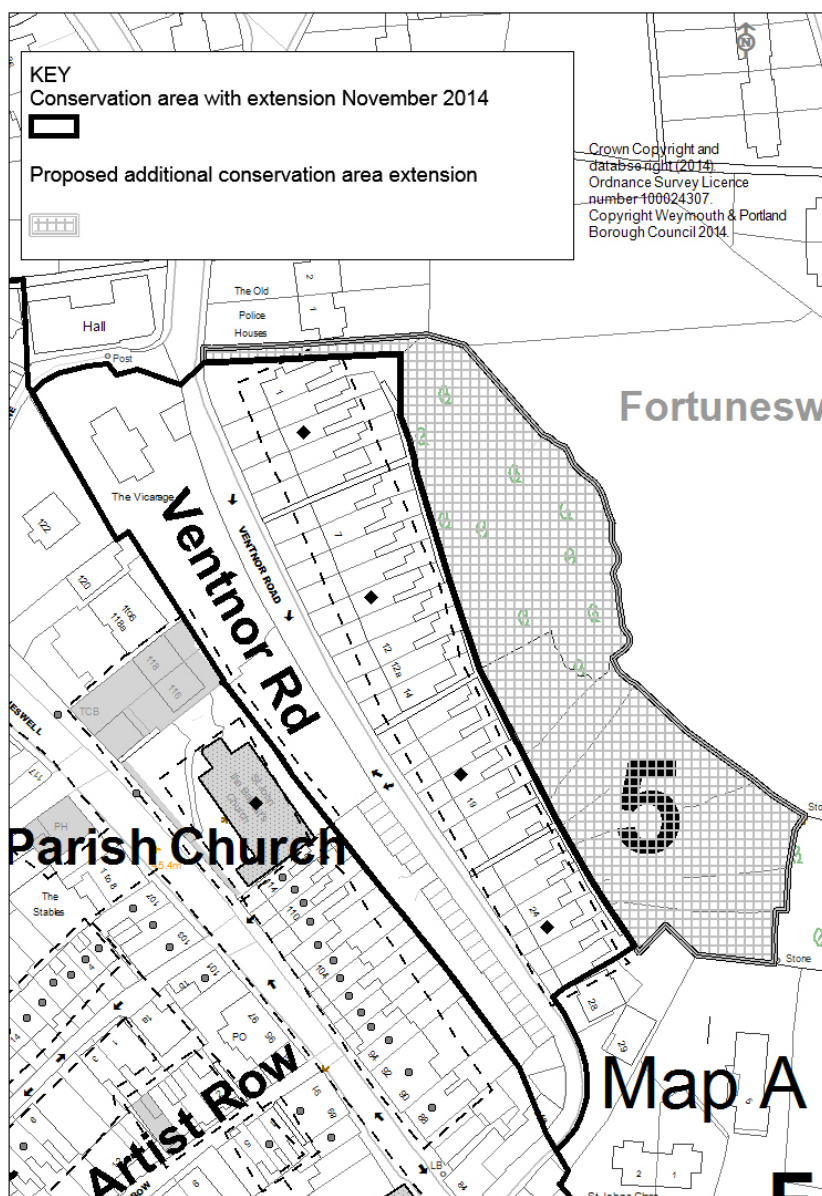


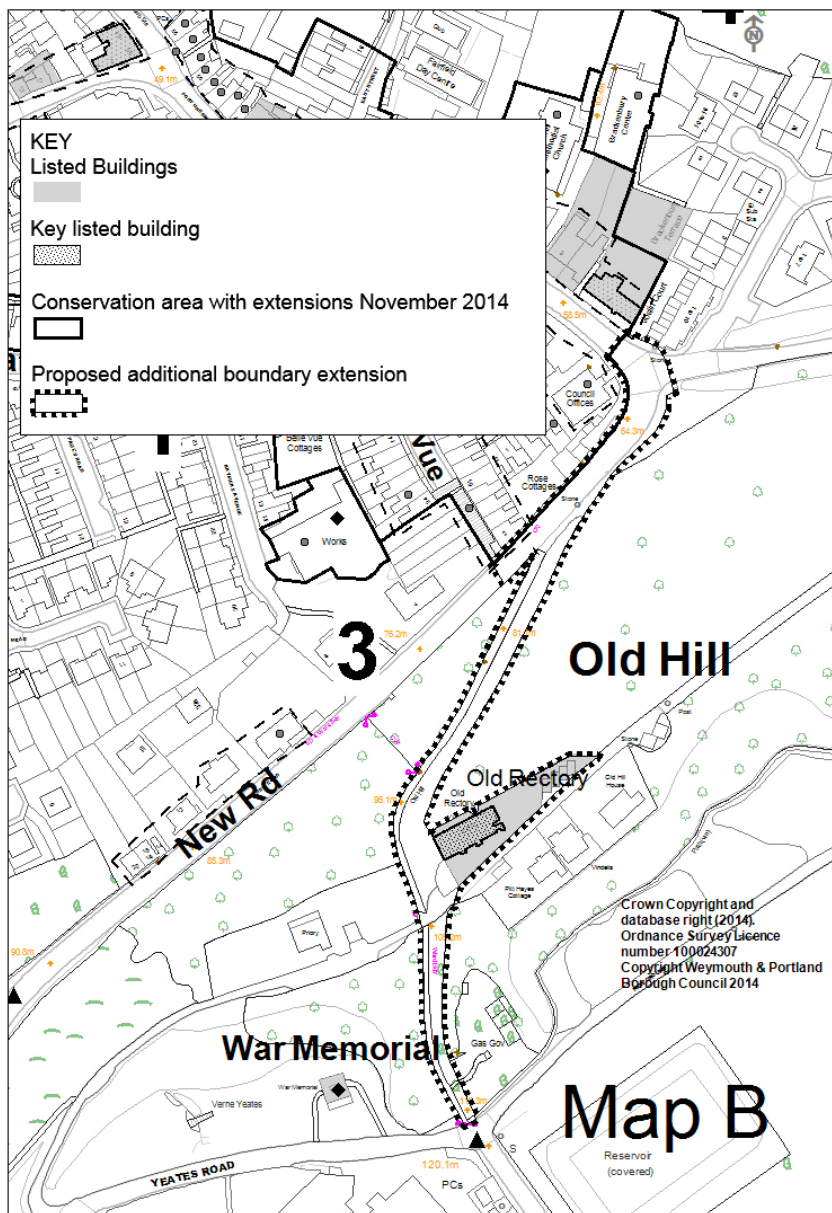
Re-consultation to extend/adjust the boundaries in Underhill, Grove and Portland Consultation Areas and to designate additional Important Local Buildings in Underhill & Grove Conservation Areas

1. Underhill Conservation Area – boundary extension to include gardens and a separate parcel of land at the rear of Ventnor Rd



