areas of high ground within the area provide sweeping views of Chesil Beach, Portland Port and the Dorset coastline.
- There is a high provision of community facilities including leisure centre, religious buildings, educational facilities and community hospital.
- Historic buildings such as Portland Castle, have been sensitively restored and enhance the quality of the waterfront.

Legend

- | | |
|-----------------------------|----------------------------|
| Character Area | Primary Road |
| Study Area | Local Road |
| Listed building - Grade I | PRoW |
| Listed building - Grade II | Portland Port |
| Listed building - Grade II* | Chesil Beach |
| Education | Osprey Quay |
| Medical Care | Portland Hospital |
| Conservation Area | Fortuneswell |
| Building | Underhill Methodist Church |
| SSSI | St John the Baptist Church |
| | Chesil and The Fleet SSSI |

Figure 4: LCA 1: Fortuneswell, Chesil Beach and Osprey Quay

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As set out above, the character of the landscape is the result of the action and interaction of a range of natural and/or human factors. These are considered in turn below:

Natural Factors

Topography and hydrology

This area is heavily influenced by the location adjacent to Portland Port, which is largely sheltered by Portland Peninsula and the landmark Chesil Beach. The built settlement is influenced by the steeply sloping topography of Verne Hill that climbs from sea level to the highest point in Portland at approximately 130m AOD.



Portland Port and Osprey Marina

Cultural and Social Factors

Movement and connectivity

Portland is connected to the mainland by the A354 Portland Beach Road, the only land access to Portland. It is a wide, two lane road that runs adjacent to Chesil Beach, splitting and narrowing into a northbound section through Chiswell (High Street) and a southbound section through Fortuneswell (Victory Road, Castle Road and Fortuneswell); the road re-joins (New Road) as it climbs uphill towards the Heights Hotel. There are three roundabouts adjacent to Osprey Quay on the A354, which provide nodal points into the area. In the north of this built up area, Castle Road and Lerret Road merge into Castletown and Castle Road that runs adjacent to the harbourside. Verne Common is a steep, two-lane road that climbs from the built up residential area towards The Verne. The steep topography and dense residential estates in the south and west of the area result in challenging access with steep inclines and on street parking common.

National Cycle Route 26 from Somerset enters the area along Portland Beach Road and terminates at the Victory Road roundabout. The South West Coast Path PRoW runs adjacent to Chesil Beach and splits at Osprey Quay before circumnavigating the built up sections within this area and continuing round the Island. There are a number of further PRoW within the built landscape that run through the town via various narrow passageways between buildings, some with steep steps.



Belle Vue Terrace

Land use

The area has varying land uses and is concentrated around Portland Port, Portland Marina, Chesil Beach and the residential areas in the south and west. In the north of the area, Osprey Quay is a marina and commercial complex that forms the gateway to the Isle of Portland. Within the complex, there is the Osprey Quay Business Park including large industrial facilities used for marine and other industries and the HM Coastguard Search and Rescue Station. On the quayside, there is the Portland Marina, Weymouth and Portland National Sailing Academy, a promenade walkway, a restaurant and further business units.

West of Osprey Quay, there are a number of large car park areas and development sites, a purpose built building for the Royal Yachting Association and a derelict building designated for development. Portland Castle sits adjacent to Osprey Quay, overlooking the harbour. The Castle, owned by English Heritage, is a coastal fort and includes sea views, gun platforms, contemporary heritage gardens and tearooms.

Between Portland Castle and the entrance to the Portland Port along Castletown, there is mixed land-use including boat storage and slipways, Osprey Leisure Centre, a dive centre, a row of residential properties and numerous public houses, the Hotel Aqua and Castletown car park. There is a construction site for a new development on the waterfront adjacent to the Hotel Aqua. Portland Port is a commercial port accessed at the eastern end of Castletown and includes warehouses and portal frame buildings, cargo handling, operational and storage areas, berths, jetties and piers. Of relevance the port facilities and deep water enable the handling of large vessels well in excess of 300m length.



Osprey Quay Business Park

South of Castletown as the land slopes upwards towards the Verne there is a large, derelict, multi-storey development block. Adjacent to the derelict block is a large multi-storey apartment block, Portland Hospital, a Youth Hostel Association building, the Isle of Portland Community Academy (IPACA) Osprey Quay Campus and Victoria Gardens Public Park. There are numerous residential estates including Verne Common, a low quality post war housing estate.

Land use to the south of Castle Road at Fortuneswell is predominantly high-density, residential development and holiday cottages with other complementary land-use. There is a linear development of commercial properties along Fortuneswell including a convenience store, estate agents, beauty salon, food takeaways, numerous public houses, the Royal Manor Theatre and St John the Baptist Church. Within Fortuneswell, there are two vacant school buildings.

The area at Chiswell, adjacent to Chesil Beach is a mix of high density residential and holiday cottages properties, waterfront promenade, cafés, numerous public houses and restaurants and hair salon, there are pockets of small commercial and industrial units adjacent to the beach. Chesil beach is an 18-mile Pebble beach that stretches north-west from Portland to West Bay. Within Portland, the beach stretches from Chiswell to Fleet Lagoon adjacent to Portland Beach Road. Adjacent to Fleet Lagoon is the Chesil Beach centre which includes a cafe and adjacent car park. Hamm beach is on the eastern side of Chesil Beach and is an area of shallow sand dunes and overlaying shingle. Chesil beach is a deposition landform known as a Tombolo; the island is attached to the mainland by a narrow piece of land such as a spit or bar.



Chiswell



Officers Field



Portland Marina



Hardy Block, apartment block



King Street



Quiddles Cafe, Chiswell



Portland Hospital

Urban structure and built form

This area is a mixture of modern architecture, maritime buildings and infrastructure and residential development. The built form at Osprey Quay is large-scale development and development plots. On the waterfront, modern architectural buildings are 2-3 storeys; there is variety in their shape and form including pitched roofs and flat angular rooflines. Buildings within the marina are surrounded by high-quality public space and landscaped vegetation, there is a promenade walkway extending along the waterfront that provides references to the maritime vernacular. Industrial buildings outside the marina are surrounded by large areas of hardstanding and are generally large footprints, 2-4 storeys in height with pitched roofs and little reference to the local vernacular.

The bulk of the harbour area area has been landscaped and prepared for future commercial development including upgrades to roads and pedestrian routes. Significant development has already taken place including the purpose built building for the Royal Yachting Association, The Portland Marina Buildings and the Portland and Weymouth National Sailing Academy. The most successful development uses the distinctive Portland Stone that is a well-used building material throughout the island with contemporary material such as glass, steel and timber. There is large, derelict building on Liberty Road (Derelict Naval Canteen), part of an approved housing scheme due to commence shortly.

Portland Castle is a 16th Century coastal fort that overlooks Portland Harbour. The fort is built with Portland Stone and has views across Harbour. The fort is characterised by the military gun ports that circumnavigate the building and is set within well-maintained gardens, which increases the quality of the property.

A large, derelict multi-storey building that sits on the uphill slope, overshadows Castletown. The properties on Castletown are tall, three storey properties and are characterised by library bay windows on the second storey designed to utilise views of the harbour. There are numerous public houses along Castletown with a maritime character including the Jolly Sailor and the Royal Breakwater Hotel, these properties vary in quality and some are vacant. The multi-storey apartment building on Castle Road is an imposing structure within the area and out of character with the scale of the rest of the built settlement; the architectural style, use of glass panels for balustrading and stairwells reflect the coastal location.

The post-war residential estate that sits behind the multi-storey buildings are a mix of terrace properties and small blocks of flats, set on the steeply sloping hillside. The properties are built in stone or brick, concrete tile roofs and have small white PVC windows; the majority are set back from the street by small front gardens. Properties in the east of the area have car parking on the cul-de-sacs with pathways and steps to access the properties.

The roundabout at Victoria Square provides a gateway to the built settlement on Portland; properties such as the Little Ship Public House, the Portland Masonic Hall and The Royal Victoria Lodge are built in a modest Victorian style and provide a physical entrance to the town. Colourful render in adjacent terrace properties adds vibrancy to the streetscape. Boarded windows and fading paintwork on the vacant Royal Victoria Lodge and large, colourful advertising boards on the roadside reduce the quality of the area. Portland stone walls that form boundaries and edges to streets provide a sense of place and unity with the local vernacular.

There is a modern housing development at Officers Field, houses are 2-3 storeys and rendered in various muted shades, with pitched, slate roofs and large windows. The use of Portland stone on building facades and as part of the public realm and coastal vegetation within the landscaping connects the development to the local vernacular.

Fortuneswell has a good sequence of shop fronts along the (A354), which form an important element of its character; the core retail and community zone is formed as a linear development either side of Fortuneswell (A354). The route is lined with predominantly, small terraced properties with shop fronts on the ground floor and residential living above. Many of the shops have been converted to residential accommodation which limits the active frontage, there is a mixture of community and retail buildings built over various centuries.



Osprey Quay

The urban fabric of Fortuneswell is densely developed, the residential areas to the south of the (A354) are characterised by terraces of housing built for workers of the Portland Harbour Breakwater construction. Most of the housing terraces are tightly packed at high densities. The majority have very little or no front garden but generally long back gardens, some have been reduced in size to provide parking areas. The original properties vary in quality slightly between the ordinary cottages of simple render and the better quality, brick houses with extra detailing including door surrounds and quoins.

20th-century infill development found throughout the area, emphasises the compact urban fabric. Modern infill estates such as Killicks Hill are open, suburban developments; the buildings have larger footprints and space for small front gardens. This development is built in a plain architectural style of brick with white PVC windows and concrete tiles and does not reflect the industrial heritage of the town or the scale, density, detailing or layout of the traditional housing in Fortuneswell.

Underhill Junior School is a vacant pre-war school. The original building is made of Portland Stone and a slate roof and includes gable roof detailing and large sash windows; the post-war extension is built in Portland Stone and has a flat asphalt roof. Brackenberry infant school is a vacant and currently used for car parking, masked by dense vegetation which reduces the quality of the area.

Towards the seafront and Chesil Beach, the properties are dense terraces; many are used as holiday cottages and are well maintained. A large promenade and coastal protection wall separate the built settlement from the beach. The colourful beach café, steps to the beach and landscaped slope behind the beach provide a high-quality waterfront location. There is a scattering of beach huts on the hillside south of the beach, these huts are low profile and timber clad buildings that merge into the landscape.



Hambro Road



Fortuneswell



Passageway, High Street



Castletown

Green space and public realm

Overall, this area has a large amount of high-quality public open space including Chesil Beach and the land on the slopes behind including a basketball ball court overlooking the beach on the hillside behind. The promenades along Chesil beach and adjacent to Portland Marina provide high-quality public realm and access to the waterfront that is in keeping with the local vernacular.

The largest area of public green space is Victoria Gardens, a traditional park, largely grassed with formal bedding and a large rockery planted with shrubs and ornamental planting running across the centre of the gardens. There is also a children's play area, two tennis courts and a bowling green located in the centre of the gardens.

Heritage Assets

The LCA is primarily urban, comprising the majority of Underhill. A number of historic settlements are within the LCA and include Castletown, Chiswell, Fortuneswell, Mallams and Maidenswell. These settlements share a common variety of historic building types. All except Castletown have origins as farming communities. Development throughout the 1800s led to the coalescence of Chiswell, Fortuneswell, Mallams and Maidenswell. Further residential development during the 20th century finally closed the gap between these settlements and Castletown.

The combined settlements of Underhill have been designated as a conservation area. Of 69 listed buildings located in the LCA, only three Grade II listed structure lie outside of the Underhill Conservation Area. These comprise a boundary stone structures (NHLE 1205329) on Chesil Beach, and Dockyard Offices (NHLE 1203099) and the Inner Breakwater (NHLE 1203106) in the Port. Underhill Conservation Area.

The Underhill Conservation Area covers the historic settlements of Castletown, Chiswell, Fortuneswell, Mallams and Maidenswell which have merged to form the largest settlement in Portland. At the beginning of the 19th century Underhill largely consisted of agricultural land. A number of farming communities resided within these villages and hamlets, with Chiswell as the primary centre of Portland.

The construction of the harbour breakwaters and The Verne Citadel from the mid-19th century encouraged the rapid development of open land in Underhill. Development focused around Fortuneswell leading to its replacement of Chiswell as the primary centre of Underhill. 66 of the LCA's listed buildings are within the Underhill Conservation Area; one of which is a Grade I listed building, Portland Castle (NHLE 1205262). Two Grade II* listed building are associated with the castle and include the Captain's House (NHLE 1280817) and a Gateway and Curtain Wall to the south-east of the Captain's House (NHLE 1205280). A further Grade II* listed structure consists of Queen Anne House (NHLE 1203085) built in the early 19th century.



Promenade, Osprey Quay



Multi-Use Games Area (MUGA), Chiswell



Victoria Gardens



Public house and Promenade, Chiswell

The remaining 62 listed buildings are Grade II listed and largely comprise domestic structures in the vernacular style which pre-date mid-19th century development, as well as notable later 19th century examples. A number of local amenities are also included within this, such as a church (NHLE 1205490), a police station and court room (NHLE 1281850), a hotel (NHLE 1281836) and several public houses. This suggests that a greater population density can be found in this LCA compared to other LCAs in Portland. Portland Castle (NHLE 1015326) is also a scheduled monument and is the only scheduled monument within the LCA.

The Dorset and East Devon Coast World Heritage Site (NHLE 1000101) covers Chesil Beach. This has been designated in recognition of the global importance of the site's geology and geomorphology. A management plan has been formally adopted for the World Heritage Site and a link to this can be found in the References section of this document.

Views

Due to the sloping topography of the area, there are plentiful opportunities for views of Chesil Beach, Portland Port and across to the Dorset mainland. Many properties are terraced on the sloping topography this maximises the views of the coastal landscapes. Views of the Island in the north of the area at Ferry Bridge set the scene of the coastal and industrial urban setting adjacent to a large scale Port.



Killicks Hill

Managing Change

The character of Fortuneswell, Chesil Beach and Osprey Quay described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area has changed over time. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland Neighbourhood Plan.

Positive aspects of character

There are a number of positive aspects of character, which should be sustained, reinforced or enhanced. These relate to the quality and setting of the settlement, the coastal and maritime character and the accessibility of the waterfront:

- Views of the Island in the north of the area at Ferry Bridge set the scene of the coastal and industrial urban setting adjacent to a large scale Port;
- Due to the sloping topography, there are expansive views of the townscape and surrounding coastal landscape from rows of terraces and development on the higher ground;

- A complimentary mix of maritime land use including Osprey Marina, Portland Port and Chesil Beach and residential area create a diverse and functional urban settlement;
- Various waterfront promenades and a network of designated public rights of way provide access to the waterfront and permeability across the area;
- There is a high provision of community facilities including leisure centre, religious buildings, educational facilities and community hospital;
- Heritage buildings, such as Portland Castle, have been sensitively restored and show consideration for the maritime location including architectural detail and materials;
- Elements of modern maritime development at Osprey Quay reflect the local vernacular building style and material palette;
- Public open space and public gardens;
- Passageways are locally distinctive and PRow through built-up areas provide permeability and access through high-density areas;
- Portland stone walls reflect the local vernacular and bring the industrial heritage into the suburban townscape.
- The survival of a large number of buildings of vernacular form, constructed of Portland Stone with slate roofs;
- The survival of a number of more recent historic structures constructed of red brick constructed in the 19th and early 20th century;
- Buildings are characteristically two or three storeys in height enhancing the impact of key listed buildings, such as The Church of St John and The Verne Citadel, by opening views to these higher structures;
- Some areas of 21st century development, such as that at Officers Field, are responsive to vernacular building materials and styles;
- The close grain of development within the historic areas of Fortuneswell, Maidenswell, Chiswell and Mallams contrast with the open grain of later residential development on the northern slopes on The Verne. This reinforces a visual boundary between historically distinct areas of development;
- Contrast can be found between groups of pavement edge properties and properties with front yards, providing visual relief and interest within the dense urban development in the Underhill Conservation Area; and
- Historic route ways, such as the Merchants' Railway, have been maintained as public footpaths.



Osprey Quay

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These principally relate to the scale of suburban development and quality of the local vernacular:

- The large, derelict multi-storey building behind Castletown is a dominant feature in the surrounding landscape and considerably reduces the quality of the area;
- High levels of traffic and on-street parking on Fortuneswell reduce the quality of the active streetscape, deter access and create barriers for pedestrians and cyclists;
- Vacant buildings, commercial properties and development sites reduce the quality and character of the area;
- Lack of street trees and vegetation in dense urban areas results in a hard, rigid landscape;
- Urban expansion and development that does not respond to the quality of local materials and has an eroded sense of place and identity;
- Lack of off-road cycle routes;
- Removal of front gardens and vegetation to create driveways for off-street parking;
- Legibility and signage for PRow and significant landmark features such as Chesil Beach is poor;
- Poorly kept open land and car parks surrounding Portland Castle detract from the asset's setting;
- Modern development generally over three storeys in Castletown detract from the setting of Portland Castle by challenging castle's visual dominance;
- The open space of the A354 junction, in the north of the Underhill Conservation Area, fractures the sense of space derived from the high density of historic development within the conservation area;
- Non-traditional building materials have been used throughout most modern development in the LCA; and
- Boatyard areas are untidy in places and reduce the quality of the Quay.



Hardy Block, Castletown

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to the quality and setting of the coastal location and public green space within the dense residential estates:

- The quality and setting of the coastal landscape is sensitive to infill and residential development that is not considerate to the scale and plot widths, individuality, richness of character and attention to detail of the existing settlement;
- Street trees are sparse and contribute to the individual character of each street and the gradual loss of these trees could erode the quality of the area;
- Private front gardens, which create an attractive edge to the streets;
- Small blocks and belts of woodland, which divide the adjacent housing estates and provide a clear boundary to development;
- Portland Stone walls that form boundaries and edges to streets provide a sense of place and local vernacular;
- Areas of brownfield land within the north of the LCA lie in close proximity to key listed buildings whose setting is sensitive to unsympathetic development;
- Open areas surrounding Verne Common Road are sensitive to incremental new development, which could impact upon views of The Verne from within the Underhill Conservation Area;
- Traditional architectural features, such as shop fronts and other vernacular features are sensitive to incremental change over time; and
- The area is the gateway to the Isle and therefore sensitive to development that does not reflect the character and heritage of the area.



Maritime themed Public Houses, Castletown



Character Management Principles

This area is characterised by its location adjacent to Portland Port, the historic legacy as a military naval base and the unique landscape setting adjacent to Chesil Beach and the plateau of the Isle of Portland. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects, which contribute to the maritime and industrial character. The following principles should be considered when defining policies with respect to heritage and character:

- The pattern and design of any new development within the Quay and Marina, should reflect the maritime and industrial character of the area including commercial scale buildings similar to the new development at Osprey Quay.
- Development should, wherever possible, provide a mix of uses including industry, commerce and tourism in order to maintain and enhance the vibrant character.
- Development at Castletown should reflect the maritime and naval history of the area including the sensitive restoration of public houses and properties that maximise the views and physical relationship with the Port.
- Future development within the area should demonstrate an understanding of the history and maritime quality of the area. It should respect the scale, building plots, height and rooflines.
- New development should maintain and enhance access to the Marina and should retain open views across area;
- Development within the settlements of Fortuneswell and Chiswell should reflect the scale, density and roof line of adjacent buildings and demonstrate a strong relationship with the coast.
- Development adjacent to key nodal points such as roundabouts into the area should enhance these gateways through landscaping and public realm improvements or initiatives.
- Modern development should act to conserve, and where possible enhance, the historic character and appearance.
- All new developments within or near to the Underhill Conservation Area should be responsive to vernacular building materials, height, scale and massing.
- The sensitive reuse and adaptation of disused buildings, or brownfield sites, in Castletown should be encouraged.
- The lists of key non-designated heritage assets identified within the Underhill Conservation Area Appraisal and by the Portland Neighbourhood Plan Group should be considered in the production of any formally adopted local list of non-designated assets. Historic England has published

'Good Practice Guide for Local Heritage Listing' (HE, 2012) this should be used as a guide.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what

types of project can be funded through CIL and S106. Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- The landscape of the Chesil Beach, including areas within the WHS, should be sustained through planned, active management.
- A common palate of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm.
- Opportunities to improve wayfinding should be considered, including interpretation boards providing information about the landscape and heritage within the area.



