

## 6 PHASE 5

### The post-war port

#### Structure 5.1 - Building 3, Building 4 and Connecting Wall (Former Admiralty Piro Store and Store)

- 6.1 Curtilage Listed (attached to Grade II listed Carr Jetty – **Structure 3.3**).

#### Description

- 6.2 Located on Carr Jetty at north-west corner of dockyard.
- 6.3 Two small rendered sheds with mono-pitch roofs, with tall connecting reinforced concrete wall.

#### Architectural Interest

- 6.4 None.

#### Historic Interest

- 6.5 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Because of its use and post-war date, the building has only negligible historic interest.
- 6.6 The building remained in Admiralty use until the disposal of the much-reduced dockyard in 2008.

#### Setting

##### Physical surroundings

- 6.7 Building 2 and 3 and the connecting wall are located on the wider northern part of the Carr Jetty (**Structure 3.3**), south-east of Electrical Cubicle No.1 (**Structure 5.3**).

##### Experience of the asset

- 6.8 Buildings 2, 3 and the connecting wall lie in a part of the dockyard with no public access. They are experienced as small isolated structures with little immediately apparent historic purpose.

##### Associative relationships with other assets

- 6.9 The primary association of these structures is with the Carr Jetty (**Structure 3.3**), of which they form a relatively insignificant part. They have an associative relationship with other small Admiralty ancillary buildings erected on the Carr Jetty and elsewhere within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

### Summary of Significance

- 6.10 These structures are part of a number of small ancillary Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. They have no architectural interest. Because of their post-war date and auxiliary service, they have only negligible historic interest.
- 6.11 The structures are located in a physically isolated and peripheral part of the dockyard with no public access.





## Structure 5.2 - Building 1 Compressor House (former Admiralty Grit Blast Compressor House)

- 6.12 Curtilage Listed (attached to Grade II listed Carr Jetty – **Structure 3.3**).

### Description

- 6.13 Located on Carr Jetty at north-west corner of dockyard.
- 6.14 Small early post-war flat-roofed shed, formerly abutting larger Stores (now demolished). Pebble-dashed brick with shallow-pitch corrugated asbestos roof. Two pairs of double doors on east elevation. South elevation incorporates concrete block fabric remaining of Building 2 (Grit Blast Bay), now demolished.

### Architectural Interest

- 6.15 None.

### Historic Interest

- 6.16 Built by the Admiralty for the maintenance of Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Because of its use and post-war date, the building has only negligible historic interest.
- 6.17 The building remained in Admiralty use until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

- 6.18 Building 1 is situated at the north end of the Carr Jetty (**Structure 3.3**), adjacent to Electrical Cubicle No.1 (**Structure 5.3**).

#### Experience of the asset

- 6.19 Building 1 lies in a part of the dockyard with no public access. It is experienced as a small isolated and altered structure with little immediately apparent historic purpose.

#### Associative relationships with other assets

- 6.20 Building 1's primary association is with the Carr Jetty (**Structure 3.3**), of which it forms an insignificant part. The compressors formerly contained within this building would have received their electricity supply from the adjoining Electrical Cubicle No.1 (**Structure 5.3**). It has an associative relationship with other small Admiralty ancillary buildings erected on the Carr Jetty and elsewhere within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

## Summary of Significance

- 6.21 Building 1 is one of a number of small ancillary Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. This basic shed has no architectural interest. Because of its post-war date and auxiliary service, this building has only negligible historic interest.
- 6.22 The building is physically isolated in a peripheral part of the dockyard with no public access.







## Structures 5.3, 5.4 and 5.5 - Cubicle 1, Cubicle 2 and Cubicle 3 (Former Admiralty Building 17, Building 18 and Building 19 Electric House Cubicles)

- 6.23 Curtilage Listed (attached to Grade II listed Carr Jetty – **Structure 3.3**).

### Description

- 6.24 Located on Carr Jetty at north-west corner of dockyard.
- 6.25 Three small early post-war rendered concrete-block sheds, with reinforced concrete flat roofs. Small windows infilled with glass bricks. No doors.

### Architectural Interest

- 6.26 None.

### Historic Interest

- 6.27 Built by the Admiralty for the maintenance of Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Because of its use and post-war date, the building has only negligible historic interest.

### Setting

#### Physical surroundings

- 6.28 The three buildings are located on the Carr Jetty (**Structure 3.3**).