The proposal is to extend the conservation area to include the rear gardens and a separate parcel of land belonging to the terraced housing in Ventnor Rd (please see map A) and to include the track on the north side of 1 Ventnor Rd as it is part of the property's garden. This extension would incorporate the historic limits of this part of Fortuneswell.

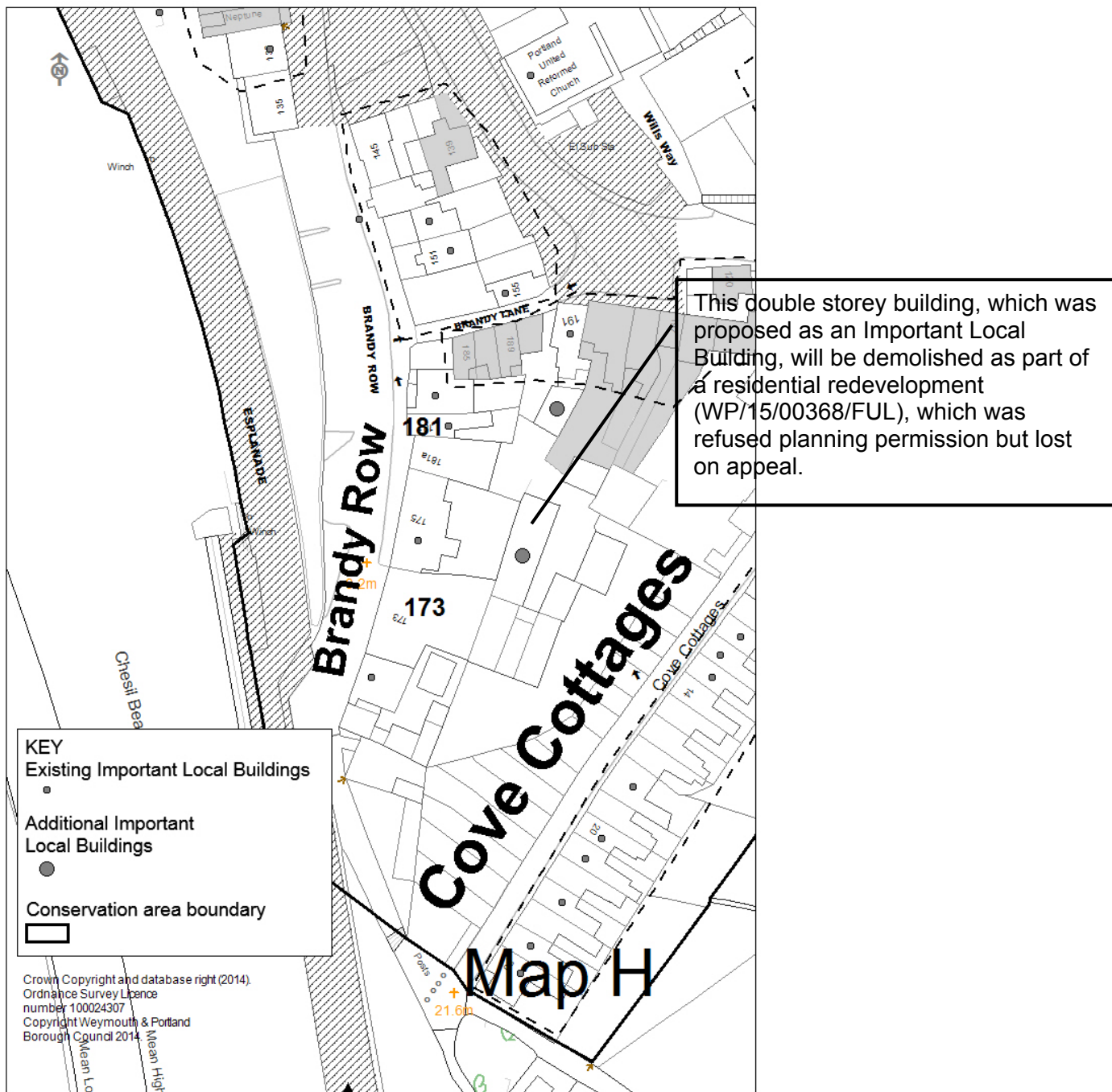
2. Underhill Conservation Area – boundary extension to include Old Hill and the Old Rectory