Weymouth and Portland National Sailing Academy

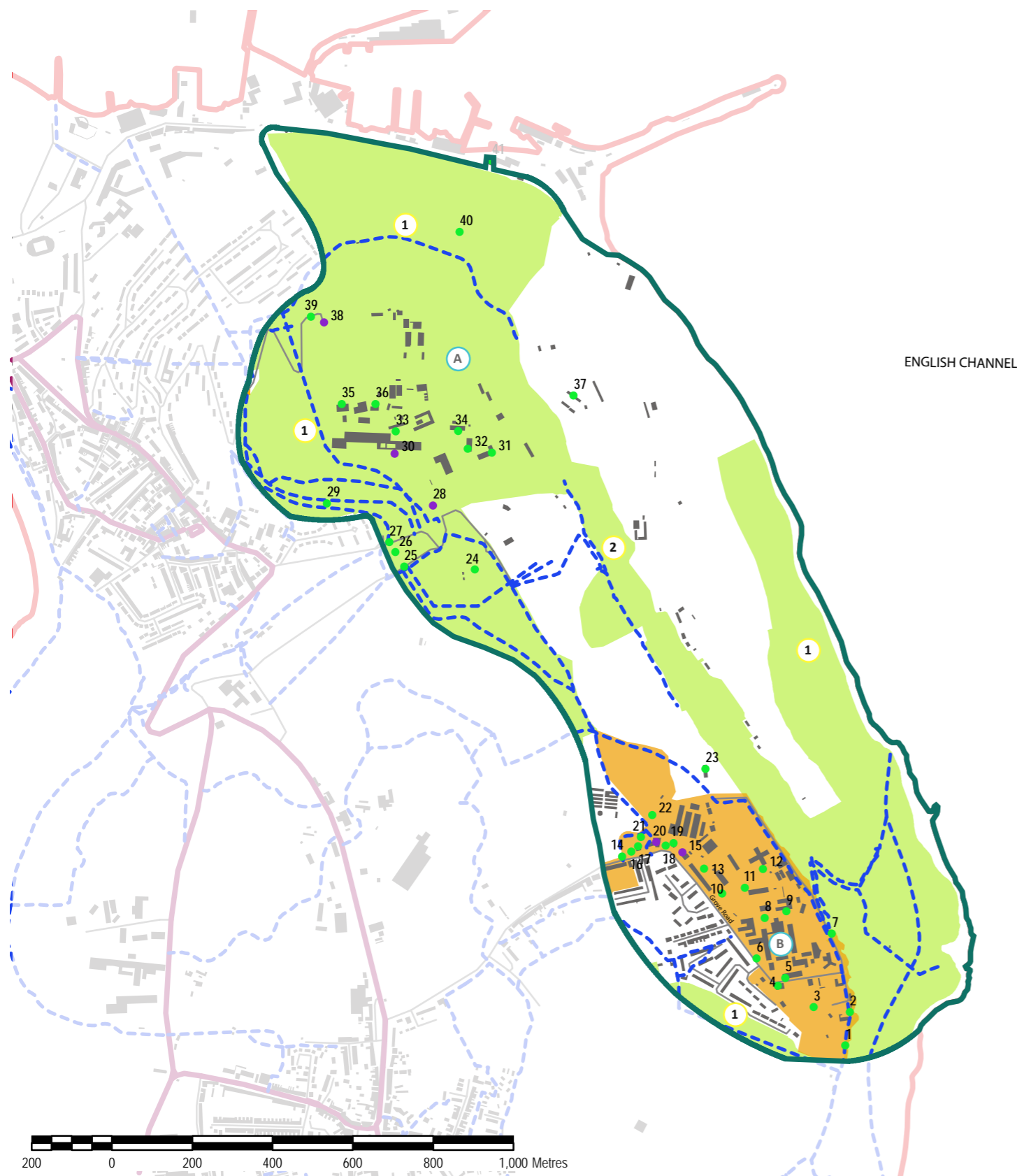
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LCA 02: The Verne and the Grove

Key Characteristics

The key characteristics of the Verne and the Grove are as follows:

- The land use within the area is a mix of residential development and land designated for two major prisons on the Island.
- The built settlement within this area is characterised by the imposing infrastructure of the prison buildings.
- The open space between The Verne and The Grove is predominantly land used for active or disused quarrying, small-scale agriculture and PRow routes including the SW Coast Path.
- The derelict Verne, High Angle Gun Battery is a unique military feature in the open landscape.
- Large residential properties such as Ivy Bank House; typically built in Portland Stone add visual interest to the streetscape.
- Due to the raised topography and the coastal location, there are coastal views from the edge of the cliffs on the eastern boundary of the HM Prison, Portland and HM Prison, the Verne including views of the Dorset coast.



Legend

- | | |
|-----------------------------|------------------------|
| Character Area | Secondary Road |
| Study Area | Local Road |
| Listed building - Grade I | PRow |
| Listed building - Grade II | The Verne |
| Listed building - Grade II* | HM Prison Portland |
| Education | Isle of Portland SSSI |
| Medical Care | Nicodemus Heights SSSI |
| Conservation Area | |
| Building | |
| SSSI | |

Figure 5: LCA 2: The Verne and The Grove

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As set out above, the character of the landscape is the result of the action and interaction of a range of natural and/or human factors. These are considered in turn below:

Natural Factors

Topography and hydrology

This area is part of the high plateau at the north eastern edge of the Island. The highest point is at Verne Hill at approximately 130m AOD and the dips gently towards the Grove to approximately 96m AOD. The eastern boundary of the area is delineated by the boundary of the cliff face which drops dramatically from approximately 100m AOD. Between the Verne and the Grove is a highly undulating surface topography due to quarrying in the area and a disused high angle gun battery.



The Verne

Cultural and Social Factors

Movement and connectivity

The Verne Citadel is located on the highest point in Portland at Verne Hill. The Verne is accessed via a single route named Verne Common Road; a steep winding road from Fortuneswell (the Verne has a secondary gate which is permanently closed). The Grove is an area centred on Her Majesty's Prison, Portland. The area is accessed via two small secondary roads; Grove Road from the west of the A354 and Incline Road from the north. Incline Road is located on Port Land and there is currently no vehicular access to and from this route.

There is a large network of PRow that connect the Verne to the Grove through the open space in between the two areas. There are no designated cycle routes in the area.



PRow

Land use

The land use within the area is a mix of residential development and land designated for two major prisons on the Island; HM Prison the Verne, an immigration removal centre and HM Prison, Portland. HM Prison the Verne includes accommodation, sports facilities and gymnasium, cafeteria (open to the public) and outdoor recreation space. There are a number of historic derelict buildings on site and modern residential properties. HM Prison, Portland at the Grove also contains resident's accommodation, sports pitches, gymnasium and adjacent to the prison a Museum.

Other land-use in the Grove area is 20th-century residential development, Public House, St Peter's Church (vacant), Portland United Football Club and associated sports pitches.

The open space between The Verne and the Grove is predominantly land used for quarrying or previous quarrying, a small scale family farm and PRow routes including the SW Coast Path. Governor's Community Garden is a public garden found opposite the main entrance of the HM Prison Portland.



Governors Gardens

Urban structure and built form

The built settlement in this area is characterised by the imposing infrastructure of the two prison buildings. The Verne is a converted Citadel built in the 19th Century; the existing fortress buildings at the summit of Verne Hill is a significant landmark of the area. The Citadel is surrounded by a dry ditch and flanked by caponiers that form part of the fortress structure. The derelict, Verne High Angle Gun Battery is a unique military feature located in the open landscape, on the summit of Verne Hill, composing of steeply sloping areas and divided by grassy embankments.

Within the Verne, there are a number of derelict historic buildings, surrounded by temporary metal fencing. There are 20th-century infill buildings that are lower in quality to the historic the military buildings due to the use of modern building materials such as concrete block.

The HM Prison, Grove is surrounded by a high wall of Portland Stone running along its periphery and along the main road in the village creating a notable and dominant feature in the townscape. The tall buildings within the Grove Prison, tower over the surrounding residential estates and overlook the area. Alma Terrace is a linear development of workers terraces on Grove Road that enhance the industrial character of the area and connect the architecture of the prison to the civilian landscape. The terrace properties are built in Portland Stone with slate roofs, timber sash window frames and are divided by small gable extensions that provide a front entrance with steps leading to the street.

There are large, detached listed buildings on Grove Road. This includes large residential properties such as Ivy Bank House; typically built in Portland Stone and bounded by a Portland stone wall with deep window cills and detailing in the stonework around windows and doors which add visual interest to the streetscape. The redundant St. Peters Church also sits on Grove Road. The ornate building is built in Portland Stone and has a heavily detailed slate roof. The building is set in mature gardens which have become overgrown and have mature trees. There is a substantial Portland stone wall running adjacent to Grove Road, sitting in front of large properties that are entered through large stone gateposts, this provides continuity and grandeur to the streetscape.

The eastern section of Grove Road is flanked by a linear development of small, terraced workers cottages. Most of the tightly packed terraces line the street and have very little or no front garden but generally long back gardens. The architecture of properties varies slightly in style and scale but are typically constructed from Portland Stone either left natural or rendered in muted tones and roofed with slate tiles. There is noticeable repetition in the distinctive layout of doors and windows on terraced properties in the area; houses have two large central windows one up and one down and a front entrance set to one side, this layout can be found throughout the Island. There is variation in, door surrounds, cills, window frames and brick detailing which brings visual interest to the streetscape. A two metre tall Portland stone wall on the northern boundary of Grove Road encloses the area and creates a gateway to the village.

There are a number of modern residential housing estates that are more open, comprising of large detached or semi-detached houses with private gardens developed to a standard design providing little or no reference to the local vernacular. Rufus Way is a modern 20th-century development of brick houses in small terraces of four houses with private driveway and small front gardens; many front gardens have been covered for driveways and there is a distinct lack of street trees.

The Portland Football Club is located adjacent to Grove Road and is enclosed by a tall Portland stone wall and includes sports pitches, club building and a large area of hard standing for car parking, the club sits adjacent to a large stone quarry which draws the commercial activity into the public realm.



Old Grove School



Grove Road



Portland Fire Station and Police Station

Views

Due to the raised topography and the coastal location, there are sea views from the edge of the cliffs on the eastern boundary of the HM Prison, Portland and HM Prison, the Verne including views of the Dorset Coast. There are views from within residential estates across Broadcroft Quarry that draws the industrial landscape into the urban setting.



Portland Harbour

Heritage Assets

The LCA comprises areas of both Underhill and Tophill. The area of Underhill within the LCA had historically been the site of a number of cliffside quarries until the Royal Navy took ownership in the mid-19th century. The Verne Citadel lies within the Tophill area of the LCA. The Tophill area of the LCA also contains a single civilian settlement, The Grove, which is largely covered by The Grove Conservation Area.

A total of 37 listed buildings lie within the LCA, and reflect zones of differing historical land use. 15 listed buildings are associated with The Verne Citadel. Of these three are Grade II* listed, and include the North (NHLE 1206120) and South (NHLE 1203116) Entrances as well as the South-west and South-east Casemates (NHLE 1203117).

A locomotive shed (NHLE 1389124) is located at the head of a former High Level Railway, associated with quarrying in the area. There are five scheduled monuments within the LCA. These comprise of the ramparts of The Verne Citadel (NHLE 1002411), a Naval Battery (NHLE 1002412), the site of an early warning radar system at the former RAF Portland (NHLE 1021302) and two elements of the East Weare Rifle Range (NHLE 1428958 & 1428958). The Dorset and East Devon Coast World Heritage Site (NHLE 1000101) covers the coast within the LCA.

The Grove Conservation Area

The Grove Conservation Area covers the late 19th century extent of the settlement of The Grove including the former HMP The Grove. The Grove village had developed from the mid-19th century around the prison and occupies the areas south and west of the prison.

There are 22 listed building within the conservation area. These include two Grade II* listed buildings, the Church of St Peter (NHLE 1205607) and The Grove County Primary School (NHLE 1205631). A total of 20 Grade II listed buildings lie within the conservation area. These include a School House (NHLE 1281859), a Naval Boundary Marker (NHLE 1203120) and a Sentry Box (NHLE 1205798). A further 11 Grade II listed buildings associated with HMP The Grove lie within the conservation area. The remaining seven listed buildings comprise 19th century domestic structures. A non-designated playing field, built by prisoners within a disused quarry, is also included within the conservation area



St Peter's Church

Managing Change

The character of The Verne and The Grove as described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area has changed over time. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland neighbourhood plan.

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the quality of the quality of the local vernacular and the linear settlement pattern:

- The derelict, Verne High Angle Gun Battery is a unique military feature in the landscape comprising of steeply sloping areas divided by grassy embankments;
- Alma Terrace is a linear development of workers terraces on Grove Road that enhance the industrial character of the area and connect the architecture of the prison to the civilian landscape;
- Large residential properties such as Ivy Bank House; typically built in Portland Stone and bounded by a Portland stone wall with deep window cills and detailing in the stonework around windows and doors which add visual interest to the streetscape;
- Due to the elevated coastal location, there are extensive coastal views from the edge of the cliffs on the eastern boundary of the HM Prison, Portland and HM Prison, the Verne including views of the Dorset coast to the east;
- The survival of a large number of historic buildings, particularly those associated with the construction of HMP The Grove;
- Almost exclusive use of Portland Stone in Historic Buildings in The Grove Conservation Area;
- A contrast is provided between close grain development within the historic core of The Grove and loose grain modern development, providing a distinctive boundary;
- Modern additions to HMP The Grove have used materials responsive to the historic fabric of the prison; and
- Historic route ways, such as former coastal rail and tram ways associated with quarrying, have been maintained as footpaths.



The Verne High Angle Gun Battery

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the impact of the prisons on the built settlement and quality of the built form:

- The built settlement within this area is characterised by the imposing infrastructure of the two prisons;
- The HM Prison, Grove is surrounded by a high wall of Portland Stone running along its periphery and along the main road in the village creating a dominant and overpowering feature in the townscape;
- Views from within residential estates extend across Broadcroft Quarry drawing the industrial landscape into the urban setting;
- Low-quality residential development that shows little or no reference to the local vernacular;
- Several buildings are on the Buildings at Risk Register, including The Verne Citadel, A Naval Battery 200 yards east of the Naval Cemetery, RAF Portland, and The Church of St Peter; and
- Modern residential development has employed the use on non-traditional materials.



Prison Wall, the Grove



Augusta Close

Sensitivity to change

There are also some elements which are particularly sensitive to change. The historic environment is a result of change and change is a key element of cneservation. These relate to public open space in the urban setting and historic properties:

- Public open space within the dense residential estates;
- Quality and setting of the historic settlement and linear developments;
- Street trees are infrequent and the gradual loss of these trees could further erode the quality of the area;
- Private front gardens, which create an attractive edge to the streets;
- Coastal views;
- Key listed buildings with continuing institutional roles are sensitive to incremental change through their operational use; and
- Traditional architectural features are sensitive to incremental change over time.



Cafe, The Verne



Grove Road

Character Management Principles

This area is characterised by the large-scale civil and military infrastructure of The Verne and The Grove Prison and their unique location on a raised, coastal plateau. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which contribute to the protection of both the heritage of the area and enhance the unique landscape setting. The following principles should be considered when defining policies with respect to heritage and character:

- Future development should retain and enhance settlement boundaries to prevent the coalescence of settlements within the Island and retain the individual characters of each area. This can be achieved through physical boundaries including settlement gateways, landscape features and defined land use;
- The pattern and design of any new development within the Verne should reflect the, military character of the area including the redevelopment of the derelict buildings. This should include materials such as Portland stone for buildings and landscape features such as walls and steps;
- Development should, wherever possible, provide a mix of uses including industry, commerce and tourism in order to maintain and enhance the diverse character;
- Future development within the area should demonstrate an understanding of the history and industrial quality of the area. It should respect the scale and plot widths, individuality, richness of character and attention to detail of the existing settlement;
- Future development in the Grove area should incorporate new green spaces wherever possible, protecting and integrating existing vegetation;
- New development should maintain and enhance access to the coastline and should retain open views from key vantage points;
- The Grade II Verne is especially important for its military history, any new development impacting the building and its grounds should respect its history, character and prominent location within the landscape and setting;
- Proposals which retain or enhance well-vegetated front gardens that demonstrate a strong relationship with the street is more likely to be acceptable than proposals to introduce substantial areas of paving for parking; and
- A common palette of materials and signage should be further developed to enhance the quality of the area and improve legibility.
- Modern development should act to conserve, and if possible enhance, the distinctive character and appearance of the LCA.
- Modern development within or in close proximity to The Grove Conservation Area should be responsive to vernacular building materials



Derelict building, The Verne



Public open space, Grove



Grove Road

- and established heights, scale and massing.
- The list of key non-designated assets identified within The Grove Conservation Area Appraisal and by the Portland Neighbourhood Plan Group should be considered in the production of any formally adopted local list of non-designated assets by the local authority. Historic England has published 'Good Practice Guide for Local Heritage Listing' (HE, 2012) this should be used as a guide.
- Remedial action should be taken concerning buildings on the Buildings at Risk Register in order to prevent further deterioration of historic fabric, and to improve their condition. This should be discussed with the local authority. Historic England has published 'Stopping the Rot: A guide to enforcement action to save historic buildings' (HE, 2016) which could help guide consultation with the local authority.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

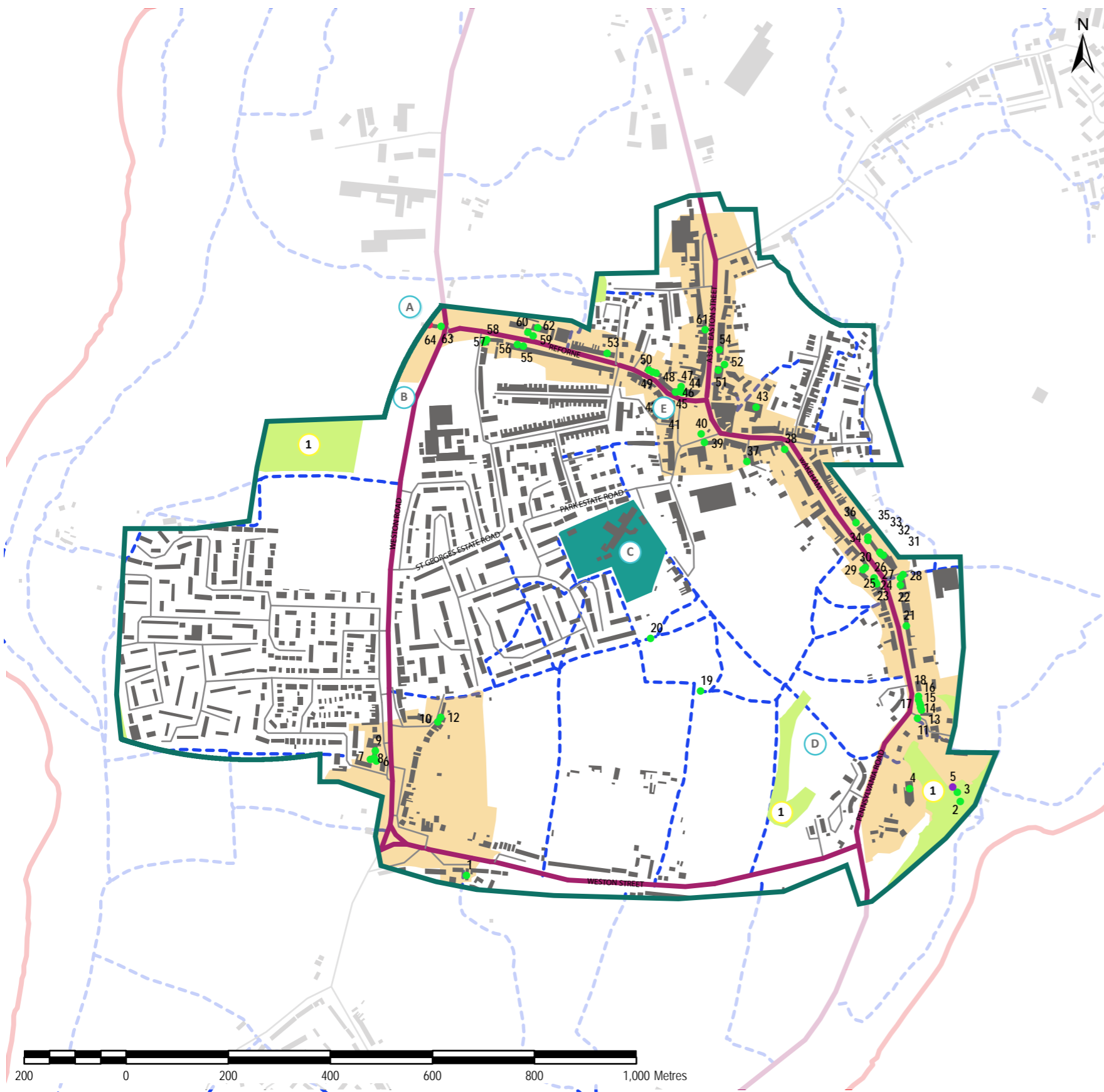
Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106.

Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- The natural character of the open landscape should be protected and enhanced through active management;
- Public Rights of Way within the area should be protected and enhanced to improve legibility and access for cyclists within the open countryside; and
- The landscape of the coastline including the areas adjacent to the WHS should be sustained through planned, active management.



Entrance to the Verne



LCA 03: Easton and Weston

Key Characteristics

The key characteristics of Easton and Weston are as follows:

- Well connected via PRoW to the surrounding open countryside, the coastline and cliffs east, west and south towards Southwell and Portland Bill.
- The area is characterised by very wide, open streets with linear development, wide pavements and grass verges on either side.
- This area is a mix of predominantly 20th century suburban residential development interspersed with pockets of linear developments of historical residential and civic properties.
- The area has a high provision of recreation grounds and green space but limited high-quality public realm.
- The architecture of historic properties varies slightly in style and scale but is typically constructed from Portland Stone either left natural, rendered in muted tones or red brick and roofed with slate tiles.
- Many of the development boundaries within the area are adjacent to existing or previous quarries. Views of Perryfield Quarry from areas such as Park Road, for example, draw the industrial character into the urban setting.

Legend

- | | |
|-----------------------------|---------------------------------------------|
| Character Area | Primary Road |
| Study Area | Local Road |
| Listed building - Grade I | PRoW |
| Listed building - Grade II | St Georges Church |
| Listed building - Grade II* | Cemetery |
| Education | St Georges Infant and Tophill Junior School |
| Medical Care | Perryfield Quarry |
| Conservation Area | Easton Methodist Church |
| Building | Isle of Portland SSSI |
| SSSI | |

Figure 6: LCA 3: Easton and Weston

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Natural Factors

Topography and hydrology

The topography of this area is strongly influenced by the topography of the plateau decreasing south towards Portland Bill from the north of the Island. Steep gradients are noticeable along the streets such as Easton Lane and Wakeham which lead south towards Southwell. The highest points are approximately 100m AOD in the north-west and 67m AOD in the south-west.

Cultural and Social Factors

Movement and connectivity

The A364 (Easton Lane) is the main vehicular route into the centre of Easton from Fortuneswell and the mainland. Easton Road is a very wide road, characteristic of the area including two-lane traffic, grass verges and pavements on either side.

There is a circular road network of these very wide streets that are characteristic of the area. The streets circumnavigate the town incorporating areas of the urban settlement and Perryfield Quarry. Wakeham Road is a very wide road in the west of the area that has; two-lane traffic, space for on-street parking and wide pavements on either side; there are large grass verges within certain sections along the route. Weston Street, another wide road on the southern boundary of the area, includes two-lane traffic and a large grass verge. Weston Road in the west of the area provides a physical boundary to the settlement in the east and west; this is a very wide route with two lane traffic, grass verges and areas of open space and wide pavements on either side.

There is a high amount of PRoW that forms passageways and direct access to dense residential estates such as routes through Park Road and the Furlands. There is also a number of PRoW that connects the area to the surrounding open countryside, the coastline and cliffs both east and west and south towards Southwell and Portland Bill.