#### Experience of the asset

- 6.29 The three buildings lie in a part of the dockyard with no public access. Resembling above-ground air-raid shelters, they are experienced as a small isolated and altered structure with little immediately apparent historic purpose.

#### Associative relationships with other assets

- 6.30 The primary association of the three cubicles is with the Carr Jetty (**Structure 3.3**), of which they form an insignificant part. The compressors formerly contained within the buildings would have received their electricity supply from the adjoining Electrical Cubicle No.1. They have an associative relationship with other small Admiralty ancillary buildings erected on the Carr Jetty and elsewhere within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

## Summary of Significance

- 6.31 These three electrical cubicles are amongst a number of small ancillary Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. These three basic sheds have no architectural interest. Because of their post-war date and auxiliary service, they have only negligible historic interest.
- 6.32 The buildings are physically isolated in a peripheral part of the dockyard with no public access.







## Structure 5.6 - Building 6 Workshop / Stores (Former Admiralty Oil Pollution Equipment Store, previously Admiralty Building 3A Lubricating Oil Storage) (MHPA Bldg. M661)

6.33 Not designated.

### Description

6.34 Situated at the north-west corner of the dockyard, c. 10 m west of the Carr Jetty (**Structure 3.3**) and c. 40 m west of Building Slip No. 1 (**Structure 2.15**).

6.35 *Circa 1955*, steel-framed shed. Interior not inspected. Originally for storage of lubricating oils for Admiralty Yard Craft Service and Fleet Fuelling Service vessels based at Pembroke Dock. Re-clad in later 20<sup>th</sup> century with profiled steel sheet.

### Architectural Interest

6.36 None.

### Historic Interest

6.37 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.

6.38 The building remained in Admiralty use, latterly as an Oil Pollution Equipment Store, until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

6.39 Building 6 lies in close proximity to the Carr Jetty (**Structure 3.3**), near to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

6.40 Building 6 lies in a part of the dockyard with no public access. It is experienced as an undistinguished generic shed with modern cladding, with little immediately apparent historic origin or purpose.

#### Associative relationships with other assets

6.41 Building 6's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

## Summary of Significance

6.42 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest because of its post-war date, ancillary use and altered condition.

- 6.43 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.



## Structure 5.7 - Building 9 Admiralty Office / Stores

6.44 Not designated.

### Description

6.45 Located 35 m south-west of the Carr Jetty (**Structure 3.3**) and 60 m west of Building Slip No.1 (**Structure 2.15**) at north-west corner of dockyard.

6.46 Single-storey office and store. Roughcast rendered with concrete tile pitched roof. Contrasting concrete margins to doors, windows and triangular gable vents. Windows replaced with upvc.

### Architectural Interest

6.47 This building contrasts with the majority of the wartime and post-war Admiralty buildings in that the concrete tiles and contrasting margins to windows, doors and triangular gable vents elevates it above the purely functional. The building nevertheless has only minimal architectural interest.

### Historic Interest

6.48 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Whilst some care has been taken over the building's external detailing, the building has only negligible historic interest.

### Setting

#### Physical surroundings

6.49 Building 9 is located at the north-west corner of the dockyard, 35 m south-west of the Grade II listed Carr Jetty (**Structure 3.3**), 60 m west of Building Slip No.1 (**Structure 2.15**) and 8 m east of Building 8 (the former Shipbuilding Shop No.1 and Shipbuilding Shop No.2 - **Structure 3.9**).

#### Experience of the asset

6.50 Buildings 9 lies in a part of the dockyard with no public access. It is experienced as a rather ordinary small office building that has been marred through inappropriate fenestration.

#### Associative relationships with other assets

6.51 Building 9 has a physical relationship with the Carr Jetty (**Structure 3.3**), Building 8 (the former Shipbuilding Shop No.1 and Shipbuilding Shop No.2 - **Structure 3.9**) and Building 16 (Former Admiralty Shipwright's Office - **Structure 5.13**). As an office building, it has a functional relationship with Building 15 (Former Pater Fort Soldier's Barracks, latterly Admiralty Main Office - **Structure 3.5**), Building 16 (Former Admiralty Shipwright's Office - **Structure 5.13**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**) and the Former Oakum Store (one-time Admiralty Building 40 Port HQ and Mess - **Structure 2.22**), as well as a general associative relationship with the other small Admiralty ancillary buildings erected within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

## Summary of Significance

6.52 Building 9 is one of a number of small ancillary Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. Whilst Building 9 has details that raise it above the purely functional, it is of very limited interest because of its altered fenestration, post-war date and auxiliary service.