The proposal is to extend the conservation area to include the ancient road of Old Hill (please see map B). The adopted conservation area appraisal refers to Old Hill as “Old Hill is now a Right of Way (S3/4). A photograph (no 62) circa 1910 in Morris’ *Portland Then and Now* shows Old Hill, the original route from Underhill to Tophill (Yeates Rd), with posts running down the centre of the road and pedestrians walking uphill on the right-hand side, accompanied by an impressive stone wall. Today, stone posts separate a broad verge from the footpath that runs alongside it, which is bordered still by stone wall. About two thirds of the way up, is the old Rectory, which adjoins the old road. At this point, the Merchants Railway once crossed the road”.

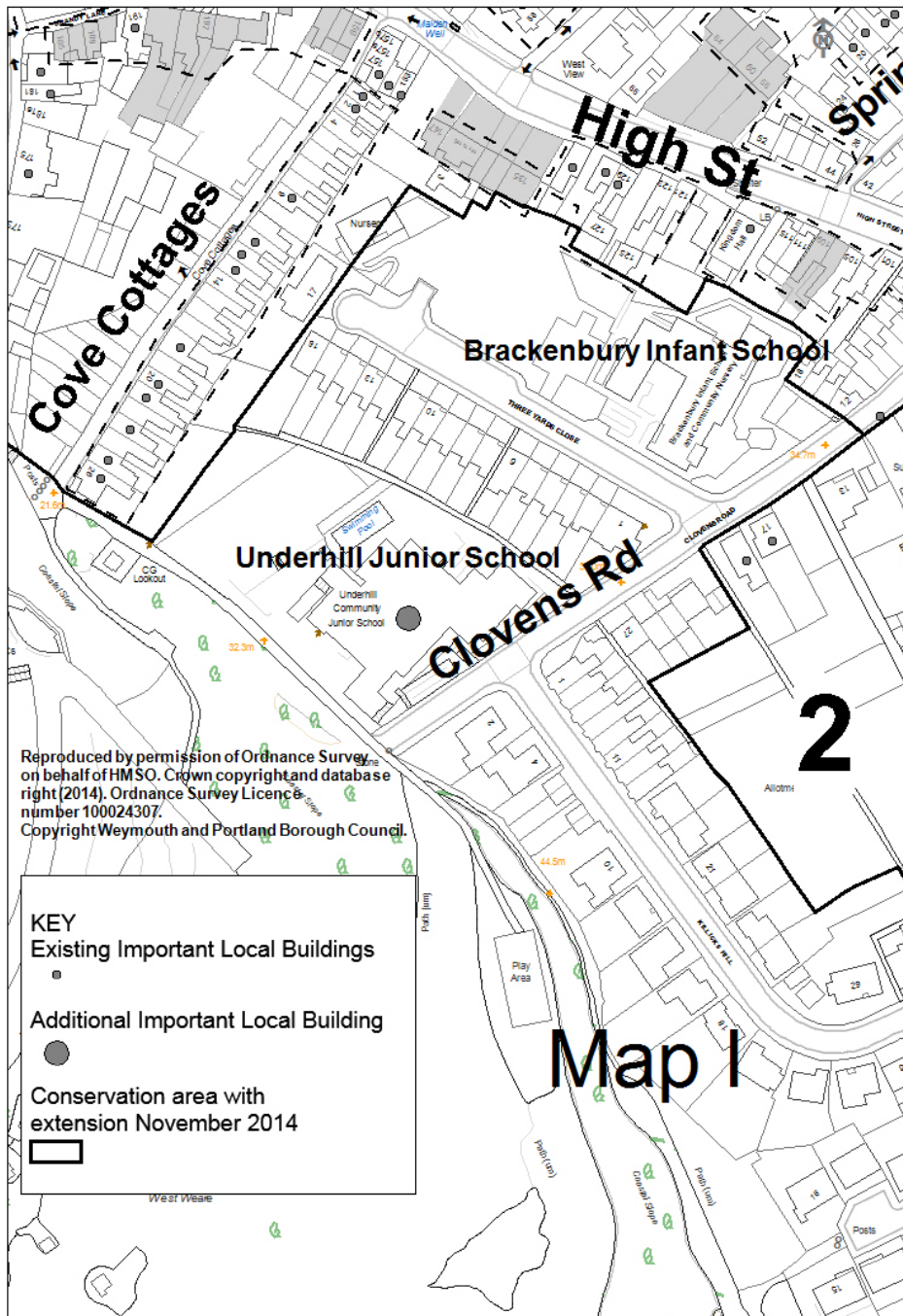
A boundary extension that includes Old Hill would also incorporate the Old Rectory which is identified in the adopted appraisal as a Key Listed Building and referred to as “The Old Rectory and its boundary walls (Grade II) - relatively prominent in views, one time isolated association with Old Hill”.