There are intermittent cycle routes within the area including along Easton Lane and a further off road route which connects Victoria Place to Wide Street.



Easton Lane

Land use

This area is predominantly residential but other complimentary land uses are interspersed throughout. The commercial centre of Easton is located at Easton Square. There is a linear development of retail outlets along Easton Street and Easton Square including restaurants and takeaways, public house, charity shops, convenience store hair salon and estate agents etc.

In the south of the built-up area, there is mixed land use including a large supermarket and car parking, St Georges Primary School and playing fields and the Royal Manor Health Centre, enclosed by residential estates. Small shops and community facilities are distributed throughout the residential estates including the Cooperative Supermarket and Weston Post office on Weston Road.

There is another cluster of shops on Weston Road including fish takeaway and public house; the Young Men's Christian Association (YMCA) building and the George Inn on Reforme; and the Kimberlin Social Club on Blacknor Road.

There is an area of community land-uses in the north-west of the area including St George's Church and cemetery, the vacant Isle of Portland Aldridge Community Academy, a Cricket Club and pitch and the St Georges Centre – a community information and activity centre.

In the south-east of the area, there is an assembly of tourist related land uses including The Portland Museum, Holiday Caravan and Chalet parks and Pennsylvania Castle events centre.

There is a high quantity of public green space, including small recreation grounds and children's playgrounds also distributed within the residential estates. The open space in the centre of the area is predominantly recreation ground and sports pitches in the east and the Perryfield Quarry in the west, there are a number of derelict windmills in the centre of the area. There is a small track in this area that has a number of yard areas including temporary metal sheds, used car storage and equestrian enclosures.

Mature trees, including larger groups of trees for screening, are limited to the Easton side of the area. There are mature trees in the centre of Easton at Easton Square which contribute to a leafy character to this isolated pocket of the urban landscape.



Sports Pitches, Weston Road



Cemetery, Weston Road



PRoW



Residential properties, Wakeham



Coastal Views from PRoW of Church Ope Cove

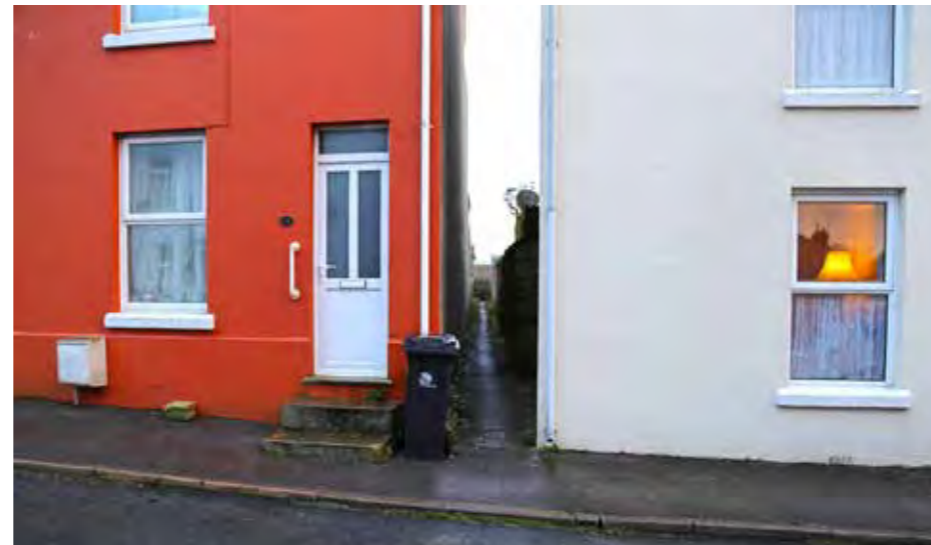


Easton Square

Urban structure and built form

The urban fabric is dense emphasised by the 20th-century infill development, which is widespread. Many of the estates are more open, comprising large detached or semi-detached houses with private gardens developed to a standard design providing little or no reference to the local vernacular. Pound Piece is a 20th-century housing development of large semi-detached houses facing into a crescent of open green space and areas of hardstanding for car parking. The properties are low quality aesthetically; rendered in pebbledash with white PVC windows and guttering and red concrete tiles roofing, many properties have covered over front gardens to make space for large driveways. There is a noticeable lack of street trees within modern housing estates.

There are pockets of historical properties and terraces. Most of the tightly packed terraces line characteristically wide open streets have very little or no front garden but generally long back gardens. The architecture of properties varies slightly in style and scale but are typically constructed from Portland Stone either left natural or rendered in muted tones or red brick and roofed with slate tiles. There is noticeable repetition in the distinctive layout of doors and windows on terraced properties in the area; typically houses have two large central windows and a front entrance set to one side, this layout can be found throughout the Island. There is variation in door surrounds, cills, window frames and brick detailing which brings visual interest to the streetscape. Wide roads and pavements on streets such as Wakeham provides a sense of grandeur and elevates the importance of the streetscape, providing a grand boulevard setting.



New Street



Broadcroft Gardens



New Street



Wakeham



St John's Ambulance, Easton Lane



Straits



New Street

PORTLAND HERITAGE AND CHARACTER ASSESSMENT

The commercial centre of the Easton has centred on Easton Square; an area of the high-quality public realm. Easton Gardens is a small public park in the centre of the area including mature trees, ornamental flower beds and children's playground. The gardens are enclosed by a Portland stone wall that matches the gardens of the properties in the surrounding streetscape. The mature trees in this area provide a leafy character to the streetscape which contradicts the rest of the area.

Foundry Close is a modern 21st-century residential development with renovations to existing buildings and new build properties. The development has been sensitive to local vernacular and high building quality with the use of Portland stone and slate alongside contemporary architectural details; this has resulted in a high-quality development.

There are a number of large, historic properties with the area that provide both interest and grandeur. St George's Church is an ornate 18th-century building set on the treeless, ridgeline in the north-west of the area. The church is built in a classical style with an elaborate steeple and metal roof. Overall the area has a high provision of recreation and green spaces but limited high-quality public realm. Recreation grounds such as adjacent to Weston Road another adjacent to Weston Street community facilities that provide formal recreation including sports pitches. The boundaries of these areas are lined with Portland dry stone walls which contribute to the sense of place. These open spaces provide a gap within high-density areas and define the edges of the neighbouring housing estates.

There are a number of smaller open green spaces distributed within the residential developments that create breaks in the otherwise dense urban development. These spaces are predominantly turfed with minimal or no planting. Public realm within the residential areas is generally limited to pavements, which are generally surfaced with asphalt.



Wakeham



St George's Road



Pennsylvania Road



Wakeham



Fancys Close



St Georges Church

Views

Within dense urban settings such as Easton Square the streetscape is enclosed and therefore views are channelled along wide streets, such as Easton Lane. Many of the development boundaries within the area are adjacent to existing or previous quarries. Views of Perryfield Quarry and the adjacent derelict windmills from areas such as Park Road, for example, draw the industrial character into the urban setting. There are views across this area of derelict windmills. There are long views on higher ground at St. Georges Church across the Island east towards Her Majesty's Prison, Portland.



Views across open green space from Furlands towards Weston Street

Heritage Assets

The LCA comprises the built areas of the historic villages of Easton and Weston and the hamlets of Reforne, Straits and Wakeham in Tophill. These settlements gradually merged through 19th and 20th century development. Post 1930's development dominates the centre and south-west of the LCA. The south-east of the LCA consists of agricultural fields and quarries similar to those that would have been prevalent across the rest of the area prior to 20th century development. There are 60 listed buildings within the LCA which largely reflect the domestic architecture and amenities of the area's settlements. These amenities include churches, community halls and schools. The remains of two windmills (NHLE 1203067 & 1281885) reflect the agricultural character which dominated the LCA prior to 19th and 20th century development. Two areas within the LCA have been designated as conservation areas – Portland (Easton, Reforne, Straits and Wakeham) Conservation Area and Weston Conservation Area.

Portland (Easton, Reforne, Straits and Wakeham) Conservation Area:
The Portland Conservation Area comprises the merged settlements of Easton, Reforne, Straits and Wakeham. The origins of these settlements are with farming, although the built environment is largely a reflection of expansion from the 1840s onwards, when the construction of The Verne Citadel encouraged new inhabitants to Portland.

There are 40 listed buildings within the conservation area; including the Grade I listed Rufus Castle (NHLE 1280727) and the Church of St George (NHLE 1203132). Rufus Castle is also a scheduled monument, and is the only scheduled monument within the LCA. Two Grade II* listed structures lie within the conservation area, including the Remains of the Church of St Andrew (NHLE 1205384) and The Easton Methodist Church (NHLE 1280713). The remaining 46 listed buildings are Grade II listed and largely comprise of 18th and 19th century houses and domestic structures focused around the historic centres of Easton, Reforne, Straits and Wakeham. Examples of earlier structures include the Portland Museum and Avice's Cottage (NHLE 1206423), built in the 17th century as agricultural workers houses. Other Grade II listed buildings of note include the St George's Centre and associated buildings (NHLE 1206092, 1281830 & 1203114) in Reforne, the Gothic Revival mansion of Pennsylvania Castle (NHLE 1203103) south of Wakeham, and the Wesleyan School (NHLE 1203081) and Clock Tower (NHLE 1205449) in the centre of Easton.

Weston Conservation Area:

The Weston Conservation area covers the entirety of the historic core of the village of Weston. Weston is a small sized settlement, with origins as a post-medieval farming community. As nearby settlement grew during the 19th and 20th centuries Weston remained small in size, with limited development until the latter half of the 20th century, although this development has focused north of the conservation area.

The buildings in the conservation area are predominately agricultural worker's cottages and are typically of two storey stone built construction. There are seven listed buildings within the conservation area, which include six such typical houses and a farmhouse (NHLE 1206525). Open spaces can be found within the south-west of the conservation area that are the vestiges of lawns, the traditional agricultural plot divisions of the island.

Managing Change

The character of Easton and Weston as described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland neighbourhood plan.



Portland Museum, Wakeham

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the quality of the urban fabric, linear settlement pattern and access to open countryside.

- Well connected via PRow to the surrounding open countryside, the coastline and cliffs both east and west and south towards Southwell and Portland Bill;
- The area is characterised by very wide, open streets with linear development, wide pavements and grass verges on either side;
- Pockets and linear developments of historical residential and civic properties characterise the area;
- Mixed and complimentary land uses are interspersed throughout including residential, education and community facilities, recreation and retail;
- The area has a high provision of recreation grounds and green space;
- The architecture of historic properties varies slightly in style and scale but are typically constructed from Portland Stone either left plain or rendered in muted tones or red brick and roofed with slate tiles;
- There is noticeable repetition in the distinctive layout of doors and windows on terraced properties in the area; houses have two large central windows one up and one down and a front entrance set to one side, this layout can be found throughout the Island;
- Easton square provides high-quality public realm and an isolated area of leafy character;
- Areas surrounding the historic core of Weston to the south, east and west have so far not been developed. This has conserved the appearance of its traditional rural setting;
- 21st century development, such as that on Park Road and Weston Street, use materials and architectural features responsive to vernacular styles;
- Continuous ribbon development along the A354, Wakeham and Weston Road reflects the nature of individual smaller historic linear settlements; and
- The greater width of the A354 road as it passes through Wakeham reflects the road's historical agricultural origins as a drove way.



Weston Road



Cemetery, Weston Road



Easton Lane

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to loss of historic street pattern and scale of development, loss of private gardens to development and quality of public open space.

- Many of the development boundaries within the area are adjacent to existing or previous quarries. Views of Perryfield Quarry from areas such as Park Road, for example, draw the industrial character into the urban setting;
- There is a distinct lack of street trees within modern development which results in sparse streetscapes;
- The large scale of 20th-century housing estates and poor architectural merit contrast the dense urban settlement within the historic section of the area.
- Front gardens in modern 20th-century development have been replaced with paved areas for parking;
- Community buildings which sit vacant, such as the Isle of Portland Community academy on Weston Road reduce the quality of the area;



Courtlands Road

- New development that breaks the skyline and draws the settlement towards the heritage coastline;
- Prevalence of white uPVC fascia boards and other architectural details on historic properties within the Portland Conservation Area;
- The loss of traditional shopfront fascia boards, often replaced with modern black-lighted signage; and
- Industrial units within LCA 06 north east of Reforne detract from the setting of key listed buildings, including the Church of St George (NHLE 1203132) and its adjacent graveyard (NHLE 1280219).

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to public green space within the dense residential estates and the high-quality local vernacular:

- Quality and setting of the historic settlement and characteristic linear developments are sensitive to infill development and urban expansion;



Grangecroft Road

- High quality local vernacular including Portland Stone buildings, architectural style and linear street pattern;
- Street trees are infrequent and the gradual loss of these trees could further erode the quality of the area;
- Private front gardens, which create an attractive edge to the streets are sensitive to infill for driveways;
- Coastal views are sensitive to development particularly on ridgelines and areas of higher ground;
- Linear settlements and historic ribbon development, such as Wakeham and Straits, are sensitive to development in surrounding open areas of former agricultural or quarry land at the rear of properties along the A354;
- Traditional architectural features are sensitive to incremental change or loss over time; and
- Open space adjacent to Perryfield Quarry is sensitive to infill development from Weston Road.



New Development adjacent to Perryfield Quarry

Character Management Principles

This area is the central settlement location on the raised plateau on the Island and is characterised by its location adjacent to active and disused quarries and the architecture made distinctive by the abundant use of Portland stone and wide street layouts created during the settlements industrial past. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which contribute to the heritage and industrial character of the urban settlement.

The following principles should be considered when defining policies with respect to heritage and character:

- Future development of and adjacent to local community areas such as Easton Square and should consider how to enhance the quality of the public realm to provide definition and a legible environment for the community;
- Future development should retain and enhance settlement boundaries to prevent the coalescence of settlements within the Island and retain the individual characters of each area. This can be achieved through physical boundaries including settlement gateways, landscape features and defined land use;
- Future commercial development within the urban setting should retain and enhance original shop fronts. Designs should demonstrate an understanding of the history and complement the existing building scale and rooflines, individuality and richness of character;
- A common palette of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm. Some groups have developed neighbourhood design guidance or design codes which set out standards expected from new development;
- The materials proposed for any new development should be responsive to the quality and attention to detail of the area. Some groups have developed neighbourhood design guidance or design codes which set out standards expected from new development;
- Seeking opportunities to create new – or improve or extend existing – cycle routes, to promote cycling as a recreational pursuit, to improve people’s health and wellbeing, and to provide a form of sustainable transport;
- Areas of green space should be designed and managed to provide attractive and functional areas for residents and visitors. This may include play equipment, seating, lighting and sculptures. The landscape should be designed to complement the local building style and reference the industrial heritage location or coastal setting;
- Proposals which retain or enhance well-vegetated front gardens that demonstrate a strong relationship with the street are more likely to be acceptable than proposals to introduce substantial areas of paving for parking;

- Modern development should act to conserve, and where possible enhance, the distinctive historic character and appearance of the LCA;
- New builds should be responsive to vernacular building materials, height, scale and massing, particularly within the Portland Conservation Area. For more information see the Portland Conservation Areas Appraisal listed within the Reference section; and
- The list of key non-designated assets identified within the Portland Conservation Area Appraisal and by the Portland Neighbourhood Plan Group should be considered in the production of any formally adopted local list of non-designated assets. Historic England has published ‘Good Practice Guide for Local Heritage Listing’ (HE, 2012) this should be used as a guide.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106.

Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- PRow and other pedestrian routes through the area should be maintained to provide safe, legible and attractive environments for pedestrians and cyclists;
- A strategy for street tree management and replanting should be developed to increase the age structure of tree stock and range of species to ensure the continuous contribution of tree cover to streets, increased diversity and resilience to environmental change; and
- A common palate of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm and distinguish the different characters of individual settlements.



St Georges Centre, Reforne

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LCA 04: Swithwell

The key characteristics of Swithwell are as follows:

- Well connected via PRoW to the surrounding open countryside, the coastline and cliffs east and west and south towards Portland Bill.
- A nucleated rural village located in the south of the Isle of Portland and the most southerly settlement on the Island.
- Within the historical area in the east, the architecture of properties varies slightly in style and scale but are typically constructed from Portland stone and roofed with slate.
- The close proximity of settlement to previously quarried landscapes.

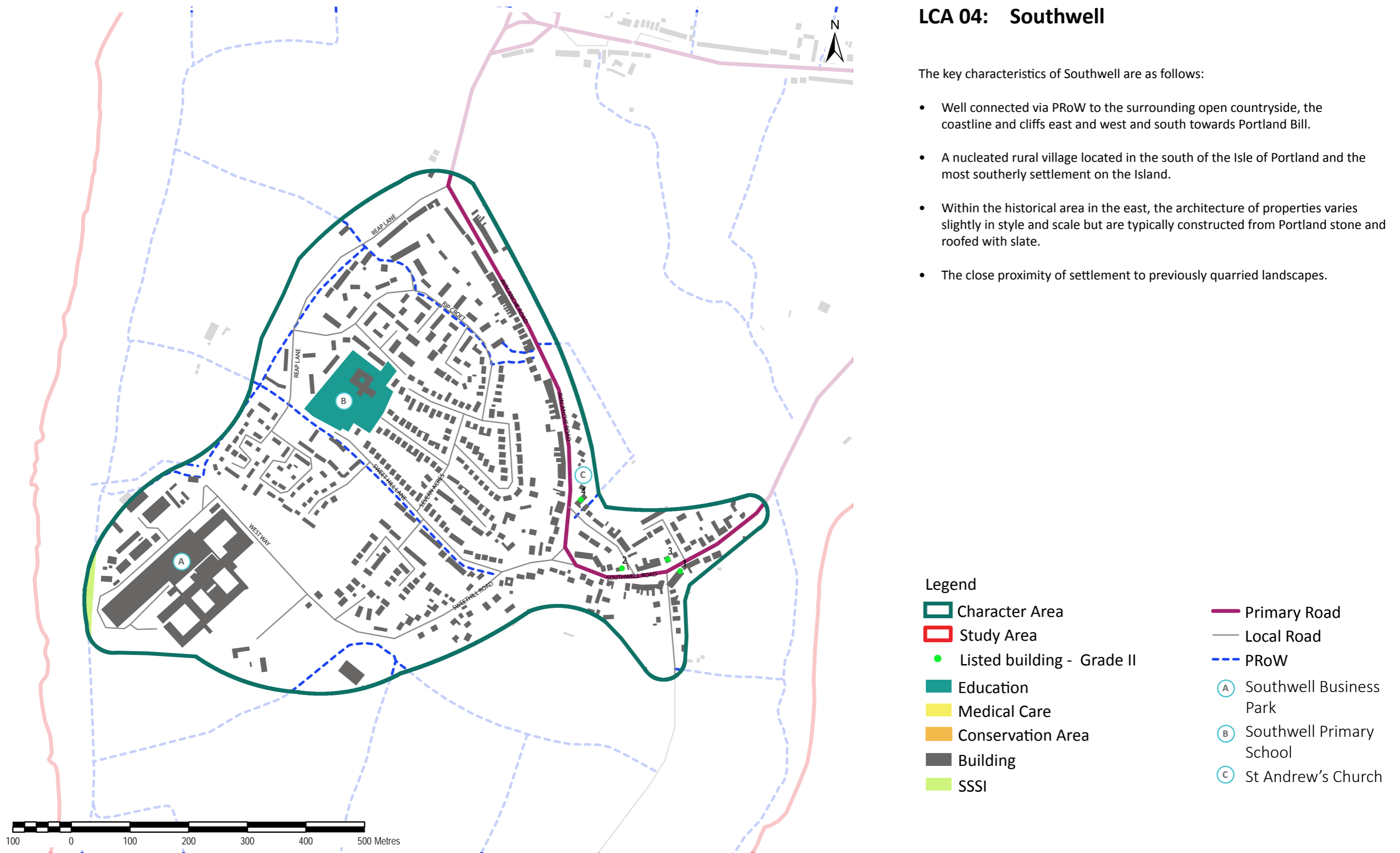


Figure 7: LCA 4

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As set out above, the character of the landscape is the result of the action and interaction of a range of natural and/or human factors. These are considered in turn below:

Natural Factors

Topography and hydrology

The topography of this area is strongly influenced by the topography of the plateau which dips southwards decreasing in height towards Portland Bill. There is a bowl in the landscape with low points at Sweet Hill Lane approximately 55m AOD which then rises up towards the south-west and the Southwell Business Park to a height of approximately 65m AOD.



View across Coombefield Quarry towards Avalanche Road

Cultural and Social Factors

Movement and connectivity

The main route into Southwell is via Avalanche Road that merges into Southwell Road. This route loops around the western boundary of Southwell from Weston in the north-west to Easton in the north-east. Traffic to Portland Bill is routed via Easton and Southwell Road and return via Avalanche Road. Avalanche Road is a busy road with two lane traffic, on-street parking and pavements on the eastern part of its length..

Within the historic sections of Southwell such as Church Lane in the east, residential streets are narrow and on-street parking is common. Roads within the 20th-century development in the west of the area are wider, have pavements on both sides and houses have driveways for parking.

There are a number of PRoW that form passageways and direct access to dense residential estates such as the route between Rip Croft Road and Avalanche Road. PRoW also connect Southwell to the surrounding open countryside, the coastline and cliffs both east and west and south towards Portland Bill.

There is a designated cycle route from Weston Road and Reap Lane to serve the School at Southwell Business Park. There are no other cycle designations.



Southwell Road



PRoW from Rip Croft to Avalanche Road

Land use

Southwell is a nucleated rural village located in the south of the Isle of Portland and is the most southerly settlement on the Island. The historic settlement to the east of the area is characterised by residential properties and other complimentary land use including St Andrew's Church, Southwell Methodist Church, and Eight Kings Public House.

The western section of Southwell is characterised by modern 20th Century residential development and other complementary land, uses including, Southwell Primary School (now vacant), children's play areas and open recreation space. The Southwell Business Centre dominates the far west of the area and includes business and industrial units, a hotel and spa and the Isle of Portland Community Academy. The business park and school are surrounded by a large area of hardstanding for car parking and access.