- 6.53 The structure is located in a physically isolated and peripheral part of the dockyard with no public access.







## Structure 5.8 - Building 10A Substation (Formerly Admiralty Converter) (MHPA Bldg. M685)

6.54 Not designated.

### Description

6.55 Located 50 m south of the Carr Jetty (**Structure 3.3**) and 5 m west of Building Slip No. 1 (**Structure 2.15**) at north-west corner of dockyard.

6.56 Single-storey modern substation. Buff brick with flat roof. Small windows.

### Architectural Interest

6.57 None.

### Historic Interest

6.58 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Dating to the very end of the 20<sup>th</sup> century, the building has only negligible historic interest.

### Setting

#### Physical surroundings

6.59 Building 10A is located at the north-west corner of the dockyard, some 5 m west of Building Slip No. 1 (**Structure 2.15**).

#### Experience of the asset

6.60 Buildings 10A lies in a part of the dockyard with no public access. It is experienced as a functional and nondescript modern building of negligible interest.

#### Associative relationships with other assets

6.61 Building 10A has a close physical relationship with the Grade II listed Building Slip No. 1 (**Structure 2.15**), as well as a general associative relationship with other small Admiralty ancillary buildings erected within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

## Summary of Significance

6.62 Whilst built for Admiralty use prior to the final closure of the dockyard in 2008, Building 10A is a purely functional building of no architectural interest. It has only negligible historic interest because of its late date and auxiliary service.

6.63 The structure is located in a physically isolated and peripheral part of the dockyard with no public access.



## Structure 5.9 - Building 11 Offices for Building 12 (Former Admiralty Office, previously Admiralty Building 7A Lay-Apart Stores & M.T. Workshop) (MHPA Bldg. M664)

- 6.64 Curtilage Listed (attached to Grade II listed Pembroke Fort walls – **Structure 1.2**).

### Description

- 6.65 Situated at the north-west corner of the dockyard, adjoining the walls of the former Pater Fort (**Structure 1.2**).
- 6.66 Circa 1955, small single-storey office building. Red brick, reinforced concrete lintels. Mono-pitch roof clad with modern profiled steel sheet. Replacement upvc windows. Interior not inspected. Originally offices for adjacent Mechanised Transport (MT) workshops for the much-reduced post-1926 Admiralty dockyard.

### Architectural Interest

- 6.67 None.

### Historic Interest

- 6.68 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.
- 6.69 The building remained in Admiralty use, latterly as an office for Admiralty Naval Stores (**Structure 5.10**), until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

- 6.70 Building 11 directly abuts the walls of the former Pater Fort (**Structure 1.2**), close to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, up to 2008. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

- 6.71 Building 11 is located within a part of the dockyard with no public access. It is experienced as an undistinguished generic shed with modern roof, cladding and upvc windows, with little immediately apparent historic origins or purpose.

#### Associative relationships with other assets

- 6.72 Building 11 has always had a close functional and physical relationship with Buildings 12 and 13 (**Structures 5.10** and **5.11** – see below). Its primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

## Summary of Significance

- 6.73 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels



based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest because of its post-war date, ancillary use and altered condition.

- 6.74 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.



## Structure 5.10 - Building 12 (Former Admiralty Naval Stores, previously Admiralty Building 7A M.T. Workshop) (MHPA Bldg. M665)

6.75 Not designated.

### Description

6.76 Situated at the north-west corner of the dockyard, adjoining the walls of the former Pater Fort (**Structure 1.2**).

6.77 Circa 1955, steel-framed shed clad with modern profiled steel sheet. Red brick plinth. Interior not inspected. Originally Mechanised Transport (M.T.) workshop for the much-reduced post-1926 Admiralty dockyard.

### Architectural Interest

6.78 None.

### Historic Interest

6.79 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.

6.80 The building remained in Admiralty use, latterly as Admiralty Naval Stores, until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

6.81 Building 12 directly abuts the walls of the former Pater Fort (**Structure 1.2**), close to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

6.82 Building 12 is located within a part of the dockyard with no public access. It is experienced as an undistinguished generic shed with modern cladding, with little immediately apparent historic origin or purpose.

#### Associative relationships with other assets

6.83 Building 12 has always had a close functional and physical relationship with Building 11 (**Structure 5.9**) and Building 13 (**Structure 5.11** – see below). Its primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

## Summary of Significance

6.84 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels

based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest because of its post-war date, ancillary use and altered condition.

- 6.85 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.