3. Underhill Conservation Area - additional *Important Local Building* behind 173-181 Brandy Row



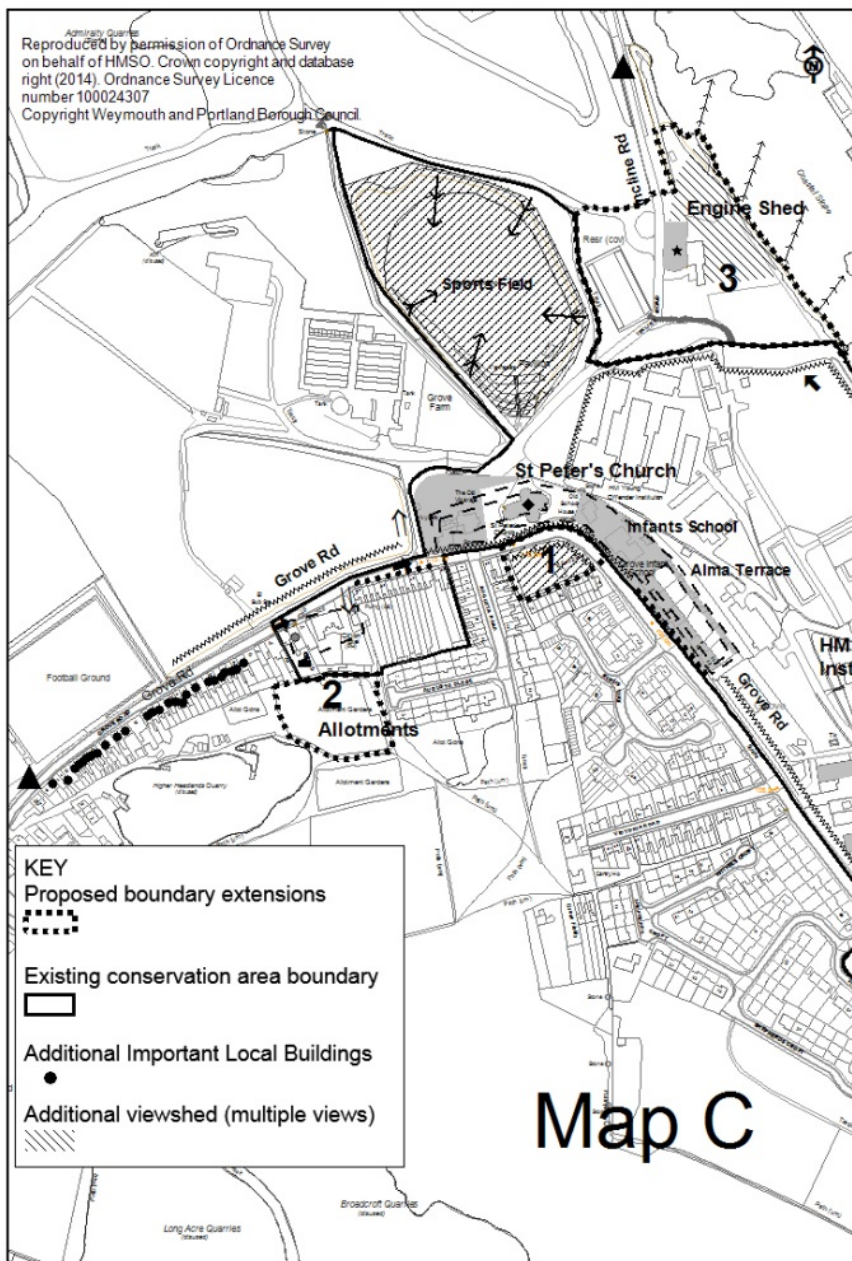
The proposal is to identify behind 173 – 181 Brandy Row a former industrial premise (please see map H) comprising a single storey stone building with associated stone boundary/retaining walls as an *Important Local Building* because of its industrial legacy and the local knowledge that recalls a dairy/farm use, plus a bull ring.