Isle of Portland Community Academy



St Andrew's Church



Playground, Avalanche Road



Church Lane

Urban structure and built form

In the east of the area, there are pockets of historical properties and terraces. The terraces along Southwell Road line the streets, have very little or no front garden but generally long back gardens. The architecture of properties varies slightly in style and scale but are typically constructed from Portland Stone and roofed with slate. There is consistent use of muted tones within the rendering and detailing of the properties such as window frames and doors which provide unity to the area. The settlement sits adjacent to previously quarried landscapes particularly to the west of Avalanche Road where properties overlook the Coombefield Quarry, drawing the industrial character into the residential landscape.

The urban fabric in the east of the area is medium density, emphasised by the 20th-century infill development, which is widespread. Many of the estates comprise large detached or semi-detached houses with private gardens developed to a standard design providing little or no reference to the local vernacular. The majority of properties on Sweet Hill Road are detached and set back from the street by front gardens or large driveways. Properties are built from Portland Stone and include nautical features such as circular windows which reflect the coastal location.

Southwell Business Park and IPACA has a large footprint and sits high within the surrounding landscape drawing the built settlement towards the coast. The main buildings are two to three storeys, built of Portland Stone, have many white PVC windows and have flat roofs. The buildings within the industrial area in the west are typically large scale and occupy large footprints. The majority of units are; 2 storey, flat roofed, built with Portland Stone or metal clad with flat or shallow pitched roofs and few windows. Car parks and extensive areas of hard-standing are common, particularly internally to blocks. Prominent signage and advertising hoardings, coloured architectural trim and window and door details create variety and differentiate between different businesses and land use.



Sweet Hill Road



Reap Lane



Southwell Road



Sweet Hill Road



Avalanche Road

Green space and public realm

The recreation ground on Sweet Hill Lane is a community facility that provides recreation including sports pitches, children's playground and creates a gap of open space within the high-density area. There is a lack of trees within the area and the boundaries are lined with various forms of fencing and walling not typical to the area which reduce the quality and sense of place. There is further recreation space to the north of Sweet Hill Lane, bounded by boulders of Portland stone; this reference to the local vernacular improves the quality of the area.

Numerous other designated recreation facilities are distributed throughout the area and provide facilities such as children's playgrounds. These areas vary in quality and show little reference to the local vernacular or coastal location. There are allotments adjacent to Rip Croft which again provide an open space within the dense urban fabric.

There are a number of smaller open green spaces distributed within the residential developments that create breaks in the urban development. These spaces are predominantly turfed with minimal or no planting. Public realm within the residential areas is generally limited to pavements, which are generally surfaced with asphalt.

There is a distinct lack of tree cover across the area, notable exceptions including street trees lining developments and clusters within green open space which is typical for the area, due to the significant levels of exposure the island receives.



Heritage Assets

The LCA comprises the built area of the historic settlement of Southwell in Tophill. There are four listed buildings within the LCA, all of which are Grade II listed. These comprise the 19th century Church of St Andrew (Avalanche Memorial Church) (NHLE 1281886), an 18th century house at 23 Southwell Street (NHLE 1206100), a garden wall attached to the west of 47 Southwell Road (NHLE 1203115) and a 19th century Methodist Chapel (NHLE 1280398). These are focused around the historic core of the village, which originated as an agricultural community.

There are no conservation areas formally adopted within the LCA. However, Portland and Weymouth Borough Council have produced a draft conservation area description which covers the historic core of the village which is considered to have special architectural or historic interest to warrant designation as a conservation area.

There is no list of non-designated heritage assets for the LCA, however some non-designated buildings have been identified as contributing positively to the character and appearance of the area.

- Maritime House, Southwell Business Park.
- 4 South Way, Southwell Business Park.



Southwell Road

Managing Change

The character of Southwell described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland neighbourhood plan.

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the quality of the urban fabric, the location of the coastal settlement and access to open countryside:

- Views of the WHS coastline and seascape beyond from the west of the area sets the scene of the coastal settlement;
- Historic settlement in the east of the area includes high-quality architectural properties built in Portland stone and show strong reference to the local vernacular;
- Public green space, which includes sports pitches, children's playgrounds and public footpath networks, including the long distance south west coast path;
- There is a large number of PRow through the residential areas and along Ancient Cart Tracks that provide strong permeability within the area.
- The employment and educational facilities including Southwell Business Park, IPACA.
- A large number of historic buildings of vernacular style survive in the historic core of Southwell, constructed of Portland stone with slate covered roofs.
- Modern development has focused to the west of the historic core of Southwell, conserving views into and out of the historic core.
- The survival of agricultural fields, and particularly lawns, surrounding the historic core of Southwell reflect the settlement's agricultural origins.
- The former Naval offices and workshops of Southwell Business Park do not reflect vernacular architectural styles, but provide visual interest with a number of structures of the International Modern style built using Portland stone.



Southwell Road

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to loss of historic street pattern and scale of development, loss of private gardens to development and quality of public open space.

- The core historical area within Southwell is bisected by Southwell Road which is a busy main route through the settlement;
- The close proximity of settlement to previously quarried landscapes;
- Removal of front gardens and vegetation to create driveways for off-street parking;
- The scale of suburban development is in places larger than the local context, which reduces the intimacy of the area;
- High levels of traffic and on-street parking particularly in the historical area in the east, further deter access and create barriers for pedestrians and cyclists;
- Urban expansion and development in the west built with modern materials and lacks an attention to vernacular architectural detailing;
- Vacant educational facilities such as Southwell Primary School reduce the quality of the area;

- The Southwell Business Park and IPACA dominate the landscape to the east and provides a visual barrier between the settlement and the coastline;
- There is a lack of high quality recreation space and children's play areas within the area;
- Lack of trees across the area including street trees lining developments and clusters within green open space which reduces the quality of the area;
- Modern development has used materials which are not responsive to vernacular materials.

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to public green space and quality of the urban settlement:

- Public green space within the dense residential estates;
- Quality and setting of the historic settlement;
- High quality local vernacular including Portland Stone buildings, architectural style and linear street pattern;
- Street trees are infrequent and the gradual loss of these features could further erode the quality of the area;
- Private front gardens, which create an attractive edge to the streets;
- Coastal views;
- The settings of key historic buildings in the historic core of Southwell are sensitive to incremental development, particularly in the open areas of agricultural and quarry land which encircles the settlement; and
- Buildings of architectural interest within the Southwell Business Park are sensitive to incremental change through their continued commercial use.



Eight Kings Public House, Southwell Road



Barlands Close



Reap Lane

Character Management Principles

Southwell is a small nucleated settlement on the southern tip of Portland. The town settlement has a combination of historic properties built in the distinct style of the local vernacular with Portland stone, small terraces and slate roofs and modern housing developments with wide streets and a lower architectural quality. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which contribute to the coastal and industrial heritage of the built settlement.

The following principles should be considered when defining policies with respect to heritage and character:

- Future development of and adjacent to local community areas, should consider how to enhance the quality of the public realm to provide definition and a legible environment for the community.
- Future development within the historic urban setting should retain and enhance the original streetscape. Designs should demonstrate an understanding of the history and complement the existing materials, architectural detailing, building and roof lines;
- Future development should retain and enhance settlement boundaries to prevent the coalescence of settlements within the Island and retain the individual characters of each area. This can be achieved through physical boundaries including settlement gateways, landscape features and defined land use;
- A common palette of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm. Some groups have developed neighbourhood design guidance or design codes which set out standards expected from new development;
- The materials proposed for any new development should be responsive to the vernacular style and materials of the surrounding area;
- New development within the historic settlement in the east should reflect the scale and design of existing development within the village including; height of rooflines, local materials and detailing such as render and muted tones;
- Seeking opportunities to create new – or improve or extend existing – cycle routes, to promote cycling as a recreational pursuit, to improve people's health and wellbeing, and to provide a form of sustainable transport;
- Areas of green space should be designed and managed to provide attractive and functional areas for residents and visitors. This may include play equipment, seating, lighting and sculptures. The landscape should be designed to complement the local building style and reference the industrial heritage location or coastal setting;
- Proposals which retain or enhance well-vegetated front gardens that

demonstrate a strong relationship with the street are more likely to be acceptable than proposals to introduce substantial areas of paving for parking;

- New development should seek to conserve, and where possible enhance, the distinctive historic character and appearance of the LCA particularly in the historic core of Southwell;
- New builds should be responsive to vernacular building materials, height, scale and massing, particularly within the Portland Conservation Area;
- The list of key non-designated assets identified within by the Portland Neighbourhood Plan Group and our heritage team should be considered in the production of any formally adopted local list of non-designated assets. Historic England has published 'Good Practice Guide for Local Heritage Listing' (HE, 2012) this should be used as a guide; and
- The significance of the buildings of Southwell Business Park in the developmental history of the LCA should be considered by new development. These structures represent later Royal Navy development and a part of the continuing growth of employment opportunities which drove 20th century residential expansion.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106. Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

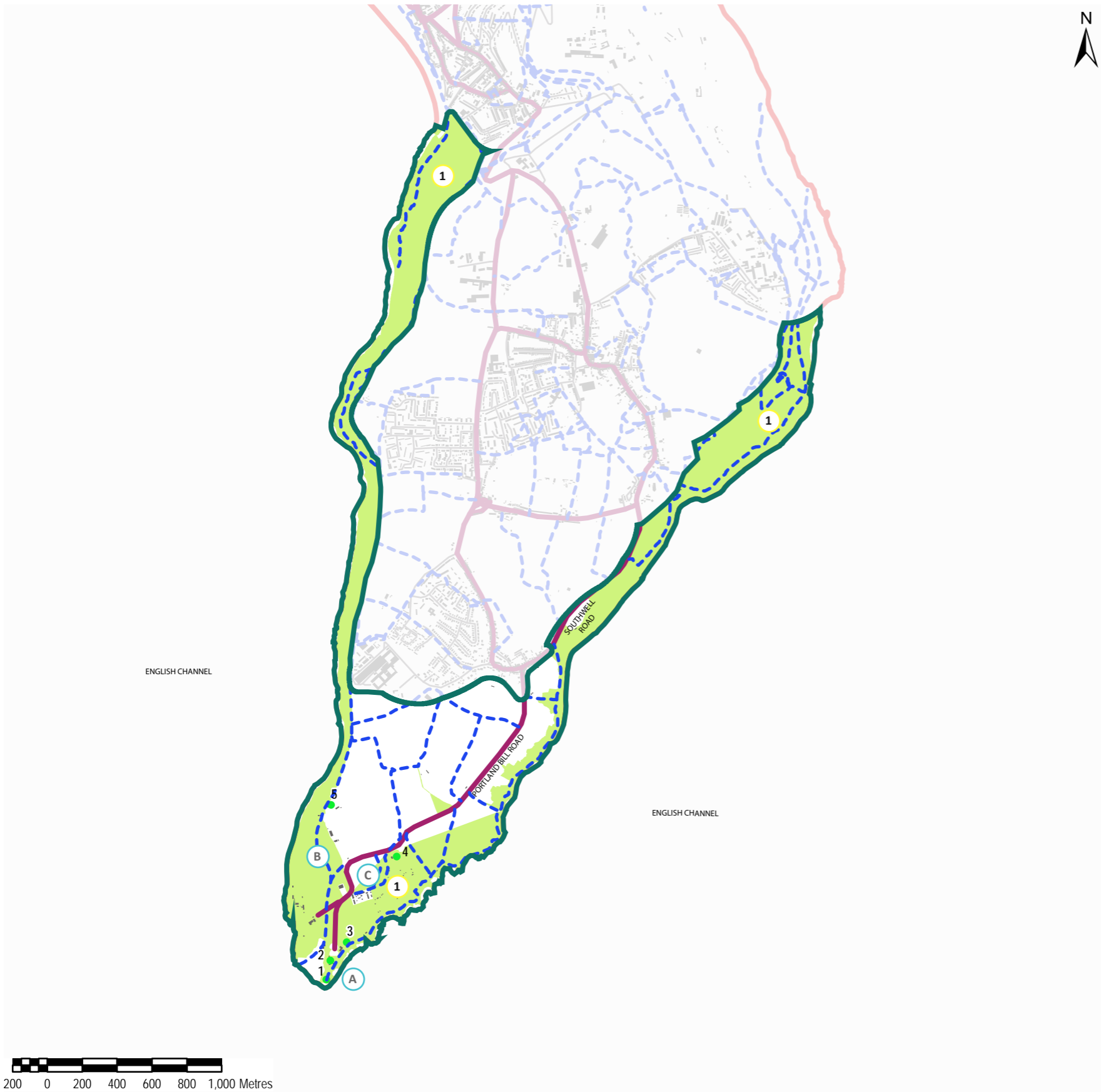
- PRoW and other pedestrian routes through the area should be maintained to provide safe, legible and attractive environments for pedestrians and cyclists; and
- A strategy for street tree management and replanting should be developed to increase the age structure of tree stock and range of species to ensure the continuous contribution of tree cover to streets, increased diversity and resilience to environmental change.



Southwell Road



Southwell Road



LCA 05: Portland Bill and The Jurassic Coastline

Key Characteristics

The key characteristics of Portland Bill and the Jurassic Coast are as follows:

- Portland Bill is a promontory at the southernmost tip of the island and has long been recognised as a nationally important landfall for migrating birds.
- The east and west coastlines of the island are very different. The west coast is a very rugged landscape, the cliffs are steeply sided and huge gullies are present. The coastline on the east is a more sheltered with the cliffs forming a series of terraced landforms before termination in the sea.
- Portland's coast is part of the Jurassic Coast (Dorset and East Devon Coast) World Heritage Site, which was inscribed in 2001 for its outstanding geology.
- The area has three lighthouses; Portland Bill Lighthouse is still a working lighthouse and as such is an important way-finding point for coastal traffic and an important landmark within the area.
- In the south-east of the area, there is a Royal Navy research station and associated low impact buildings.
- There is some agriculture on this southern half of the island, with nationally important relict field systems

Legend

- | | |
|-----------------------------|-----------------------------|
| Character Area | Primary Road |
| Study Area | Local Road |
| Listed building - Grade I | PRow |
| Listed building - Grade II | Portland Bill |
| Listed building - Grade II* | Royal Navy Research Station |
| Education | Former Coastguard Cottages |
| Medical Care | Isle of Portland SSSI |
| Conservation Area | |
| Building | |
| SSSI | |

Topography and hydrology

Portland Bill is a promontory at the southernmost tip of the island and has long been recognised as a nationally important landfall for migrating birds. There are high coastal ledges at the foot of the Bill; almost the whole coast of the Isle features maritime cliffs and slopes that characterise Portland as a raised plateau above the seascape below. The plateau land slopes southwards from approximately 60m AOD, finally dipping into the sea at Portland Bill at approximately 9m AOD, where its presence creates the famous tidal race. The agricultural landscape is scarred by nationally important relict field systems OF baulks and strips also known as lawnsheds that form ridges in the hillside.

Movement and connectivity

The plateau is accessed via New Road that climbs from Fortuneswell to connect other areas of the Island. The quarries and areas of open space within this area are accessed by the network of small routes that run across the south of the island. King Barrow Quarries Nature Reserve, Inmosthay Quarries and Independent Quarries are all accessed from Easton Road which is the central route through the island.

There is a network of PRow that covers this area and connects the various pockets of open space from east to west. The South West Coast Path is located on the periphery of the area adjacent to the maritime cliffs. There are no designated cycle routes through the area.



Relict Field System

Land Use

Almost the whole coast of the Isle supports maritime cliffs and slopes. The cliff habitats of the east side of the Isle are also of international importance and form part of the Isle of Portland to Studland Cliffs SAC. Portland's coast is part of the Jurassic Coast (Dorset and East Devon Coast) World Heritage Site, which was inscribed in 2001 for its outstanding geology.

Portland Bill, a promontory at the very south of the island, its important for migrating birds is emphasised with a bird observatory established in one of the old lighthouses. The coastal ledges near the Bill support one of only two seabird colonies in Dorset, with nesting guillemot, razorbill and kittiwake.

The area has three lighthouses; Portland Bill Lighthouse is still a working lighthouse and as such is an import way-finding point for coastal traffic. Portland Bill Lighthouse is a major tourist destination and the former lighthouses keeper dwellings provide a visitor centre and opportunity to climb the lighthouse. Old Lower Lighthouse has been converted into a bird observatory. Pulpit Rock (coastal rock formation) and Trinity House Obelisk (Grade 2 listed monument) are also landmarks within the Bill area. There are a number of commercial businesses that support the tourist population including a restaurant and public house; there are also large areas of hardstanding for car parking. The area immediate to Portland Bill is common land.

In the south-east of the area, there is a Royal Navy research station and associated buildings. There is a small development of residential properties (some used for holiday lets) in the south-east of the Bill area.



Portland Bill Lighthouse

There are three locations where groups of temporary seaside beach huts (originally Fisherman's huts) can be found; Portland Bill, Portland Bill Huts Fields and Church Ope Cove. In the east of the area, there is a collection of properties including Old Higher Lighthouse that provide holiday accommodation.

There is some agriculture on this southern half of the island, with nationally important relict field systems, as a result, there are a number of sparsely populated agricultural settlements and associated buildings found within the area. There is a network of PRow and Ancient Cart Track that provide access for pedestrians across the area.

Landscape structure and built form

The east and west coastlines of the island are very different. The west coast is a very rugged landscape, the cliffs are steeply sided and huge gullies are present. The coastline on the east is a more sheltered and gentler landscape. Built settlement within this area is sparsely populated. There are pockets of development concentrated around the lighthouses that characterise the landscape and contribute to the maritime setting.

Portland Bill lighthouse is a landmark feature in the Portland Bill area; painted with distinctive red and white strips and associated white rendered out buildings. The road network at Portland Bill is lined with large boulders of Portland stone which add to the strong sense of place.



Royal Navy Research Station

The adjacent restaurant is complimentary to the maritime setting, with veranda style metal roof, white weatherboard cladding and sea blue paintwork on timber detailing. There is a large car park in this area which is a significant area of open, flat hardstanding and is a contrast to the sloping, rugged predominantly agricultural landscape.

The residential development to the east of Portland Bill is a collection of terraced properties that are stepped to follow the slope of the topography towards the cliffs. The coast guard cottages are finished in white render, with slate tiled roofs and each has a small front porch. The properties have small front gardens bounded in Portland Stone dry walls. The public house adjacent to this development is built in Portland Stone and has stone terraces which complement the local vernacular; the property is surrounded by large areas of hardstanding which emphasises the open nature of the landscape yet is incongruous with the verdant grasslands beyond.

The Royal Navy Research Centre on the western side of Portland Bill is a collection of industrial buildings, asphalt car-parking and surround with metal fencing, this development is highly visible and has an industrial impact on the surrounding coastal landscape. There is a combination of Portland dry stone walling and post and wire fencing that delineate field boundaries in the area. There are a number of unpaved tracks that provide low-impact access through the area. There is limited, designated open recreation space in this area. Access to open green space is limited to PRow and access to beaches on the west coast.



Public House, Portland Bill

Views

The location on a raised peninsula results in a range of sweeping coastal views from the majority of this area to the south, east and west. Key views can be accessed from the South West Coast Path particularly at the viewing platform at Trinity House Obelisk and from areas of high ground within the agricultural landscape. The lack of tree cover results in expansive and uninterrupted views across the landscape.

Heritage Assets

The LCA is an essentially rural area of Tophill; containing few dispersed and isolated structures concentrated toward the southern tip of Portland Bill. Five listed buildings are within the LCA, all of which are Grade II listed and reflect the significance of maritime activity surrounding the Isle of Portland. These comprise the Old Higher Lighthouse (NHLE 1203104), the Old Lower Lighthouse and Coastguard House (NHLE 1280466), a Fisherman's Hut (NHLE 1280495), the New Lighthouse (NHLE 1280498) and the Trinity House Landmark (NHLE 1203105).

The Dorset and East Devon Coast World Heritage Site (NHLE 1000101) covers the entirety of the coastline within the LCA. There are four scheduled monuments within the LCA. These include Portland Open Fields (NHLE 1002729), Portland Open Fields (NHLE 1002729), Mesolithic Sites near Culverwell (NHLE 1002406) and Portland Bill Stone Loading Quay (NHLE 1002388).



Coastguard Cottages

Managing Change

The character of Portland Bill and the Jurassic Coastline described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland Neighbourhood Plan.

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the quality of the landmark properties, quality of the open space and views across the open countryside and coastal cliffs.

- Pockets of development concentrated around the lighthouses that characterise the landscape and contribute to the maritime setting;
- Portland Bill lighthouse is a landmark feature in the Bill area; this is a high-quality property with distinctive red and white strip and associated white rendered out buildings;
- Landmark viewing platforms such as Trinity House Obelisk provide public access to unique coastal views;
- Buildings such as the café on Portland Bill is complimentary to the maritime setting, with veranda style metal roof, white weatherboard cladding and sea blue paintwork on timber detailing;
- The network of PRoW increase the permeability of the area;
- There is some agriculture on this southern half of the island, with nationally important relict field systems;
- The traditional agricultural character of Portland persists on Portland Bill, in the form of lawns and open fields; and
- A number of historic structures survive associated with historical quarrying on the island, for example the Portland Bill Stone Loading Quay (NHLE 1002388) and Durdle Pier.



Cafe, Portland Bill

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the scale of development, loss of private gardens to development and quality of public open space:

- The scale of car parking development and large areas of hardstanding to accommodate large amounts of tourists contrasts the surrounding rugged coastal landscape and reduces the tranquillity of the area;
- Lack of cycle routes;
- The Royal Navy Research Centre on the western side of Portland Bill is highly visible and has an industrial impact on the surrounding coastal landscape;
- Post and wire fencing that delineate field boundaries is low quality and reduces the quality of the area; and
- Expansion of the beach hut developments could impact the rugged coastal setting of the area.

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to open space and undesignated areas:

- The settings of key listed structures such as the Bill's three lighthouses and the Trinity House landmark, are derived from the open spaces that surround them and are therefore highly sensitive to development in close proximity;
- The open agricultural land which provides the setting of Portland Bill and prevents the coalescence of residential infill from Southwell;
- Areas within the area that are not designated SSSI are sensitive to the expansion of the existing holiday accommodations;
- The tranquillity of the area is sensitive to increases in traffic, leading to congestion on local roads and car parks; and
- High quality local vernacular including Portland Stone buildings and characteristic lighthouses.