4. Underhill Conservation Area – additional *Important Local Building* of Underhill Junior School



The proposal is to identify the former Underhill Junior School, originally dated 1913, as an *Important Local Building* (please see map I) because it presents a certain architectural unity, particularly due to the single-storey frontage of three pediments below which are three pairs of sash windows, and has historic and community interest that benefits the Clovens Rd entry into the conservation area, as well as the setting of the conservation area.

5. Grove Conservation Area



5.1 Boundary extension to include amenity space opposite St Peter's Church

The proposal is to extend the conservation area to include the amenity space on the corner of Grove Rd opposite St Peter's Church (please see map C above, area 1). The adopted conservation area appraisal already refers to this important green area as "The enclosed parcel of amenity space, on the corner of Grove Rd opposite St Peter's is important for its impact to the setting of the conservation area. This open green space, featuring a small brick building and established trees, acts as a buffer around the nearby listed buildings. Whilst it is flanked to the south by post war housing, a substantial stone boundary wall with cock and hen detailing borders the west side and also serves as the rear boundary to terraced housing in Augusta Rd. Until the late C20, an archaeological feature, comprising a curved, red clay bank, crossed the amenity space, as shown on OS maps dating from at least 1864."

5.2 Boundary extension to include allotments at the rear of Clifton Hotel

The proposal is to extend the conservation area to include the allotments to the rear of Clifton Hotel (please see map C above, area 2). The adopted appraisal already refers to these allotments as “An area of land used for allotments to the rear of The Clifton Hotel is reached via a footpath off Grove Road, which at its entry offers an intriguing viewpoint. Allotments are dotted around the conservation area and are an important feature of it, making the inclusion of one important. It also provides a buffer between the built form and former quarry sites”.

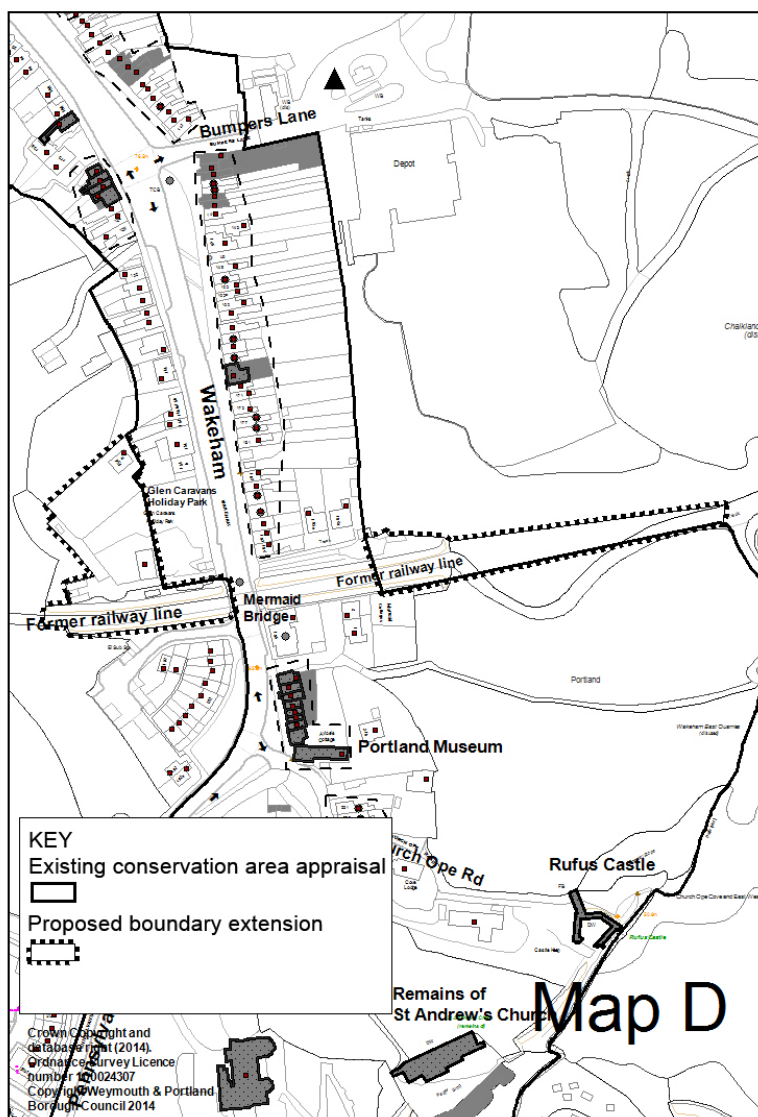
5.3 Boundary extension to include part of Incline Rd

The proposal is to extend the conservation area to include part of Incline Rd, including the Engine Shed (please see map C above, area 3). The adopted appraisal already refers to this part of Incline Rd as “Incline Rd runs into the conservation area from the north and is another gateway into the conservation area from the SW Coastal path, but is blocked from vehicular use. Pedestrians are now the only users of the road and tracks that run off it. This rural approach into The Grove contrasts markedly with the developed character of Grove Rd. It approaches a less cohesive side of the conservation area, being the rear access of the prison, church and adjacent properties. It includes an enlarged area of stone boundary structures around the sports ground, part of which incorporates a watchman’s sentry box (listed Grade II). This is the last remaining in an area which was historically covered with both sentry boxes and watch towers. This level area of land at the top of the incline provides the setting for the northern elevations of the prison and more importantly the Church of St Peter’s. The inclusion of the Grade II Engine Shed is important as all contemporary buildings have been demolished, including another at the bottom of the incline. Consequently, this building stands in isolation and is the only historic link with the original Royal Naval port. The exceptional multiple views from the grounds of the Engine Shed provide another viewshed for the conservation area”.

5.4 Additional *Important Local Buildings* of 10, 11a, 13-18, 20, 22, 23, 25-27, 29-31, 33, 35-41 Grove Rd

The proposal is to recognise your property (one of several, that is, 10, 11a, 13-18, 20, 22, 23, 25-27, 29-31, 33, 35-41 Grove Rd) as an *Important Local Building* (please see map C above) because it retains interest, showing a characteristic use of Portland stone that benefits the Grove Rd entry into the conservation area and the setting of the conservation area.

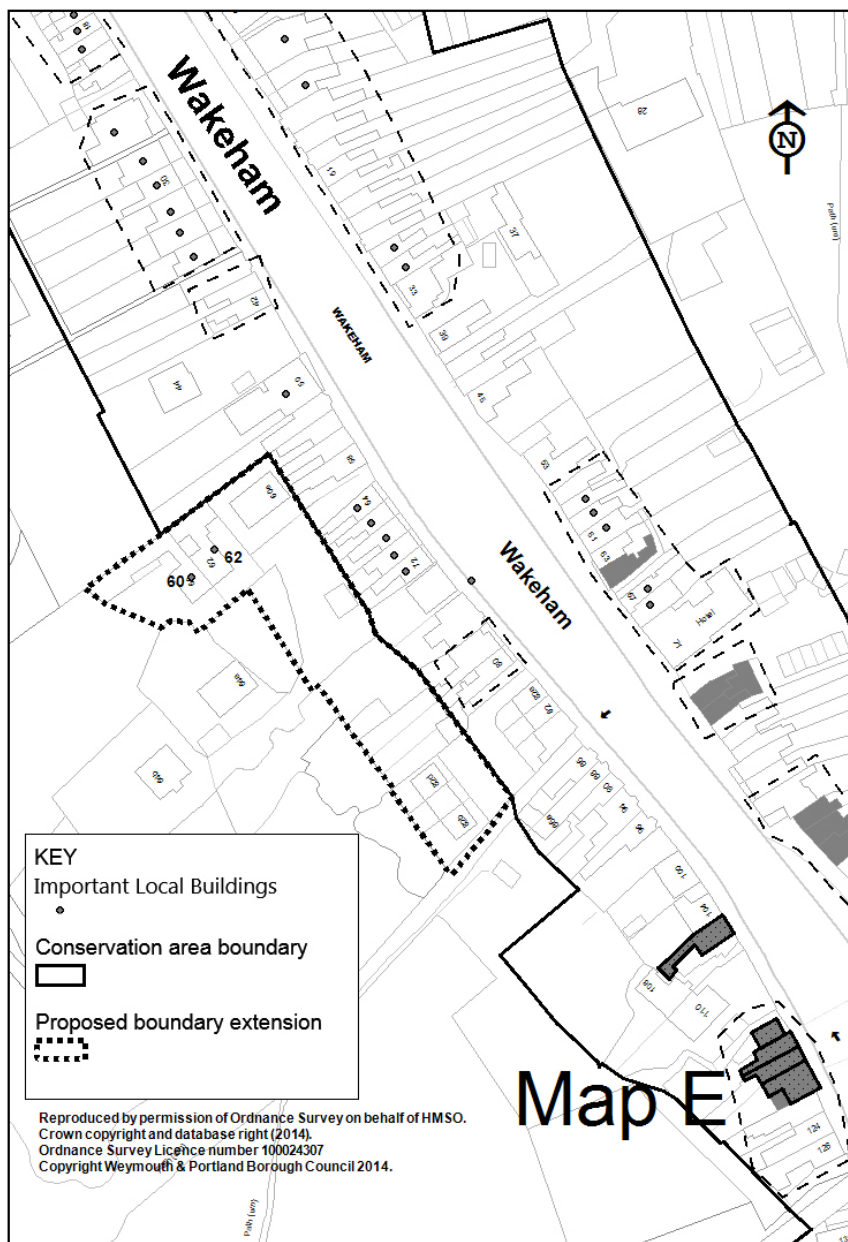
6. Portland (Easton, Reforne, Straits, Wakeham) Conservation Area – boundary extension to include historic limits behind Glen Caravan Park and the railway line east and west of Mermaid Bridge, Wakeham



The proposal is to extend the conservation area to include railway line either side of Mermaid Bridge and some adjoining plots (please see map D).