Portland Bill, Lighthouse

Character Management Principles

Portland Bill is a promontory at the southernmost tip of the island, the east and west coastlines of the island are very different. The west coast is a very rugged landscape, the cliffs are steeply sided and huge gullies are present, the coastline on the east is a more sheltered and gentler landscape and therefore development pressure is more noticeable. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which contribute to the unique and rural setting of this coastal peninsula.

The following principles should be considered when defining policies with respect to heritage and character:

- The pattern and design of any new development within the landscape should respond to the organic form and open aspect of the plateau and use natural and local materials;
- Development within the nucleated settlements should reflect the scale, density and roof line of adjacent buildings and demonstrate a strong relationship with the coast.;
- A common palate of materials, street furniture and signage should be further developed to enhance the quality and legibility of the public realm;

- Future development adjacent to the WHS coastline should demonstrate an understanding of the surrounding landscape in terms of building scale, mass and style.
- Any new development within the Portland Bill area should be sensitive to the unique location and rugged landscape and large areas of hardstanding for car parking should be limited to existing areas;
- Modern development on Portland Bill should consider the sensitivity of the setting of listed building; and
- Future development to accommodate tourist activities should be sensitive to the character of the rugged coastal landscape.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106. Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

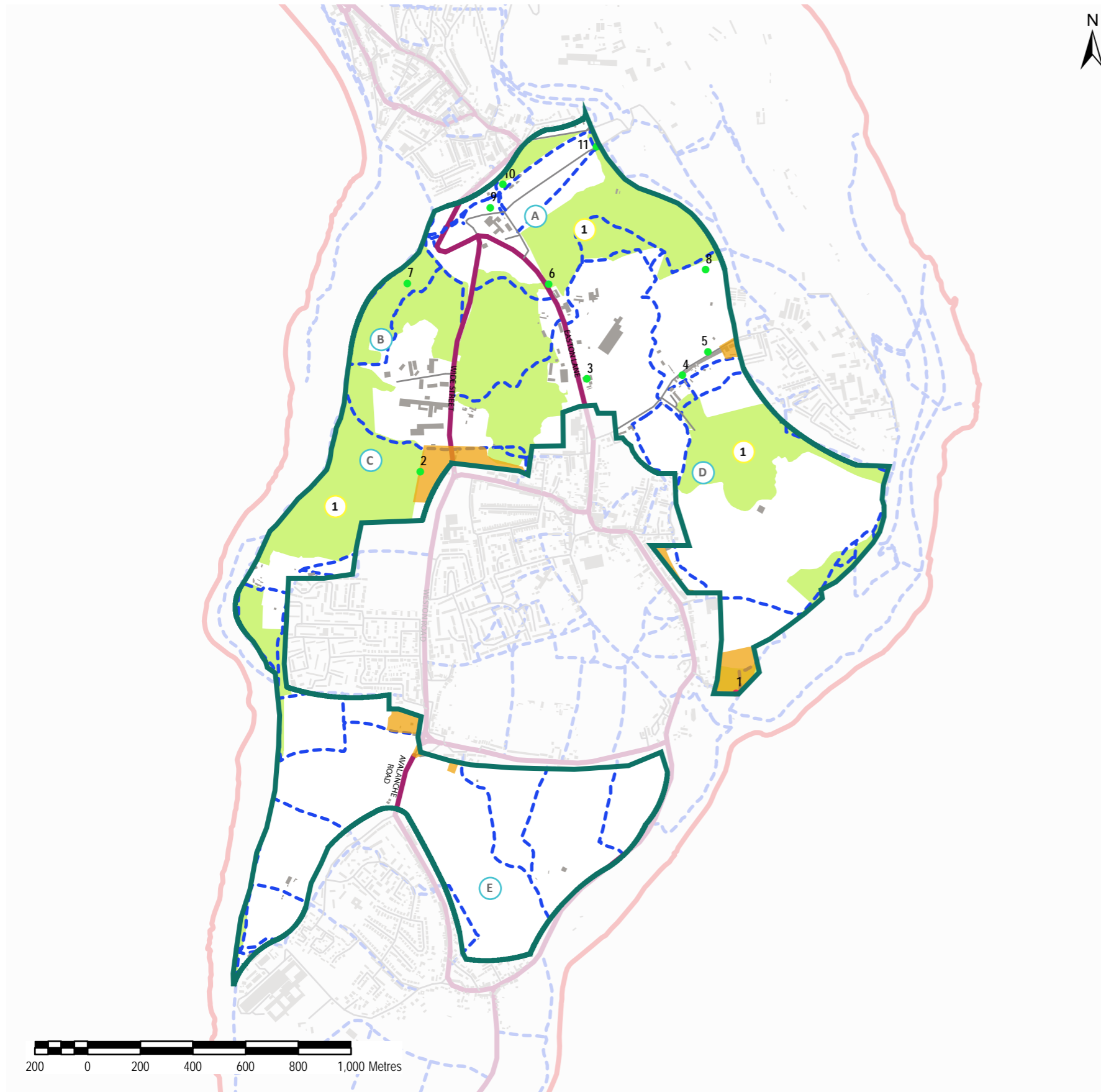
- The landscape of the WHS Coastline should be sustained through planned, active management;
- The historic network of drystone walls should be maintained for their landscape value in unifying the Islands landscapes; and
- Opportunities to improve way finding should be considered, including interpretation boards providing information about the landscape and heritage within the area.



Unsurfaced track to Portland Bill Huts Fields



Coastguard Cottages



LCA 06: Quarries and Open Space

Key Characteristics

The key characteristics of the Quarries and Open Space are as follows:

- There is a network of PRoW that covers this area and connects the various pockets of open space from east to west.
- This area is characterised by active and disused quarries that cover most of the land use within the area. The mechanisation of quarrying in the 20th century created the larger quarries, prior to this extraction was on a more human scale.
- Much of this rugged landscape is scarred by centuries of quarrying.
- Accessible open green space in this area is characterised by the disused quarries.
- The Tout Quarry Reserve and Nature Park, located in the north-west of the area includes a network of labyrinths and gullies as a result of quarrying in the area, a sculptures carved out of Portland stone located throughout the area, interpretation panels, car park and a network of PRoW.
- There is also industrial and commercial land located within this area including the Tradecroft Industrial Estate in the north-west.
- Drystone walls are a common feature on quarry and field boundaries and are often in a poor state of repair.

Legend

- | | |
|-----------------------------|--------------------------------------|
| Character Area | Primary Road |
| Study Area | Local Road |
| Listed building - Grade I | PRoW |
| Listed building - Grade II | King Barrow Quarries Reserve |
| Listed building - Grade II* | Tout Quarry Reserve & Sculpture Park |
| Education | Bowers Quarries |
| Medical Care | Broadcroft Quarry Butterfly Reserve |
| Conservation Area | Coombefield Quarry |
| Building | Isle of Portland SSSI |
| SSSI | |

Figure 9: LCA 6:

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As set out above, the character of the landscape is the result of the action and interaction of a range of natural and/or human factors. These are considered in turn below:

Natural Factors

Topography and hydrology

The topography of this area is strongly influenced by the topography of the plateau decreasing south towards Portland Bill from the north of the Island. Steep gradients are noticeable along the streets such as Easton Lane and Wakeham which lead south towards Southwell. The highest points are approximately 100m AOD at Bowers Quarry and 67m AOD at land adjacent to Southwell. The overall topography has been disrupted by large areas of quarrying which has resulted in deep pock marked terrain.

Cultural and Social Factors

Movement and connectivity

The plateau is accessed via New Road that climbs from Fortuneswell to access other areas of the Island. The quarries and areas of open space within this area are accessed by the network of small routes that run across the south of the island. King Barrow Quarries Nature Reserve, Inmosthay Quarries and Independent Quarries are all accessed from Easton Road which is the central route through the plateau of Island.

There is a network of PRow that covers this area and connects the various pockets of open space from east to west. Old Hill is the traditional route to Top Hill for pedestrians and is now a PRow. The South West Coast Path is located on the periphery of the area and adjacent to the maritime cliffs. There are no designated cycle routes within the area.



View from Tout Quarry Nature Reserve



Tout Quarry Nature Reserve



New Ground

Land use

This area is characterised by active and disused quarries that cover most of the land use within the area. Slabs of light grey Portland stone are strewn across a largely treeless landscape. Hedges are absent and the land is divided into small fields by drystone walls. The active quarries include commercial buildings with large footprints.

Disused quarries have been used to create areas of public open space and recreation. The largest area is the King Barrow Quarry Nature Reserve which includes car parking off New Ground, interpretation panels, PRoW and wayfinding. The Tout Quarry Reserve and Nature Park, located in the north-west of the area includes a network of labyrinths and gullies as a result of quarrying in the area, sculptures carved out of Portland stone (located throughout the area), interpretation panels, car park and a network of PRoW.

There is also industrial and commercial land located within this area including the Tradecroft Industrial Estate in the north-west. There is commercial activity adjacent to Easton Lane including car garage, convenience store, hotels and a recycling centre.



Working Quarry

Landscape structure and built form

Much of this rugged landscape is scarred by centuries of quarrying. Drystone walls are a common feature on quarry and field boundaries and are often in a poor state of repair, obscured by mounds of brambles and partially replaced by post and wire fencing. The skyline is low, and buildings, signs, pylons and quarries tend to dominate the landscape.

Small abandoned quarries found in the area include piles of quarried stone strewn in the landscape and features covered in scrub. Active quarries such as Perryfield Quarry are dominant in the landscape and impact the surrounding urban settlement. The boundaries of Perryfield Quarry merge gradually with the surrounding settlements and are not well defined. At the quarry entrance, a grass verge and linear strip of Portland stone boulders merge the industrial character of the quarry into the urban setting.

The Tradecroft Industrial Estate sits prominently in the treeless landscape and is therefore highly exposed. Buildings are typically large scale, occupying large footprints and are generally equivalent to 2-4 storeys in height. The buildings within the estates are generally metal clad with flat or shallow pitched roofs and few windows. Car parks and extensive areas of hard-standing are common, particularly internally to blocks. Prominent signage and advertising hoardings, coloured architectural trim and window and door details create variety and differentiate between different businesses and use.



Tradecroft Industrial Estate

The linear development of commercial properties adjacent to Easton Road draws the industrial character into the built settlement. The buildings vary in quality and architectural detailing. Portland Stone has been used for drywalling adjacent to the roadside. The Portland Lodge hotel and a residential property which provides continuity with the rest of the Island. The quality of the area is reduced with buildings and boundaries made from modern, low-quality materials such as post and wire fencing and a concrete extension on Portland Lodge.

The roundabout at the summit of New Road provides the gateway to the plateau of Portland. The Heights Hotel and commercial properties that surround this nodal point provide a limited reference to the local vernacular and the high quality of architecture distinctive to the Island. The landscaping and sculptures surrounding the Height Hotel maximise the views of Chesil Beach below.



Sculpture, Tout Quarry

Green space and public realm

Accessible open green space in this area is characterised by the disused quarries. King Barrow Quarry Nature Reserve is an open, disused quarry that has been left to settle back into the surrounding landscape including the colonisation of scrub. The area has been upgraded as a tourist location including wayfinding and interpretation panels. Adjacent to the nature reserve and New Ground there is a high quality, landscaped car parking area and viewing area toward the Verne and Fortuneswell. The area is bounded by large boulders of Portland Stone and timber fencing; there are also sculptures and planting beds built out of Portland stone which is in keeping with the local vernacular and add to the quality of the area.

The Tout Quarry Reserve and Nature Park is accessed via the Tradecroft Industrial Estate and wayfinding is limited. The setting of the Portland stone sculptures within the park is basic and reduces the quality of the area. The landscape is overgrown with brambles and footpaths are gravel and unsurfaced.



King Barrow Quarries Reserve

Views

The location on a raised peninsula results in a range of sweeping coastal views from the peripheries of this area of this area. Key views can be accessed from the viewing area adjacent to New Ground overlooking The Verne, Fortuneswell and Chesil Beach. There are long ranging views across the plateau as the landscape slopes from the north to the south; views are interrupted by areas of built settlement such as Easton.

Heritage Assets

The LCA is an essentially rural area of Tophill comprising quarries, and agricultural land in the south-west of the area. 19th century residential ribbon development west of The Grove is also included within the LCA. There are 13 Grade II listed buildings within the LCA, which reflect both the character of industrial activity in the area as well as settlements within neighbouring LCAs. These assets comprise five bridges associated with quarry tram and railways (NHLE 1281839, 1203122, 1203102, 1205878 & 1206274); two lime kilns (NHLE 1393113 & 1281854); The Old Rectory (NHLE 1280485); The Former Portland Drill Hall, boundary walls, mounting blocks and adjacent workshop (NHLE 1431761); as well as the houses of Alma Terrace with front railing (NHLE 1203093), and an adjacent boundary wall (NHLE 1203091).



Step steps in Tout Quarry

Managing Change

The character of the Quarried Landscape and Open Space described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area have changed over time. Together this provides a baseline against which change can be monitored and managed. The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section, therefore, considers various factors which may influence change and inform the policies set out in the Portland neighbourhood plan.

Positive aspects of character

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the quality of the unique quarried landscapes:

- Accessible open green space in this area is characterised by the disused quarries.
- There is a network of PRoW that covers this area and connects the various pockets of open space from east to west.
- Disused quarries have been transformed into local nature reserves and public attractions.
- Drystone walls are a common feature on quarry and field boundaries.
- A number of historic structures associated with quarrying have survived.

Issues to be addressed

The following issues have been identified which could be addressed through new development or active management. These are principally related to the impact of quarrying on the landscape:

- Much of this rugged landscape is scarred by centuries of quarrying.
- Lack of wayfinding and branding of public attractions.
- Lack of off-road cycle routes.
- Drystone walls are often in a poor state of repair.
- The Tradecroft Industrial Estates are sat prominent in the treeless landscape and is therefore highly exposed.
- The boundaries of active quarries merge gradually with the surrounding settlements and are not well defined.



Wide Street



Tout Quarry Sculpture Park



Tradecroft Industrial Estate



Tradecroft Industrial Estate

- 20th century mechanisation of quarrying has created quarries that have resulted in large scale extraction.

Sensitivity to change

There are also some elements which are particularly sensitive to change. These relate to open green space and designated sites:

- Open green space;
- Areas within the area that are not designated SSSI are sensitive to the expansion of the existing settlements; and
- Views across the Island and towards the coast are sensitive to industrial development.

Character Management Principles

This area is critical in producing the industrial landscapes that characterise the Isle of Portland. Large scale active and disused quarries contribute to a unique and interesting landscape. In order to address the issues highlighted above, principles for managing change should focus on sustaining, reinforcing or enhancing those aspects which enhance the industrial character and contribute to the coastal setting. The following principles should be considered when defining policies with respect to heritage and character:

- Development should protect and enhance existing, sparse blocks and belts of woodland and incorporate new planting to further enhance the quality and biodiversity of the area;
- The distinct pattern of dispersed settlements is critical to maintaining the character of the area and this should be maintained to prevent the coalescence of urban settlements within the area;
- Development should, wherever possible, provide a mix of uses including industry, agriculture and tourism in order to maintain and enhance the rural character;
- New development should maintain and enhance access to the coastline and should retain open views across the Island from key vantage points;
- The historic network of drystone walls should be maintained for their landscape value in unifying the Islands landscapes; and
- Development within the disused quarries should be encouraged to celebrate both the industrial heritage on the island and the diverse and high quality landscape and biodiversity.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through the Community Infrastructure Levy (CIL) and Section 106 (S106) contributions, or if the project is not eligible for these mechanisms, through other means of funding or delivery. CIL is

a tool for local authorities to levy contributions from developers to help deliver infrastructure projects which benefit the local community – for more information, see <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

Section 106 agreements are site-specific and put in place to make it possible to approve a planning application that might not otherwise be acceptable in planning terms – for example, the provision of new green space. It is recommended to seek advice from the Local Planning Authority on what types of project can be funded through CIL and S106. Projects and initiatives identified as having potential to be brought forward by CIL, S106 or other means include:

- Common signage should be developed as part of Design Codes for the area to enhance the quality of the area and improve legibility. This could include a design style for way-finding, tourist information and landmarks that would provide continuity to the landscape; and
- PRoW within the area should be protected and enhanced to improve legibility and access for cyclists within the open countryside. This should include connections between the northern areas and the southern plateau to improve people’s health and wellbeing, and to provide a form of sustainable transport.



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MANAGING CHANGE



Next steps and sources of further information and support

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Portland Neighbourhood Plan. As such, it does not provide a comprehensive overview of the contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan-making processes, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the West Dorset, Weymouth and Portland Local Plan.

Other work which would strengthen the evidence base and provide a basis for monitoring and managing future change includes:

- Design codes which specify the types, form and appearance of development in the area;
- Common signage should be developed as part of Design Codes for the area; to enhance the quality of the area and improve legibility. This could include; a design style for way-finding, tourist information and landmarks that would provide continuity to the urban landscape and define individual settlements;
- A common palette of materials should be developed as part of Design Codes for the area to enhance the quality of the area. This could include directions for the sympathetic use of locally used materials such as Portland stone, neutral render and slate with contemporary building materials such as glass, timber and steel. This will provide continuity to the local vernacular;
- Detailed mapping and interpretation of green infrastructure, including the Nature Reserves and coastal path to identify deficiencies and opportunities to further enhance the character and appearance of the area.
- The Portland Neighbourhood Steering Group have shown interest in allocating land for development. It is therefore recommended that the group apply for further technical support using the 'Site options and assessment' package available through Locality.

A wealth of further information and support is available to assist the Portland Neighbourhood Steering Group in applying the principles set out in this assessment. The Locality website is a useful starting point and is updated regularly. Current guidance which may be of interest includes:

- Community Rights and Heritage, July 2016: <http://mycommunity.org.uk/resources/community-rights-and-heritage/>
- Heritage in Neighbourhood Plans, July 2016: <http://mycommunity.org.uk/news/heritage-in-neighbourhood-plans/>
- Design in Neighbourhood Planning, February 2016: <http://mycommunity.org.uk/resources/design-in-neighbourhood-planning/>



Recent Development at Weston Street

Further technical support is also available to priority neighbourhood planning groups and forums through Locality, funded by DCLG. The other packages of support currently available are:

- Establishing a Neighbourhood Forum
- Housing Advice and Assessment
- Site options and assessment
- Urban Design and Masterplanning, including Design Codes
- Environmental Impact Assessment (EIA)
- Habitats Regulations Assessment (HRA)
- Viability of proposals
- Evidence Base and Policy Reviews
- Facilitation Support
- Technical Facilitation
- Healthcheck prior to examination

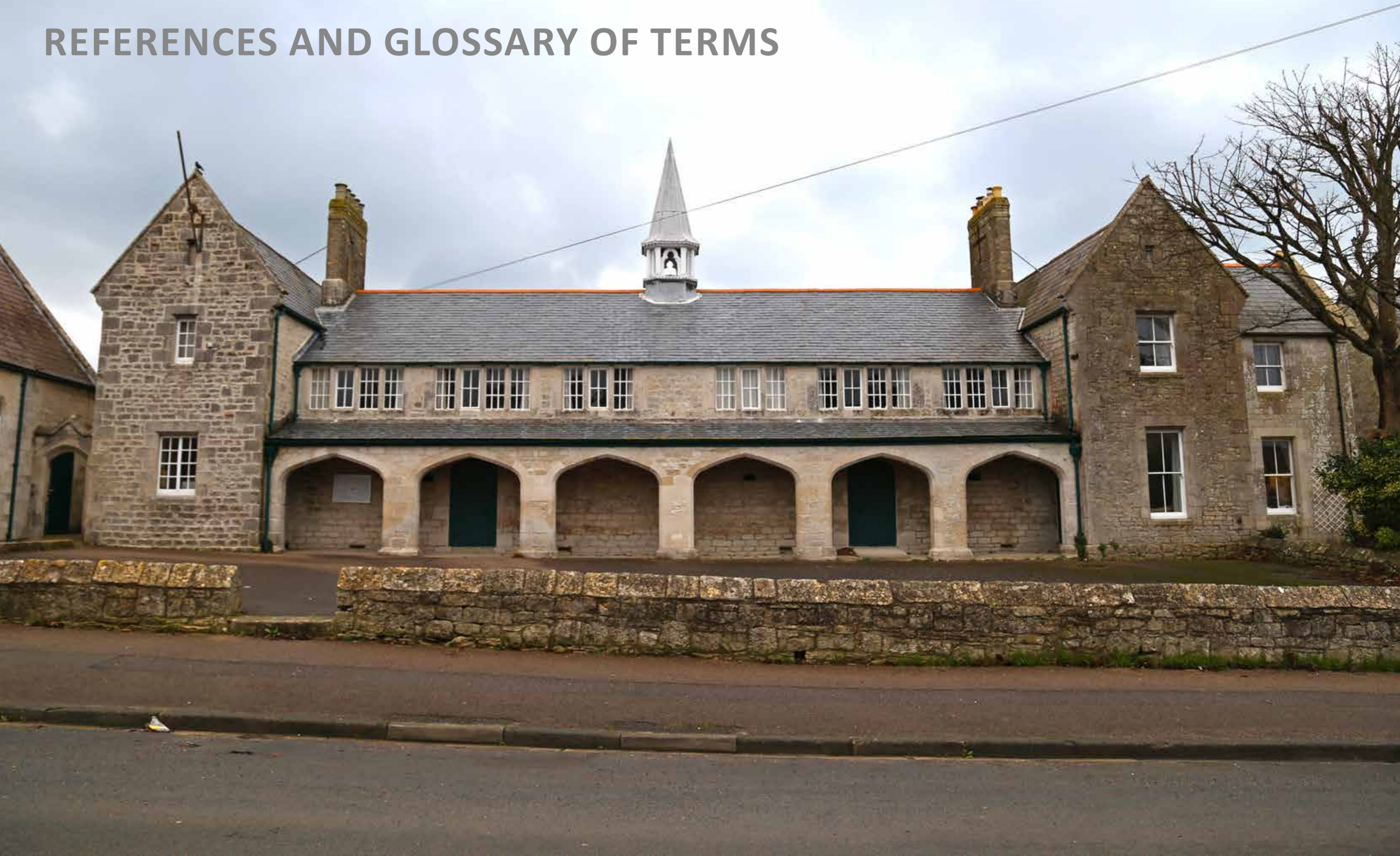
Further information is available in the Neighbourhood Planning Grant Guidance Notes produced by Locality: <http://mycommunity.org.uk/resources/guidance-notes-neighbourhood-planning/>



Portland Bill Lighthouse

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REFERENCES AND GLOSSARY OF TERMS



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Glossary of Terms

Building line

The line formed by the frontages of buildings along a street.

Built form

Buildings and structures.

Edge

The boundary between two areas, these can be natural topographical features or man-made features.

Enclosure

The use of buildings and structures to create a sense of defined space.

Gateway

The design of a building, site or landscape to symbolise an entrance or arrival to a specific location.

Historic Environment Record

A record held by the local authority of known archaeological sites, historic buildings, and designed landscapes.

Land Cover

The surface cover of the land, usually expressed in terms of vegetation cover or lack of it. Related to but not the same as land use.

Land Use

What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.

Landscape

An area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors.

Landscape Character

A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.

Landscape Character Areas (LCAs)

Landscape character areas are unique areas which are the discrete geographical areas of a particular landscape type.

Landscape Types

Distinct landscape types that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes.

Listed Building

A listed building is one that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. There are three categories of listed buildings in the United Kingdom:

- Grade I buildings, which are of exceptional interest and make up 2.5% of all listed buildings in the United Kingdom.
- Grade II* buildings, which are particularly important buildings of more than special interest and make up 5.5% of all listed buildings in the United Kingdom.
- Grade II buildings, which are of special interest and make up 92% of all listed buildings in the United Kingdom.

National Character Area (NCA)

A National Character Area is a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. There are 159 NCAs and they follow natural, rather than administrative, boundaries.

Rural

Relating to, or characteristic of the countryside rather than the town.

Setting

The context or environment in which something sits.

Tranquillity

A state of calm and quietude associated with a peace, considered to be a significant asset of landscape.

Tree Preservation Order (TPO)

A Tree Preservation Order is an order made by a local planning authority in England to protect specific trees, groups of trees or woodland in the interests of amenity.

Vernacular

The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

Views

Views that can be seen from an observation point to an object (s) particularly a landscape or building.

The Stone Railway, Castletown, Portland

APPENDIX A: SCHEDULE OF LISTED BUILDINGS AND HERITAGE ASSETS



LISTED BUILDINGS - LCA 1: FORTUNESWELL, CHESIL BEACH AND OSPREY QUAY

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1281866	BOUNDARY STONES AT NGR SY 68917322	368910.05	73222.16084
2	1203089	BOUNDARY STONE AT NGR SY 68737327	368732.055	73276.61684
3	1205537	THE BRITANNIA INN	368838	73297.36084
4	1203085	QUEEN ANNE HOUSE WITH BOUNDARY WALL AND GATE PIERS	368920	73298.36084
5	1262950	6 AND 8, FORTUNESWELL	368914	73309.36084
6	1205720	107 AND 109, HIGH STREET	368612	73333.36084
7	1205729	135 WITH FRONT BOUNDARY WALL	368531	73353.36084
8	1203086	ROYAL PORTLAND ARMS	368798	73355.36084
9	1281861	137 AND 139 WITH FRONT BOUNDARY WALL	368526	73356.36084
10	1205735	141 WITH BOUNDARY WALLS, PIERS AND GATE	368515	73361.36084
11	1203096	147, HIGH STREET	368509	73365.36084
12	1280587	10 AND ATTACHED OUTBUILDING	368717	73369.36084
13	1281860	58, HIGH STREET	368596	73381.36084
14	1205542	59 AND 61, FORTUNESWELL	368749	73383.36084
15	1205703	60 AND ATTACHED OUTBUILDING	368592	73384.36084
16	1281887	185, BRANDY LANE	368412	73386.36084
17	1203095	TENASTELION	368591	73390.36084
18	1203070	FISHERMAN'S COTTAGE	368417	73391.36084
19	1205744	159 AND 161, HIGH STREET	368487	73391.36084
20	1281848	199, BRANDY LANE	368458	73393.36084
21	1203072	COTTAGE ADJOINING EAST SIDE OF NO 189	368425	73394.36084
22	1203071	193, BRANDY LANE	368438	73394.36084
23	1281862	MAIDEN WELL	368514	73394.36084
24	1203069	195 AND 197, BRANDY LANE	368448	73395.36084
25	1203097	NO 163 WITH FRONT BOUNDARY WALL	368482	73396.36084
26	1280550	165, HIGH STREET	368470	73401.36084
27	1203077	120, CHISWELL	368463	73403.36084
28	1205864	K6 TELEPHONE KIOSK OPPOSITE NO 63	368481	73416.36084
29	1280551	THE CAPTAIN'S HOUSE AND ATTACHED WALL TO SOUTH EAST	368525	73419.36084
30	1281865	FAIR WINDS	368498	73426.36084
31	1280773	139 WITH BOUNDARY WALL	368409	73428.36084
32	1205550	POST OFFICE	368699	73436.36084
33	1203087	81, FORTUNESWELL	368695	73443.36084
34	1203100	53, MALLAMS	368517	73444.36084
35	1281852	DOLPHIN AND NEPTUNE	368373	73453.36084
36	1205857	62 AND 64, MALLAMS	368501	73460.36084
37	1203068	BOW COTTAGE, WITH BOUNDARY WALL	368645	73460.36084
38	1203101	60, MALLAMS	368504	73464.36084
39	1280506	58, MALLAMS	368508	73465.36084
40	1203076	90 AND 92, CHISWELL	368410	73477.36084
41	1205845	42, MALLAMS	368530	73485.36084
42	1205339	86, CHISWELL	368403	73489.36084

LISTED BUILDINGS - LCA 1: FORTUNESWELL, CHESIL BEACH AND OSPREY QUAY

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
43	1281864	19, MALLAMS	368576	73490.36084
44	1205839	17, MALLAMS	368581	73492.36084
45	1280745	THE COVE HOUSE INN	368327	73522.36084
46	1203084	CHURCHYARD WALLS AND PIERS TO CHURCH OF ST JOHN	368651	73522.36084
47	1203090	NEW STAR INN	368625	73524.36084
48	1205490	CHURCH OF ST JOHN	368665	73530.36084
49	1205523	TWO MONUMENTS APPROXIMATELY 5 METRES NORTH EAST FROM WEST TOWER OF CHURCH OF ST JOHN	368657	73548.36084
50	1203088	NOS 116 AND 118 INCLUDING FRONT GARDEN WALLS AND GATEPIERS	368646.825	73557.96797
51	1205359	RANTERS' LODGE, WITH ENCLOSING WALL	368331	73568.36084
52	1203079	CONJUROR'S LODGE	368384	73574.36084
53	1281856	165, FORTUNESWELL	368508	73581.36084
54	1281851	WORKSHOP ADJOINING NO 46 (NOT INCLUDED)	368332	73649.36084
55	1205290	3, WITH BOUNDARY WALL	368463	73742.36084
56	1203073	1 AND 2 WITH BOUNDARY WALL AND STEPS	368465	73756.36084
57	1281850	POLICE STATION WITH COURT ROOM	368459	73769.36084
58	1205301	FRONT BOUNDARY WALL AND STEPS TO POLICE STATION	368455	73785.36084
59	1281836	ROYAL VICTORIA HOTEL	368272	73812.36084
60	1206281	LITTLE SHIP	368236	73817.36084
61	1281849	BOUNDARY STONE CIRCA 23 METRES SOUTH OF ENTARNCE TO CAPTAIN'S HOUSE	368422	74312.36084
62	1203106	INNER BREAKWATER WITH VICTUALLING STORE	369801	74314.36084
63	1205280	GATEWAY AND CURTAIN WALL TO SOUTH EAST OF CAPTAIN'S HOUSE	368447	74341.36084
64	1203074	DOCKYARD POLICE STATION	368854	74354.36084
65	1280817	CAPTAIN'S HOUSE	368435	74359.36084
66	1205310	ROYAL BREAKWATER HOTEL	368713	74360.36084
67	1205262	PORTLAND CASTLE	368458.588	74370.53784

LISTED BUILDINGS - LCA 2: THE VERNE AND THE GROVE

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1203120	BOUNDARY STONE AT NGR SY 7035 7208	370360.3	72074.66084
3	1206239	VENTILATOR SHAFT AT NGR SY 7028 7217	370281	72170.76084
4	1281835	GOVERNOR'S HOUSE WITH FRONT BOUNDARY WALL	370192	72223.36084
5	1281833	HM YOUNG OFFENDERS INSTITUTION GATEHOUSE, WITH VR LETTER BOX	370210.2	72242.56084
6	1206536	BOUNDARY WALL TO WEST OF HM YOUNG OFFENDERS INSTITUTION	370138.912	72291.27084
7	1203121	VENTILATOR SHAFT AT NGR SY 7033 7237	370326.3	72353.46084
8	1203119	HM YOUNG OFFENDER INSTITUTION, WEST CELL BLOCK	370159	72392.36084
9	1206165	HM YOUNG OFFENDER INSTITUTION, EAST CELL BLOCK	370213	72409.36084
10	1280328	HM YOUNG OFFENDER INSTITUTION, E HALL	370053	72453.36084
11	1281834	HM YOUNG OFFENDER INSTITUTION, OVERSEER'S HUT WITH INCLINES	370110	72467.36084
12	1280342	HM YOUNG OFFENDER INSTITUTION, NORTH AND EAST BOUNDARY WALLS	370155	72514.36084
13	1205657	WASH HOUSES AND CONNECTING BOUNDARY WALL TO REAR OF ALMA TERRACE	370008	72515.36084
14	1203098	GATE PIERS AT JUNCTION WITH GROVE ROAD WITH BOUNDARY WALLS TO IVYBANK AND VICARAGE	369804	72545.36084
15	1205631	GROVE COUNTY PRIMARY SCHOOL WITH REAR BOUNDARY WALL	369954	72555.36084
16	1281858	IVYBANK WITH BOUNDARY WALL	369827	72557.36084
17	1203092	ST PETER'S VICARAGE	369844	72570.36084
18	1203094	BOUNDARY WALL AND GATE PIERS FROM VICARAGE TO ALMA TERRACE	369913	72572.36084
19	1281859	SCHOOL HOUSE WITH REAR BOUNDARY WALL	369932	72578.36084
20	1205607	CHURCH OF ST PETER	369889	72581.36084
21	1205794	GATE PIERS AND BOUNDARY WALLS TO NORTH AND WEST OF ST PETER'S CHURCH	369851	72593.36084
22	1205798	SENTRY BOX WITH GATE PIER CIRCA 30 METRES WEST OF NORTH ENTRY TO ST PETER'S CHURCH	369879	72648.36084
23	1389124	LOCOMOTIVE SHED	370012	72763.36084
24	1281857	THE CITADEL, DISUSED BATTERY APPROXIMATELY 150 METRES SOUTH EAST SOUTH OF SOUTH ENTRANCE	369438	73259.36084
25	1203102	BRIDGE AT SY 6926 7326	369262.068	73266.56684
26	1205878	BRIDGE AT SY 6924 7330	369239.7	73303.26084
27	1206274	BRIDGE AT SY 6923 7333	369224.622	73327.87884
28	1203116	THE CITADEL, SOUTH ENTRANCE	369333	73418.36084
29	1206263	CISTERN ON SLOPES OF THE VERNE AT NGR SY 6907 7344	369068.825	73424.33784
30	1203117	THE CITADEL, SOUTH WEST AND SOUTH EAST CASEMATES	369238	73547.36084
31	1280366	BLACKSMITH'S SHOP	369480	73550.36084
32	1203118	OFFICER'S BLOCK B	369420	73560.36084
33	1281832	GOVERNOR'S HOUSE	369241	73603.36084
34	1280372	CHAPEL	369396	73604.36084
35	1280377	GYMNASIUM	369106	73671.36084
36	1206151	RECEPTION CENTRE	369190	73671.36084
37	1205814	EAST WEARE CAMP	369683	73692.36084
38	1206120	THE CITADEL, NORTH ENTRANCE	369062	73874.36084
39	1206113	RAILINGS AT APPROACH TO THE CITADEL NORTH ENTRANCE	369029	73888.36084
40	1281863	EAST WEARE BATTERIES AT SY 694 741	369400	74100.36084
41	1203099	DOCKYARD OFFICES	369480	74276.36084

LISTED BUILDINGS - LCA 3: EASTON AND WESTON

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1206525	44, 44A, 46, AND 48, WESTON STREET	368726	70933.36084
2	1205401	RETAINING WALL TO CHURCHYARD TO SOUTH OF CHURCH OF ST ANDREW	369694	71078.36084
3	1281853	3 CHURCHYARD MONUMENTS, APPROXIMATELY 7 METRES SOUTH OF CHURCH OF ST ANDREW	369688	71096.36084
4	1203103	PENNSYLVANIA CASTLE HOTEL WITH ATTACHED WALLS	369594.427	71102.95984
5	1205384	RUINS OF CHURCH OF ST ANDREW	369679	71106.36084
6	1206490	72, WESTON ROAD	368550	71157.36084
7	1203134	NOS 82-84 (EVEN) AND ATTACHED WALL	368538	71160.36084
8	1203133	WANGANUI COTTAGE	368545	71163.36084
9	1206477	64 AND ATTACHED WALL	368548	71177.36084
10	1203108	53, PROVIDENCE PLACE	368670	71234.36084
11	1203078	GATEHOUSE AND LODGES TO PENNSYLVANIA CASTLE	369610	71241.36084
12	1203107	HIGH CROFT COTTAGE	368676	71243.36084
13	1206423	MUSEUM AND AVICE'S COTTAGE	369618	71257.36084
14	1203131	215, WAKEHAM	369616	71262.36084
15	1280237	213, WAKEHAM	369616	71266.36084
16	1203130	209 AND 211, WAKEHAM	369615	71270.36084
17	1206413	205 AND 207, WAKEHAM	369612	71277.36084
18	1203129	NO 203 AND ATTACHED OUTBUILDING	369612	71284.36084
19	1281885	WINDMILL AT NGR SY 69077128	369184.993	71294.73284
20	1203067	WINDMILL AT NGR SY 69087138	369087.336	71397.89984
21	1206397	TUDOR COTTAGE	369588	71422.36084
22	1203128	137 AND 139, WAKEHAM EASTON	369577	71502.36084
23	1280259	118, WAKEHAM	369530	71504.36084
24	1206363	116, WAKEHAM	369528	71508.36084
25	1280249	114, WAKEHAM	369526	71511.36084
26	1203126	WOODBINE COTTAGE	369525	71516.36084
27	1206388	129 AND 131, WAKEHAM	369577	71516.36084
28	1203127	127, WAKEHAM	369582	71522.36084
29	1206351	DOVECOTE APPROXIMATELY 5 METRES WEST SOUTH WEST OF NO 106	369503	71532.36084
30	1203125	106, WAKEHAM	369508	71536.36084
31	1206345	99, WAKEHAM	369543	71560.36084
32	1281837	97, WAKEHAM	369539	71563.36084
33	1206310	95, WAKEHAM	369536	71566.36084
34	1203124	81, WAKEHAM	369513	71589.36084
35	1206303	79, WAKEHAM	369513	71596.36084
36	1203123	65, WAKEHAM	369490	71624.36084
37	1280701	NO 23 AND ATTACHED RAILINGS	369276	71744.36084
38	1280298	6, WAKEHAM	369350	71768.36084
39	1203080	4, EASTON SQUARE	369193	71781.36084
40	1205449	CLOCK TOWER	369186	71798.36084
41	1203081	WESLEYAN SCHOOL WITH BOUNDARY WALL	369122	71840.36084
42	1280713	EASTON METHODIST CHURCH WITH FORMER MANSE AND BOUNDARY WALLS	369112	71845.36084

LISTED BUILDINGS - LCA 3: EASTON AND WESTON

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
43	1281831	CHURCH OF ALL SAINTS	369294	71850.36084
44	1205461	31, EASTON SQUARE	369149	71879.36084
45	1203109	SUGAR LOAF CAFE	369136	71880.36084
46	1205457	30, EASTON SQUARE	369142	71881.36084
47	1281855	FISH HOUSE TO NORTH OF NO 31	369147	71891.36084
48	1203110	26, REFORNE	369098	71917.36084
49	1281867	28, REFORNE	369091	71919.36084
50	1203111	30, REFORNE	369084	71923.36084
51	1205481	STANLEY HOUSE	369220	71923.36084
52	1203082	32, EASTON STREET	369232	71934.36084
53	1281828	APSLEY HOUSE	369002	71956.36084
54	1203083	42 AND 44, EASTON STREET	369222	71963.36084
55	1203112	107 AND 109, REFORNE	368838	71970.36084
56	1281829	111 AND 113, REFORNE	368826	71973.36084
57	1206077	135, REFORNE	368762	71978.36084
58	1203113	GEORGE INN	368766	71982.36084
59	1281830	ST GEORGE'S CENTRE, BOUNDARY WALLS TO SOUTH	368857	71990.36084
60	1206092	ST GEORGE'S CENTRE, ASSEMBLY HALL	368847	71997.36084
61	1280683	41, EASTON STREET	369194	72002.36084
62	1203114	ST GEORGE'S CENTRE	368866	72006.36084
63	1281838	CHURCH OF ST GEORGE, LYCH GATE	368676.441	72008.77184
64	1203132	CHURCH OF ST GEORGE, REFORNE	368653.31	72012.13684

LISTED BUILDINGS - LCA 4: SOUTHWELL

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1280398	METHODIST CHAPEL	368857.556	70058.38184
2	1206100	23, SOUTHWELL STREET	368758	70063.36084
3	1203115	GARDEN WALL ATTACHED TO WEST OF NO 47 (NOT INCLUDED)	368836	70078.36084
4	1281886	CHURCH OF ST ANDREW, WITH BOUNDARY WALL	368688	70180.36084

LISTED BUILDINGS - LCA 5: PORTLAND BILL AND JURASSIC COAST

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1203105	TRINITY HOUSE LANDMARK	367714	68266.36084
2	1280498	NEW LIGHTHOUSE WITH BOUNDARY WALLS	367737	68376.36084
3	1280495	FISHERMAN'S HUT AT NGR SY 6783 6848	367830	68480.36084
4	1280466	OLD LOWER LIGHTHOUSE, WITH BOUNDARY WALLS AND COASTGUARD HOUSE	368117	68973.36084
5	1203104	OLD HIGHER LIGHTHOUSE WITH BOUNDARY WALLS	367740	69268.36084

LISTED BUILDINGS - LCA 6: QUARRIES AND OPEN SPACE

CHARACTER AREA ID	LISTED ENTRY	NAME	EASTING	NORTHING
1	1280727	RUFUS CASTLE WITH BRIDGE	369757	71175.36084
2	1280219	CHURCH OF ST GEORGE, GRAVEYARD WALL	368558	72016.36084
3	1431761	Former Portland Drill Hall, boundary walls, mounting blocks and adjacent workshop	369189.96	72368.75953
4	1203093	ALMA TERRACE, WITH FRONT RAILINGS	369552	72382.36084
5	1203091	BOUNDARY WALL ALONG NORTH SIDE	369649	72470.36084
6	1281854	LIME KILN	369045.7332	72727.2272
7	1281839	BRIDGE IN TOUTS QUARRY AT NGR SY 685 727	368509.287	72729.86884
8	1393113	LIME KILN 320M NORTH-WEST OF ST PETER'S CHURCH	369640.9955	72782.51384
9	1206529	WAR MEMORIAL	368824	73016.36084
10	1280485	THE OLD RECTORY, WITH BOUNDARY WALLS	368871	73106.36084
11	1203122	BRIDGE AT SY 6923 7324	369226.277	73248.01484

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APPENDIX B: SCHEDULE OF NON DESIGNATED HERITAGE ASSETS

6343 The "Wyndham" Series.



Avalanche Church, Southwell, Portland.