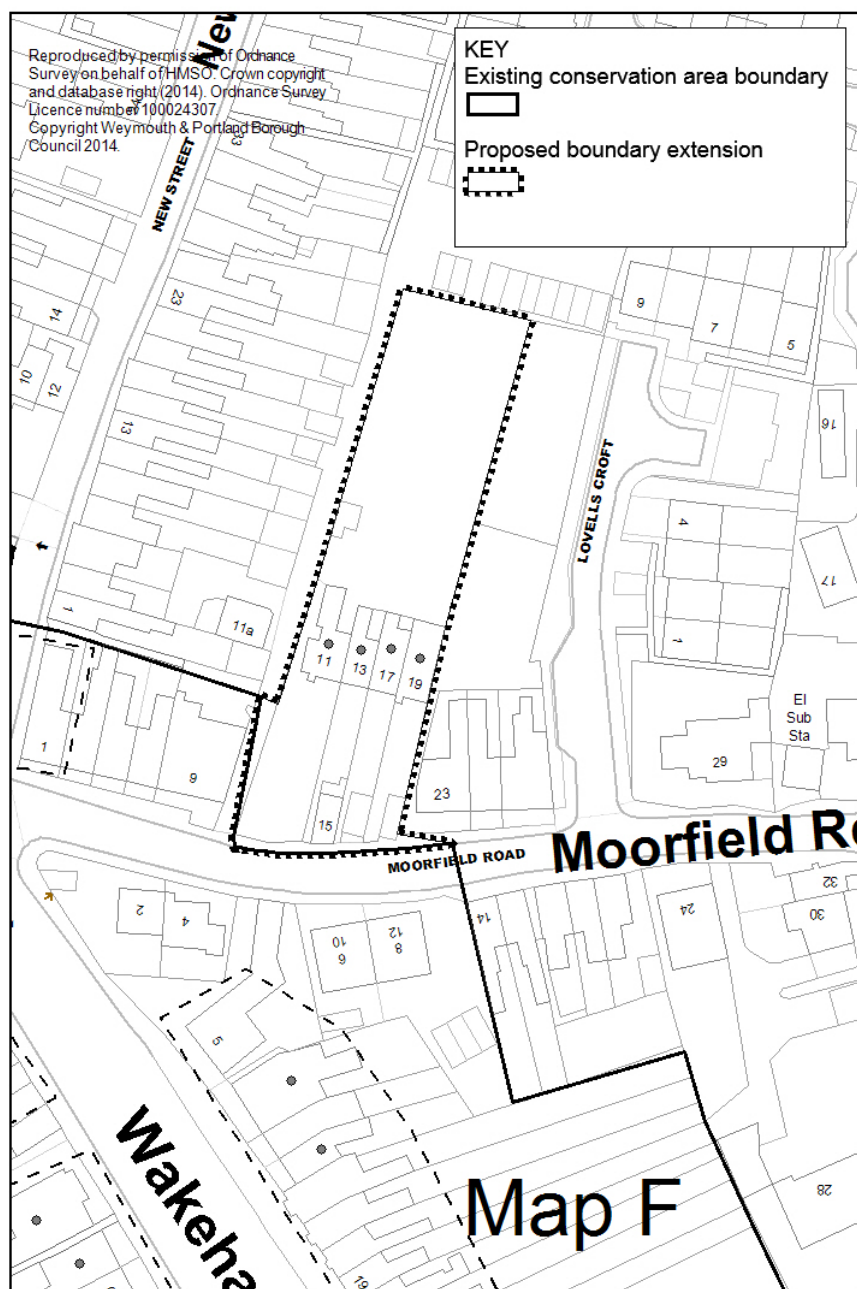
A reassessment of the conservation area boundary around Wakeham showed that it is possible to recognise more surviving railway legacy by including it in the conservation area. Adjoining the conservation area boundary, on the east and west sides of Mermaid Bridge, are lengths of former railway line, parts of which ran through cuttings. In the same general area, behind Glen Caravans Holiday Park and Nos 148-154 (inclusive), the conservation area boundary cuts through gardens plots. It is also preferable to include the whole of these gardens in the conservation area in order to define better the location of the boundary on the ground and to recognise more fully the historic limits of Wakeham.