The following extract is taken from the Portland Conservation Areas Appraisal, p17-18, 23-29 & 49-51, and comprises a list of non-designated heritage assets which are key to the historic character of the Underhill and Portland Conservation Areas. Further information can be found at: <https://www.dorsetforyou.gov.uk/article/416983/Appraisal-of-the-Conservation-Areas-of-Portland>

Underhill Conservation Area

Chiswell

Victoria Garden's distinctive Edwardian pavilion with clock;

WW2 Memorial Stone, Victoria Gardens, memorial to the troops who passed through in 1944 for D-Day;

Bunkers House, Victoria Square, 1879, former Masonic Hall by John Patten (important Portland builder), quality carvings by E H Grassby, interesting, defines the square;

Masonic Hall, Victoria Square, 1898, designed by E Elford, Portland Council engineer, originally brick, rendered later, early C20 ground floor became a cinema, defines the square, gateway focal point;

Early C19 stone building, Victoria Square, refashioned front with parapet becoming northerly range of the Royal Victoria Hotel's yard, later converted to shop, defines square, setting of listed building;

15, 17 (fishmonger) & 17a (BlueFish Café, formerly the Dap & General)

Chiswell, late C18 double fronted house with later bay windows and extensions, enclosed front yard, interesting, extant features;

15a and adjacent building to the south, C19 stone stores/workshops backing onto Chesil Beach;

Chesil Gallery, stone, former gallery with N and S enclosed yards, modern rebuilding and extensions, site once fishermen's cottages, later Betty's House and then coach house/stables, interesting, built on side of Chesil Beach;

Store (former shop or cottage?) attached to west side of 37 Chiswell, C19, stone with blocked openings;

Beach House, former Beach Inn, Edwardian, original features;

Pebble Pickers Cottage, 91 Chiswell, mid C19 (?), refurbished traditional cottage, in the important Big Ope group, setting of listed building;

Adjoining the east side of Pebble Pickers Cottage, interesting stone remnants of C19 cottages;

119 Chiswell, originally two C 19 cottages, C20 alterations and extensions, roof

raised, defines square;

Fishing hut west of 119 Chiswell, rare stone remnant;

132/132a Chiswell, former early C19 Primitive Methodist Chapel, social legacy, defines square;

133 Chiswell, former late C18 - early C19 cottage, C20 becomes workshop and then shop, defines square, setting of listed building;

149 & 151 and walled front and back gardens Brandy Row, late C18, traditional cottages, C20 alterations, define Brandy Row, setting of listed buildings;

155 Brandy Lane, former early C19 store, C20 conversion and extension, defines lane, setting of listed buildings;

Open rill, Brandy Row, rare survivor, lined with Portland stone;

181 & 183 Brandy Row, late C18 – mid C19 stone cottages, altered and painted, define lane;

175 Brandy Row, mid – late C19, altered stone house, defines lane;

South end of Brandy Row, remains of C17 cottages (cambered arch), historic legacy;

Balti House (191) Chiswell, late C19, relatively intact, defines south side of square, setting of listed buildings;

Former United Reformed Church and manse (The Great Hall, 102 Chiswell), former attached Church Hall (100 Chiswell), a larger church opened on same site in 1858, then an attached schoolroom and manse, church renovated and reopened in 1903, church closed 2009, converted to two dwellings, relatively intact, defines square, focal point;

88 Chiswell and front boundary wall, former Kings Arms, plaque of John Groves & Sons Ltd (brewers), defines square, setting of listed buildings;

Driftwood, 80 Chiswell, mid C19 (?) designed as house and shop with separate entrances flanking central window, three storey gable end with parapet, focal point;

76 Chiswell, late C18 – early C19, traditional cottage, original features, alterations/extensions, interesting;

23-35 (odds) Clements Lane, late C18 – mid C19 terraced cottages, two and three storeys, 25, 33 & 35 intact, define east side of lane, setting of listed building;

1, 2 & 3 Higher Lane and front boundaries, early C20, double height canted bay windows, relatively intact, group focal point;

8 Clements Lane, mid C19 terraced cottage with workshop, intact, faces the

sea;

18 Clements Lane, late C19 three storey terraced house, intact, faces the sea;

19, 20, 21, 22, 24, 26 & 27 (later the Royal Standard pub) Queen's Rd, early C19 terraced housing expansion that faced Clement's Lane and turned its back on Queen's Rd, thereby predating the full establishment of this road;

30, 31 & 32 Queens Rd and front garden space, early C20, three storey houses, 31 and 32 a pair, relatively intact, decorative and interesting;

4 & 5 Castle Rd and front spaces, early C20, former police accommodation, interesting, setting of listed former police station and courthouse and focal point with them;

The Ope, accesses to Chesil Beach and rear properties, floodways during storms; key characteristic;

Contraband cellars and other features specific to properties associated with maritime livelihoods.

Fortuneswell & Maidenwell

1, 2, 9, 11, 12, 13, 18, 20, 22, 23 & 25 Cove Cottages, late C19 – early C20, relatively intact, part of a prominent terrace;

Windy Ridge (17) & Westcliff (19) and boundary features Clovens Rd, first half of C20, intact, interesting houses, complement setting of the conservation area, group focal point;

1 & 24 Hambro Rd, late C19 brick terraced houses, relatively intact, part of a long and prominent terrace;

Eastleigh House St Martin's Rd, early C20 semi-detached house, relatively intact, setting of conservation area;

Former steam laundry, Brymer's Ave, red brick, large scale, relatively intact including tall chimney, vacant, prominent, setting of conservation area, industrial legacy;

8 New Rd (Belle Vue House) and boundary walls and entrances, early C18 with modern changes, north facade especially prominent, setting of listed former rectory on Old Hill, setting of conservation area and gateway into it;

Portland Town Council offices and boundary walls, 1933/34, Moderne style, gateway building, civic legacy, focal point;

5 Fortuneswell, late C19, three storey house, ground floor canted bay window, intact;

22 Belle Vue Terrace, late C19, two storey, part of a stepped terrace, intact;

9 Fortuneswell, post WW 2, semi-detached, intact, quality stone details, respects local context;

Brackenbury Centre, early C20, former boys and girls school (replaced an earlier Methodist school), designed by Crickmay & Sons (important Dorset architect) and built by Jesty & Baker (also built Portland's civic offices, Inner Pier and Verne Quarry Forts), educational legacy, intact, social history;

Underhill Methodist Church (Brackenbury Memorial Wesleyan Church) and boundary features (including old gas lamp), foundation stones laid in 1898, a replacement church built on high ground above the old churchyard, Gothic Revival by the architect R. Curwen (1865-1909) of London, built by J. J. Patten of Portland (important locally), intact, prominent, associated with Brackenbury House, setting of listed buildings;

Brackenbury House and boundary features, early C20, former manse, replaced Robert Brackenbury's 1792 chapel, associated with Underhill Methodist Church, intact, setting of listed buildings;

10, 12 Fortuneswell, built early C18 as one dwelling (mullioned windows), later converted into two and sash windows fitted, relatively intact, define the old central part of Fortuneswell;

14 & 16 Fortuneswell, late C18-mid C19, relatively intact, 16 is a former shop, define the old central part of Fortuneswell;

26 & 28 Fortuneswell, late C18-early C19, later alterations, 28 is a former shop, C20 converted to flats and a public library (closed and now a shop), relatively intact, define the corner of East St and the old central part of Fortuneswell;

30, 32 & 34 Fortuneswell, late C18-early C19, two and three storey, C20 alterations, define the corner of East St and the old central part of Fortuneswell;

2 East St, late C18-early C19, store, intact, defines street, NE gable is a focal point;

42-56 (evens), early C19 possibly earlier, define the old central part of Fortuneswell, relatively intact, important shop frontages, 54A is a focal point;

88-114 (evens), early – late C19, 90 -114 were dwellings with single storey shops (now front gardens with remnants) added at the front (90 and 92 retain a shop front), 88 formerly the India & China Tea Co and CO-OP, overall relatively intact, retail growth north from the old centre, defines the east side of Fortuneswell, social history;

Raised pavements with associated walling, steps, railings and features, for example, a telephone kiosk in Fortuneswell and Maidenswell;

124-126 Fortuneswell, mid - late C19, purpose built retail premises, relatively intact (shop front altered), butchers in 1907, defines corner of Greenhill Terrace, retail history;

Primitive Methodist Chapel (now Royal Manor Theatre), 1869, intact, defines corner of Belgrave Place, focal point;

1–6 (inclusive) Albion Crescent, mid – late C19, relatively intact, define the junction between Castle Rd and Queen's Rd, interesting, overall unity, focal point from near and far;

Osborne Hall, dated 1889, built as a naval victuallers shop and store (?), early C20 used by The Brethren, now residential, interesting, social history;

1-5 (inclusive) Osborne Terrace, early C20, relatively intact with 5 retaining a shop front and entrance lobby (once 'Gill's'), interesting, overall unity, define south side of street;

157 Fortuneswell, defines corner of Coastguard Rd, retains two shop fronts, relatively intact, retail history;

155 Fortuneswell, originally a terrace of three mid C19 houses becoming the Royal Hotel in the late C19, converted to council flats in C20, interesting, defines corner of Coastguard Rd, social history;

153 Fortuneswell, including street yard, boundary wall and letter box, early C18 - early C19 (?), former workshop with earlier (?) arched doorway, in Fortuneswell an uncommon survival, possibly associated with the attached 135-151 (odds), architectural and historic interest;

135-151 (odds) including yards and boundaries features, late C18 – mid C19, the set back cottages were built as a terrace facing away from the road at a time when Fortuneswell was insignificant, smaller and later properties (shops) have been built in the rear yards to face Fortuneswell when its status changed, possibly associated with 153, retail and social history; architectural and historic interest;

121, 125, 127, 129A & B-131, late C18 - late C19, all but 121 are former shops, relatively intact, define corners of Manor Place and Mallams, setting of listed buildings, social and retail history;

101, 103, 105 & 107 Fortuneswell, mid C19, relatively intact, each with a shop frontage but 101 with an added frontage (?), define corners of King St, setting of listed building, retail history;

89 & 91 Fortuneswell, mid C19 with fine shop frontage, former Red House Bakery, first painted red by Mr Dunkley in 1897 to celebrate Queen Victoria's Diamond Jubilee, currently estate agents, defines corner of Artist's Row, social and retail history;

87 Fortuneswell, late C19, shop premises, intact including tiled entrance, retail history;

77 Fortuneswell, late C19, shop premises, relatively intact, defines corner of Spring Gardens, setting of listed buildings, retail history;

75 Fortuneswell, mid C19, former Eliots Bank (later Lloyds), purpose built, defines corner of Spring Gardens, intact, setting of listed buildings, quietly imposing, social history;

71 & 73 Fortuneswell, mid-late C19, intact except for infilling of shop front, originally a purpose built drapery emporium, setting of listed buildings, retail history;

69 Fortuneswell, mid C19, former shop, relatively intact, retail history;

6 & 7 Guernsey St, terraced houses, relatively intact, Fortuneswell's Edwardian housing growth;

27, 34, 49B, 51, 57, 59 High St, shop (34), semi-detached or terraced houses, relatively intact, Fortuneswell's Edwardian housing growth;

97 High St and 2 Clovens Rd, define corner of junction, intact, late C19 housing growth;

Former workshop (house before?) with boundary wall now attached to 36 High St, late C19, industrial history;

Kingdom Hall High St plus front boundary features and letter box, former Bible Christian Methodist chapel, mid-late C19, setting of listed building, intact, social history;

129 & 131 High St and boundary features, early C19, almost intact, setting of listed buildings, earlier Maidenwell;

133 High St, late C19-early C20, intact, setting of listed buildings;

153 & 155 High St plus boundary features, late C18-early C19, 153 more intact, early Maidenwell, setting of listed buildings;

157 & 157A & B, late C19, prominent, defines a corner of Cove Cottages, almost intact, setting of listed buildings;

26A & 26B Spring Gardens, mid-late C19, relatively intact, prominent at lane's lower end;

2-20 (evens) Spring Gardens and boundary features, early-mid C19, terraced houses of varying intactness, size and detail, early housing growth reflecting local characteristics, interesting;

25 & 27 Artist Row and boundary wall, late C19, intact, setting of listed building;

3 Artist Row, late C19, almost intact, setting of listed building;

54, 56 & 58 King St and boundary features, relatively intact, late C18-early C19, earliest being 56 with two room plan and central passage, interesting, early housing growth reflecting local characteristics, setting of listed buildings;

2-14 and 20-46 (evens) King St and boundary features, late C18-mid C19, terraced houses of varying intactness, size and detail, early housing growth reflecting local characteristics, interesting;

11 & 31 King Street, late C19, 11 intact, 31 almost intact;

3 (former shop, late C19) Mallams and 29 & 61 (terraced housing, early C19) Mallams, relatively intact;

52 & 56 Mallams with boundary features, late C18? terraced housing, some later alterations, almost intact, setting of listed buildings;

66-72 (evens) Mallams, late C18, 66 the most intact, setting of listed buildings;

78 Mallams and boundary features, mid C19, relatively intact, end property on NW side of Mallams;

20-28 (evens) Mallams and boundary walls, late C18 - early C19, later alterations, 24 & 26 once a double fronted house divided into two, relatively intact, setting of listed buildings;

16 Mallams and boundary walls, mid C19, relatively intact, later alterations, setting of listed building;

6 (late C19, intact) & 14 (early-mid C19, relatively intact) Mallams, 14's (heightened) main façade (lion plaque) faces the sea and is a focal point, 14 also precedes the attached terrace including 6, interesting;

163A & 167 Fortuneswell, the two storey, back wings and yard walls that front and benefit Coastguard Rd, mid C19, almost intact, setting of listed building;

6 Sea View, part of late C19 – early C20 terraced housing growth, almost intact;

18 Albert Terrace, part of mid C19 terrace, three storeys, double height bay window, intact;

2 Albert Villas, part of late C19 terrace, two storeys with wooden sash windows reinstated.

Common to Chiswell, Maidenwell & Fortuneswell

Freestanding and retaining stone or brick walls of varied style and height in the private and public domain, a key characteristic, some of which are common land or field boundaries (for example, Coastguard Rd retains part of the free-standing field boundary), the official limits of settlements, including those in the setting of the conservation area, Ope/alley/passage-way walls, and the remains of derelict/storm or war damaged buildings, plus associated features, for example, metal railings and gates, stone gate pillars and arched doorways such as 11 Clovens Rd;

Boundary stones (landownership), upright stones (natural and worked finish) and stone fence posts, including those on the traffic island (outside former Bedlam) in front of the Britannia Inn;

Stone steps either for public use such as at the southern end of Belle Vue Terrace, or for private use, for example, the stepped access from Clements Lane to properties on Queen's Rd, plus associated features such as metal handrails and balustrade;

WW2 air raid shelters on private premises;

Former public wells (Fortuneswell and Chiswell), a key characteristic, and wells on private premises.

Castletown

Portland Port Authority is currently undertaking a survey of its property and producing a Heritage Statement with a view to identifying heritage assets, alternatively called Important Local Buildings;

The K6 telephone box opposite the Royal Breakwater Hotel and interesting anchor nearby;

Portlands Roads Hotel for J A Devenish & Co, late C19 – early C20, purpose-built, distinctive faience facade with high relief ornament and Devenish lettering probably manufactured by Burmantofts, intact, naval port's recreational legacy, focal point, setting of listed building;

The Jolly Sailor, Devenish Brewery, late C19 – early C20, replaced 1770s pub of the same name (?), designed by Crickmay (Ricketts, 1979) vacant, relatively intact, naval port's recreational legacy;

The Green Shutters, former The Albert, mid-late C 19, Eldridge & Pope Co cartouche, ground floor frontage partially altered, naval port's recreational legacy;

Former Sailors' Return (10 Castletown), mid-late C 19, formerly of the brewery John Groves & Sons Ltd, Weymouth, relatively intact, naval port's recreational legacy;

Merchants' Incline railway from Verne Common Rd to Castletown, opened 1826, gauge of 4ft 6inches, some stone sleeper blocks survive, now a Right of Way, pioneer line, important railway legacy;

Customs House, early C20, distinctive, defines port boundary, setting of listed building, port history;

4 Castleton, mid-late C19, former business premises, later MOD offices, almost intact, interesting, port's retail history;

5-9 (inclusive) Castletown, mid-late C19, former business premises and

houses, 9 was C H Collins & Co Steam Coal Merchants, relatively intact, port's combined retail and residential history;

Hotel Aqua Ltd, late C19, former Castle Hotel/Salvation Army Sailors Home and R Score & Sons navy contractors ship chandlers (stone) and attached former Score's Steam Bakery (brick), relatively intact, pier buildings, east sides form frontage to pier's car park, west sides are focal in views, port history;

14 & 15, 15a & 15b Castletown, mid-late C19 shops, relatively intact, port's retail history, setting of listed building;

24A Castletown, fishmongers, interesting blocked stone openings, earlier store (?), port's retail history;

Postal pillar box and stone wall near 26A Castletown, interesting features;

25 (former Greasy Spoon café) & 26 (store) Castletown, early C20, semi-detached, relatively intact, social history, entry building into Castletown;

Stone Pier (also important open space) which by the C19 was the main pier for shipping stone and provided loading berths, including for passenger paddle steamers, pier extended late C19, used on D-Day, today stone transported by road but pier used for sailing and diving activities, important historic and social interest;

The Old Waterside Bakehouse, situated by Stone Pier, early C20, when a naval port the building was known as the NAAFI bakery (ovens formerly in the warehouse) with contraband and offices on the upper floors, reconstructed in the 1950s after a fire, prominent and defines entrance onto pier, functional befitting original purpose and port location, relatively intact, setting of listed building, military history;

Former Edwardian HMS Osprey administration/communications building, C20 conning tower added, focal symmetrical north frontage, disused, military history;

Late C19 former stone gatehouse at entrance to hospital and associated stone boundary walls and gate piers on Castle Rd, naval and social history;

Portland Hospital - prominent group of Edwardian naval buildings, retain an important link with the Royal Navy's former presence;

Three Edwardian and impressive former naval officer's houses called Hardy, Boscawen and Rodney and associated stone boundary walls and gate piers, one intact, naval history;

Former railway over-bridge and adjoining stone wall in Castle Rd.

Boundary stones demarking land ownership, such as between military land and Fortuneswell;

The gravestones and stone boundary wall and entrance of the Stranger’s Cemetery, Castle Rd (where strangers or Kimberlins were buried), historic and social interest;

Front boundary features of 22 & 23 Castletown.

Important Building Groups

Important Building Groups are either in the conservation area, its gateways or setting and are be considered collectively as well as individually. Some groups may overlap areas, for example, a group in Chiswell also including a property in Maidenwell.

Chiswell

The Little Ship & 2-9 (inclusive) Victoria Square and Masonic Lodge – establish the west side of the Square and are a focal group from view points such as Victoria Gardens;

The Royal Victoria Hotel and the associated building north of it, Petrel Lodge (former garage) and Bunker’s Lodge – establish the east side of Victoria Square;

27-35 (odds) Chiswell – late C19 infilling, partially defining west side of the street and a corner of No Ope;

6-34 (evens) Chiswell – late C19 – mid C20 housing expansion, defining east side at entry of Chiswell;

Chesil Gallery, the store attached to the west side of 37 Chiswell, 15a Chiswell and adjacent building to the south – represents Chiswell’s westerly expansion onto Chesil Beach by a mix of historic uses;

The Cove House Inn and remains south, Pebble Pickers Cottage (91 Chiswell) and remains east and 87 & 89 Chiswell, – represents the relative survival of Big Ope and are a focal group from view points, for example, the promenade and New Rd;

119, 132/132a Chiswell and 131/131a & 133 Brandy Row – establish the west side of Chiswell’s square with 119 and 132/132a a focal sub-group when viewed from Chiswell’s square and New Rd;

139 Chiswell, 145, 147, 149, 151 & 155 Brandy Row (Brandy Lane), - an island of properties that establish the north side of Brandy Lane and the east side of Brandy Row at its north end and also reads with the group listed directly below;

185, 187 & 189 Brandy Lane, 191, 193, 195, 197 and store adjacent & 120 Chiswell, 157 (a & b), 159, 161, 163 & 165 High St, Fortuneswell –, establish the south side of Chiswell’s square and the lower end of High St on the south side, also reads with the group listed directly above and the Cove Cottages group; 191 – 197 (inclusive) Chiswell – focal sub-group (three storey or more) within the group directly above;

76, 80, 86, 88, 90, 92 Chiswell – establish the east side of Chiswell, representing a former mix of uses;

Conjurer’s Lodge Chiswell and 23-35 (odds) Clements Lane – establish the corner and southern side of Clements Lane;

12-20 (evens) Clements Lane – face the sea and clearly visible from Chesil Beach;

19, 20, 21, 22, 24 & 26 Queen’s Rd – face Clements Lane and clearly visible from Chesil Beach;

30, 31 32 & 33 Queens Rd – focal group when viewed from Queen’s and Castle Rds and Victoria Gardens;

Former Police Station and Court Complex and 4 & 5 Castle Rd – focal group from many view points, for example, Victoria Square, Chesil Beach and Victoria Gardens;

Maidenwell and Fortuneswell

1-26 (inclusive) Cove Cottages – focal group from several points, for example, Chiswell’s square, High St, Chesil Beach and the promenade, and reads with groups at the centre of Chiswell;

121, 123, 129-147 (odds) High St - define south side of street and growth within Maidenwell with 135-147 (odds) and boundary features forming a focal sub-group that represents an earlier period, all relates to the group directly below;

Kingdom Hall, 111, 97-115 (odds) High St – define south side of street, growth within Maidenwell and relates to the group directly above;

9, 11, 23-27, 49A, 49B-63 (odds) High St – define south side of street and growth that joined Maidenwell with Fortuneswell, whilst the west end visually relates to the group directly above;

61 Fortuneswell and 2, 4 & 10-34 (evens) High St – define north side of street and growth that joined Maidenwell with Fortuneswell;

44-52 (evens) & 56-64 (evens) High St – define north side of street and includes C19 growth within Maidenwell with 56-64 and boundary features forming a focal sub-group representing an earlier period;

1-9 (odds) Clovens Rd – a late C18-early C19 group in Maidenwell with later alterations;

1-25 (inclusive) Hambro Rd – long terrace against the boundary and in the setting of the conservation area and a long focal group from view points within the setting;

Blackford House, Eastleigh House, 1-31 (odds) St Martin’s Rd – long stepped terrace and a pair of semi-detached houses in the setting of conservation area and a long focal group from view points within the setting;

8 (Belle Vue House), 10, 12, 14-18 & 20 New Rd – highly prominent group as seen from northerly view points;

1-25 (odds) & 4-24 (evens) Belle Vue Terrace, 2 New Rd and southern public stepped access – whole street is focal from the New Rd gateway and focal in views from Fortuneswell with The Britannia Inn prominent in the foreground;

9 & 11 Fortuneswell and Portland Town Council offices – interwar/post-war group with the civic offices defining the corner entry into the conservation area and the semi-detached houses continuing the definition;

The Britannia Inn, 19, 21 & 23 Fortuneswell – define the south side (part of the area called Bedlam) of Fortuneswell’s historic centre and are the last remaining to do so.

4, 6 & 8 and 10-16 (evens) Fortuneswell, Brackenbury House, Underhill Methodist Church, churchyard and Brackenbury Centre – on the north side at the east end, the group define C18 Fortuneswell with later changes to the church, manse and school that retain continuity, whereas 4, 6 & 8 form a sub-group being focal when entering the conservation area from New Rd;

30, 32, 34, Royal Portland Arms and 42-56 (evens) – define the east side of Fortuneswell from its historic centre and northwards passing the junction (High St) to Maidenwell opposite;

69-81 (odds) & 85-107 (odds) – define the west side of Fortuneswell’s retail growth northwards from the old centre, whereas 71-81 form a former retail sub-group and focal point;

115-131 (odds) & 135-159 (odds) Fortuneswell and 1-5 (inclusive) Osborne Terrace, Osborne Hall and 2 & 3 Queens Rd – define the SW side of Fortunewell and includes its continued growth, for example, in terms of housing, a church, shops (some in domestic yards), an inn and hotel;

88-114 (evens) and the parish church – define the east side of Fortuneswell’s northern expansion (once took advantage of retail opportunity by building shops at the front) up to the church;

116, 118 plus single storey shop, front boundaries features, parish church and churchyard – group first formed when the church was built near the early C19 attached houses with 116’s shop following later;

124-138 (evens), Royal Manor Theatre, 140-146 (evens) and 1-6 Albion Crescent (inclusive) – define the NE side of Fortuneswell and represents C19 growth (houses, former shops and church) with Albion Crescent forming a prominent sub-group;

Captains Retreat, 3 Manor Place – early C19, three storeys, rendered, original windows with marginal lights;

1-7 Greenhill Terrace – late C19, originally all two storey, unifying rusticated stonework, 1 and 6 intact;

5 Belgrave Place – late C19, three storey house, rusticated stonework, almost intact with stone garden walls;

Workshop, Belgrave Place – C19, rendered gable faces road, forms boundary to garden of 5 Belgrave place;

1-12 (inclusive), 14 & 15-27 (inclusive) Ventnor Rd – highly prominent late C19 terraced housing group situated below The Verne and above Fortuneswell, forming part of the backdrop to the parish church;

2-20 Spring Gardens and boundary features – a group that rhythmically steps up and defines the north side and early expansion between Maidenwell and Fortuneswell;

1-15 (odds) Spring Gardens – Edwardian group stepping up and defining the south side;

4-10 Guernsey St – Edwardian group defining west side of street;

2-8 (evens) and opposite, 1, 3 & 5 Artist Row plus boundaries features – early-mid C19, represent the start of Artist Row;

2-58 (evens) King St plus boundary features – define the whole north side of the street, C18 onwards;

1-3 & 9-33 (odds) King St – partly define the south side of the street, late C19 onwards;

6-14 (evens), 16, 20-28, 42-46 & 52-78 Mallams plus boundary features - partly define the north side of the street, late C18 onwards;

3 and 13-61 (odds), 61A & 63 Mallams - define the whole south side of the street, early C19 onwards;

1-7 (inclusive), 7a & 8 Coastguard Cottages - mid C19 terrace with former coastguard station at the end (8?), focal group from Coastguard Rd and Chesil Beach;

1-8 Albert Villas – late C19 terrace, focal group from Chesil Beach;

Back wings and yard walls of 161, 165 & 167 Fortuneswell and 2, 3 & 4 (former corner shop?) - 24 (inclusive) Albert Terrace – define the mid C19 creation of Coastguard Rd and continued development in the form of the cul-de-sac Albert Terrace;

1-19 (inclusive) Sea View – a square of late C19-early C20 terraced housing expansion alongside Coastguard Rd with the singular occurrences of private gardens in the square;

Castletown

Boscawen, Hardy & Rodney Houses and former hospital gatehouse plus associated boundary walls and entrances – define a substantial length of the east side of Castle Rd;

1 (Docklands Police Station) - Portland Roads Hotel (inclusive) and 22 – 26 (inclusive) – define the predominantly C19 Castletown on the south side called the Strip.

Hotel Aqua Ltd, Old Waterside Bakehouse, Portland Roads Hotel & Customs House - define the bend in the road when approaching from the west with the Customs House visible beyond;

Portland Castle & Annexe including their boundary features and the former HMS Osprey administration/communications building – time wise important military reference points, military history;

Portland Conservation Area Important Local Buildings

There is a large number of Important Local Buildings (includes other features and structures) that contribute to the special interest of the conservation area or the setting of the conservation area:

Reforne

18 & 20 are of three storeys. Asymmetrical, coped verges. Random stone roughly coursed two stacks at each gable.

32 makes a positive contribution to the listed group 26, 28 & 30. Rendered but with UPVC windows.

77 is a three storey ashlar house under artificial slate roof with Victorian 2/2 sashes with two gable brick stacks.

89, early C18 and has been heightened to three storeys. Original mullioned windows have been replaced by hung sashes, rendered, artificial slate, oversized second floor window.

97, town house large quoins, random rubble, large central projecting porch, asymmetrical door and window, artificial slate, UPVC windows.

127, Baxter's Cottage, 2/2 sashes, solid strong large lintels and reveals central doorway plain roof chimney stacks on either gable artificial slate roof.

Easton Square

No 3, double fronted house mid C19 with basement steps and fine original railings around basement lightwell. Random rubble relieving arches over ground floor sash windows. Door with fanlight, artificial slate gable apex, chimneys of rendered brick.

5 & 6, pair of town houses vaguely Italianate coursed rusticated stone carefully cut ornamental arches quoins and reveals. Proud string course above first and second floor windows artificial slate, two roof lights.

32 Island Gallery, town house with shop front of three storeys, massive stone blocks in courses, coped verges, two gable apex stacks 2/2 windows over central doorway and attractive side entrance porch.

33, late C19, Arts and Crafts influence, stone detailing under clay tiles.

35 Lloyds Bank, three properties, two mid C19, two storeys, central projecting bay over shop front, margins lights, prominent street corner.

38 & 39 coped verges, 3 storeys central passage, later shop front to ground floor left, string courses to first and second floors.

40 plus arcade's front shops, first floor projecting bays and partly intact. Shop front. Three windows to third floor, fanlight to modern door, rendered, slate roof, chimney stack to right.

41, first floor projecting bays, interesting shop front, intact frontage.

Jubilee Hall, 1887, former chapel on south side of Easton Square, South Portland Working Men's Conservative Club, splendid arched, pedimented, classically ordered entrance with three light gothic window and two centred arch above.

Easton St

1 & 3 (west side), Real Estate Bureau, formerly The Volunteer Inn, with arched ground floor openings and raised hood moulds over off centre paired doors.

8 & 10 Katie's Cottage & Hannah's Cottage.

12 (Hull Gregson Hull) was the lending library.

15, 2½ storey double fronted house of coursed masonry in large ashlar blocks of Portland Roach with massive lintels, part dormers (possibly had stone tiled roof) and stone chimney stacks later raised in brick. Symmetrical cat slide dormers first and second floor windows, 2/2 ground floor single pane sashes. Artificial slate.

21, Pebble Beach Florist – iron railings across the entire first floor.

27, two storey rendered under slate roof, 2/2 sashes, panelled door with fanlight mid C19.

31, three storeys, first floor canted bay window, recessed and tiled shop entrance, intact.

New Inn, Boutique Hotel, 35 is probably late C17, but much altered, long low profile, stone chimney stacks, hipped dormers, painted ashlar.

45, shop front, first floor projecting bays, rendered, sliding sash windows.

47 & 49 much altered.

81, three storeys, characteristic part dormer.

89a former Salvation Army Hall converted into a dwelling as is the Young Peoples Hall behind.

The Punchbowl Pub, late C19, arched ground floor windows, interesting detailing, setting of listed building.

30 has been heightened and refronted.

36, Easter Cottage, a small diversion from the street gives access to one of a pair of rubble stone cottages with ashlar quoins and lintels, 6/6 sashes.

40, three storeys, two canted first floor bays, shopfront, wooden sash windows, intact.

Draft Appraisal of the Conservation Areas of Portland

58 & 60 remnant of double fronted shop on ground floor with accommodation on first and second floors.

78 & 80, pair of cottages of white painted rubble stone, plastered over. 2 storey with 2/2 sash windows and six panelled doors contribute positively to the street scene.

88, intact, good example three storey house with wooden sash windows and stone chimney.

A mounting block on the west side of the green space in Easton St which has been divorced from its original position which would have been adjacent to a building.

Wakeham & Straits

11-19 Moorfield Rd is a plain terrace of 1855.

15 & 17 (south side), Straits attributed to be the house of William Nelson where Rev Charles Wesley first preached on Portland 1746.

32-36 Straits (north side) express village character of C18 date.

11 (east side) Wakeham is the southern half of a part of C19 houses which survives with 2/2 sashes intact, original door and fanlight.

57, 59, 61 & 63 Wakeham, three storeys, possibly raised roofs, 61 & 63 a pair, setting of listed building.

7, 29, 31, 67, 69, 107, 133, 135, & 151 Wakeham are typical small terraced houses, mostly of the first half of the C19 with a two up two down plan, central stair and rear outshut.

161, 165, 177 & 179 Wakeham are of the late C17 early C18 and retain one original three light window with chamfered stone mullions and remains of others; 179 has a date stone of 1743 visible in the porch.

187 & 189 Wakeham, late C19, 2½ storeys, a pair.

Mermaid House, 195 Wakeham, former Inn on 1880 map. 221 & 223 Church Ope Rd, pair of three storey Bow & Arrow Cottages.

Rufus Gate, 156 Church Ope Rd, late C19, two storeys, double fronted, rusticated stonework with dressings, intact.

Woodbine Cottage, Pennsylvania Rd possibly C17 origins, within Pennsylvania Castle complex, mullion widows.

16, 18 & 20 Wakeham might be of C17 but much altered. There are remains of stone mullioned windows in the front of No 16.

26 Wakeham, 1888, a mini castle of crenelated parapets on detached stone house of exuberant High Victorian style.

28 – 36 Wakeham, terrace of 1930's villas with shallow Delabole slate projecting bays and elegant sweeping roofs.

50 Wakeham with north facing brick gable end.

60 & 62 Wakeham set back from the street are a pair of three storey early Victorian dwellings, built in finest flat banded squared ashlar and crowned with a stone trough gutter. The first floors are adorned with iron balconies.

64 – 72 Wakeham good examples of arched doors and windows, and 70 retains its original five panel door.

Cast iron finger post at junction between Weston Road and Southwell Road.

Mermaid Bridge over former 'Merchants Railway built in 1826 which circumnavigated the island.

K6 phone box Wakeham, south of Bumpers Lane and in Straits by the fish shop. The K6 was designed to commemorate the Silver jubilee of King George V produced 1936-1968.

Other features of interest

In Reforne and Easton, stone monoliths (gate posts to former fields?) are a key characteristic and built into stone boundary walls or re-used either side of the horse troughs and at the alley framing the view into Grosvenor Road.

Stone boundary walls of varied height and detailing plus associated features such as doorways/entrances.

Important Building Groups Wakeham

The important groups are: Corner House Inn – 20 (inclusive); 5-33 (inclusive); 26-36 (inclusive); 40 & 42; 78 & 80; 55-71 (inclusive); 79 & 81; 93-113 (inclusive); 112-126 (inclusive); 127-194 (inclusive); and Portland Museum and 203-215 (inclusive).

Straits

The important groups are: 1-19 (inclusive); 10-44 (inclusive) and 1 Moorfield Rd; 39-Corner House Inn (inclusive).

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50 Easton Square

The important groups are: 1-Jubilee Hall (inclusive); 5-10 (inclusive); 14-20 (inclusive); Church Hall and Methodist Church; 4 Reforne-35 (inclusive); and 38-41 (inclusive).

Easton St

The important groups are: 3-71 (inclusive); 75-89 (inclusive), 89A (former Salvation Army Hall), 91-97 (inclusive); 8-12 (inclusive); 22-30 (inclusive); 40-44 (inclusive), Punch Bowl Inn and 48-80 (inclusive); and 86 & 88. Reforne

The important groups are: 15A-25 (inclusive); 47-65 (inclusive); 75 & 77; 99-113 (inclusive); 127-135 (including the George Inn); Old Schoolhouse, Heritage Centre and The Gables; 18 & 20; 26-32 (inclusive); 58 & 60; 74, 76 78 and 80.

Church Ope Rd

The important group is 156, Treetops, 221 and 223 (Bow and Arrow Cottages).

PORTLAND HERITAGE AND CHARACTER ASSESSMENT

A draft conservation area description has been created by Weymouth and Portland Borough Council for the historic core of Southwell, and a list of non-designated heritage assets has included. These are suggested for inclusion in any list of local non-designated heritage assets which Weymouth and Portland Borough Council may adopt in the future. The following extract is based upon this draft conservation area description:

Southwell

Important Buildings

- Eight Kings Inn, late C19, Kelly's Directory of Dorsetshire 1895 mentions Elizabeth Stone as beer retailer, incorporates an earlier building as shown on 1864 OS map, focal point on prominent corner;
- 31 Southwell St, late C18-early C19, defines the corner of Church Lane;
- Letter box outside a former post office at 35 Southwell St;
- Telephone kiosk K6, outside 28 Southwell St;
- 2 Southwell St with attached outbuilding, early-mid C18;
- 9 Avalanche Rd (Avalanche Cottage), late C19, entry building, group value with church;

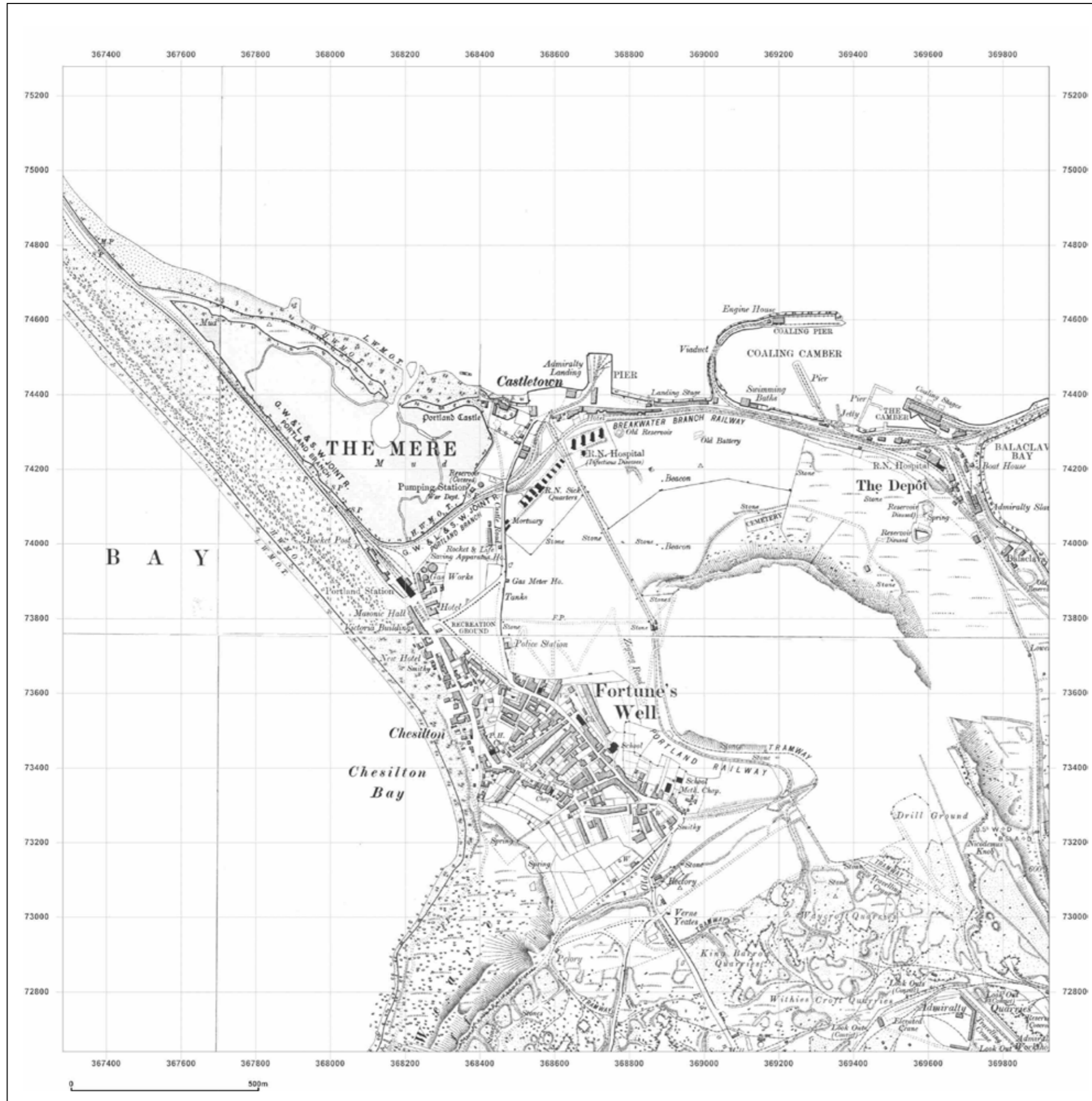
Building Groups

- 59 with cast iron veranda, 61, 63 & 65 Southwell St, mid C19, group value;
- 44, 46 & 48 Southwell St, early C19, group value, contribute to setting of listed Methodist Chapel;
- 28, 30, 32, 34, 36 & 38 Southwell St, early C19, group value, 38 a former ale house called the Rugged Louse with customers' stone mounting block attached to front wall;
- 1, 3, & 5 Avalanche Rd, late C19- early C20, group value.
- 58 Southwell St, early C19;
- 3 & 5 Southwell St including boundary walls, 3 incorporates two gabled farm buildings (C17?) that are a focal point, 5 built early C20, group value;
- 9, 11 & 13 High St, early C19, group value;



Eight Kings Public House





Site Details:
 1901-A3PDF-10000,

Client Ref: 39015
Report Ref: CMAPS-CM-599323-39015-140217
Grid Ref: 368603, 73958

Map Name: County Series
Map date: 1901
Scale: 1:10,560
Printed at: 1:10,560



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Site Details:

1901-A3PDF-10000,

Client Ref: 39015
Report Ref: CMAPS-CM-599325-39015-140217
Grid Ref: 369070, 71910

Map Name: County Series

Map date: 1901

Scale: 1:10,560

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Surveyed 1862
 Revised 1901
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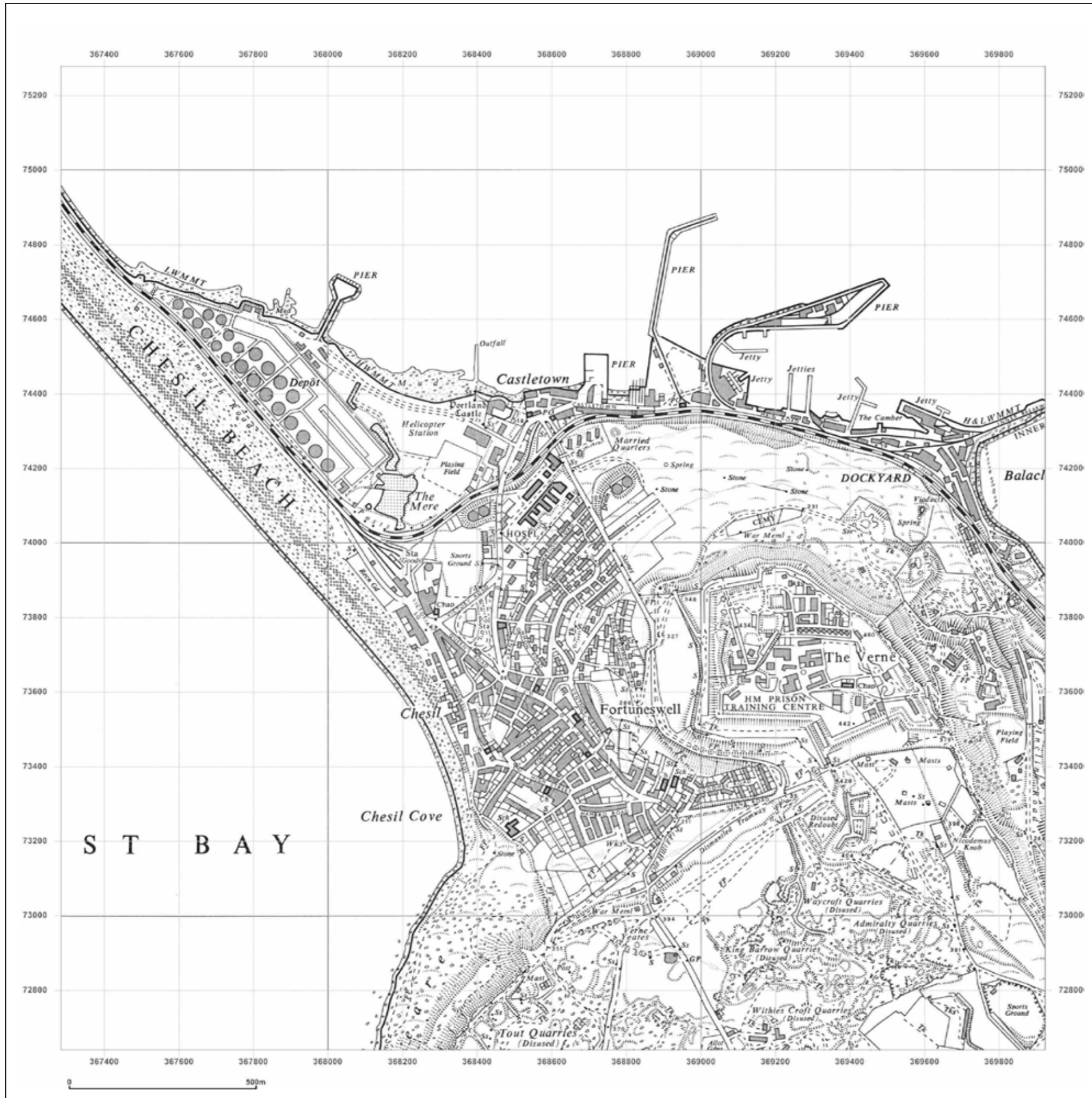


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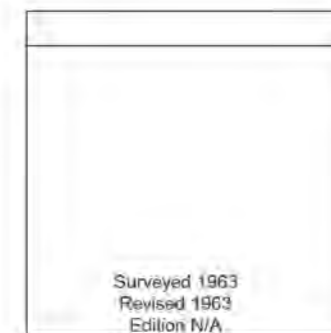
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Map Name: Provisional

Map date: 1963

Scale: 1:10,560

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Site Details:

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Client Ref: 39015
Report Ref: CMAPS-CM-599326-39015-140217
Grid Ref: 369070, 71910

Map Name: Provisional

Map date: 1963

Scale: 1:10,560

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Heritage and Character Study – Erratum List – Main Factual Correction

P8 – Location – line 3 – Tombolo not Tombola

P11 – Cultural Associations – 4th para – Line 2 – Vindelil not Vindilis

P18 – 1848 – insert ‘and latterly also a prison for adult males’

P27 – P27 – Top right photo ‘Atlantic House’ not Hardy Block

P31 – 5th line after court room (both now converted to residential properties)

P53 – Bottom left photo – Foundary Close, Easton not Cemetery, Weston

ABOUT AECOM

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