7. Portland (Easton, Reforne, Straits, Wakeham) Conservation Area – boundary extension to include gardens/property plots behind 54-84 (evens) on west side of Wakeham



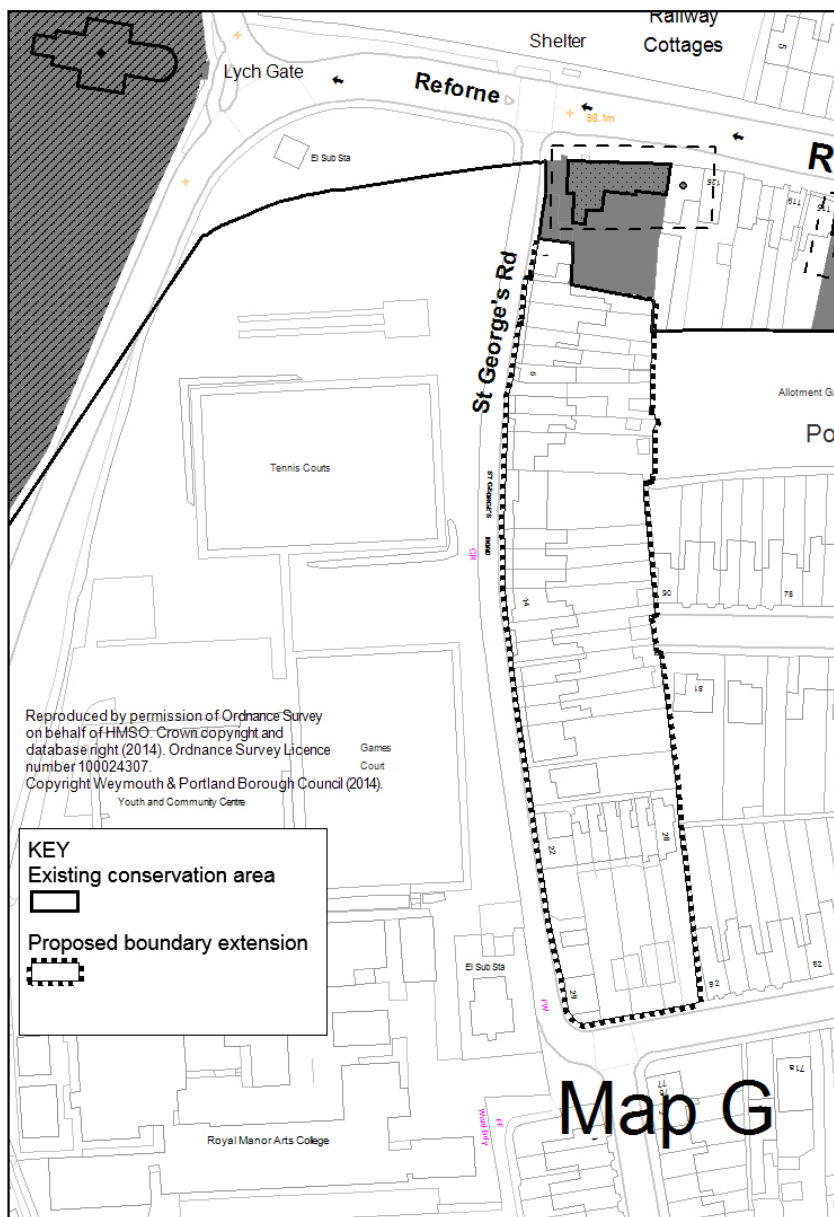
The proposal is to extend the conservation area to include garden and property plots behind 54-84 (evens) Wakeham (please see map E). A reassessment of the conservation area identified that behind 54 - 84 (evens), on the west side of Wakeham, the conservation area boundary does not conform to that of the east side where garden/property plots are more included, thereby recognizing the older limits of Wakeham. It is therefore proposed to adjust the boundary on the west side in conformity with the east and at the same time include within the conservation area Nos 60 & 62 Wakeham, which have been identified in the draft appraisal as Important Local Buildings.

8. Portland (Easton, Reforne, Straits, Wakeham) Conservation Area – boundary extension to include 11-19 (odds) and 15 Moorfield Rd



The proposal is to extend the conservation area to include Nos 11-19 (odds) & 15 Moorfield Rd (please see map F). Nos 11-19 (odds) Moorfield Rd with long garden plots at the front are an early-mid C19 terrace of cottages and shown on the OS 1864 map. In the late C19, a small building (No 15 Moorfield Rd and formerly a dovecote) was built on the roadside at the end of one plot. In the adopted conservation area appraisal, Nos 11-19 are already identified as *Important Local Buildings* (page 49). However, the C19 property plot arrangement of these buildings, including No 15, is locally uncommon and such historic interest would add to the character of the conservation area.

9. Portland (Easton, Reforne, Straits, Wakeham) Conservation Area – boundary extension to include the east side of St George's Rd (1-28) Reforne



The proposal is to extend the conservation area to include the east side of St George's Rd, Reforne (please see map G). In the early-mid C19, the east side of St George's Rd was established in order to lead to a few properties interspersed with green open space or garden. Some properties were built facing the road, whilst the former Coastguard Station (Nos 22-28 inclusive) was built at right angles to the road with long garden at the front and an alleyway at the back. No 1 (St George's Cottage) is double fronted and detached and may be one of the earlier C19 properties to be built. Other double fronted properties are attached (Nos 9, 20 & 22) but still signify a certain status amongst single fronted C19 dwellings. This development pattern on the east side stayed much the same until after WW2, following which, there was infilling between properties and permitted development at the end of the garden of the former Coastguard Station.