## Structure 5.11 - Building 13 Workshops (Former Admiralty Naval Stores, previously Building 7A Lay-Apart Stores) (MHPA Bldg. M666)

- 6.86 Curtilage Listed (attached to Grade II listed Pembroke Fort walls – **Structure 1.2**).

### Description

- 6.87 Situated at the north-west corner of the dockyard, adjoining the walls of the former Pater Fort (**Structure 1.2**).
- 6.88 Circa 1955, V-plan arrangement of small single-storey lock-ups. Red brick, reinforced concrete lintels. Pitched roofs clad with modern profiled steel sheet. Replacement upvc windows. Some replacement doors, some doorways blocked. Interior not inspected. Originally Lay-Apart Stores for storing non-essential stores not required on board vessels based at the much-reduced post-1926 Admiralty dockyard.

### Architectural Interest

- 6.89 None.

### Historic Interest

- 6.90 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.
- 6.91 The building remained in Admiralty use, latterly as Admiralty Naval Stores, until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

- 6.92 Building 13 directly abuts the walls of the former Pater Fort (**Structure 1.2**), close to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

- 6.93 Building 13 is located within a part of the dockyard with no public access. It is experienced as a range of undistinguished sheds with modern roof cladding and upvc windows, with little immediately apparent historic origin or purpose.

#### Associative relationships with other assets

- 6.94 Building 13 has always had a close functional and physical relationship with Building 11 (**Structure 5.9**) and Building 12 (**Structure 5.10**). Its primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.



## Summary of Significance

- 6.95 Built in the mid-1950s by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest because of its post-war date, ancillary use and altered condition.
- 6.96 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





## Structure 5.12 - Building 14A (Former Admiralty Emergency Generator and Office)

6.97 Not designated.

### Description

6.98 Situated at the north-west corner of the dockyard to rear of Building 15 (Former Pater Fort Soldier's Barracks - **Structure 3.5**), adjoining the walls of the former Pater Fort (**Structure 1.2**).

6.99 Former Emergency Generator House. Small rendered shed. Mono-pitch roof of modern profiled steel sheet. Louvred double doors, with single door and blocked window to small office. Interior not inspected.

### Architectural Interest

6.100 None.

### Historic Interest

6.101 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.

### Setting

#### Physical surroundings

6.102 Building 14A lies between Building 15 (Former Pater Fort Soldier's Barracks - **Structure 3.5**) and the walls of the former Pater Fort (**Structure 1.2**), close to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard between the 1930s and the final closure of the Pembroke Dock Admiralty dockyard in 2008. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

6.103 Building 14A is located within a part of the dockyard with no public access. It is experienced as a functional shed, with little immediately apparent historic origins or purpose. It detracts from the remaining walls of the former Pater Fort, which it abuts.

#### Associative relationships with other assets

6.104 Building 14A's primary association is as one of a number of small Admiralty ancillary buildings erected at the western end of the dockyard between the end of the Second World War and the final closure of the Pembroke Dock Admiralty dockyard in 2008.

## Summary of Significance

6.105 Building 14A is part of a cluster of functional Air Ministry and Admiralty buildings effected between the closure of the dockyard in 1926 and the Navy finally departing Pembroke Dock in 2008. As a small and rather neglected post-war Admiralty building of no architectural or historic note, Building 14A has only negligible significance as a heritage asset. It detracts from the remaining walls of the former Pater Fort, which it abuts.

- 6.106 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place, has led to these small wartime and post-war buildings being isolated in a peripheral part of the dockyard with no public access.







### Structure 5.13 - Building 16 Joiners Shop / Switzer Annexe (Former Admiralty Shipwright's Office) (MHPA Bldg. M668)

6.107 Not designated.

#### Description

6.108 Located at north-west corner of the dockyard, 40 m south of the Grade II listed Carr Jetty (**Structure 3.3**) and 25 m west of Building Slip No. 1 (**Structure 2.15**) at north-west corner of dockyard.

6.109 Modern single-storey office. Brown brick with grey brick bands and artificial slate roof. Multiple upvc windows and four rooflights.

#### Architectural Interest

6.110 Like Building 9 (**Structure 5.7**) and Building 27 (**Structure 5.15** – see below), this modern office building contrasts with the majority of the wartime and post-war Admiralty buildings in that the banded brickwork and artificial slate roof elevate it above the purely functional. The building nevertheless has only minimal architectural interest.

#### Historic Interest

6.111 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Whilst some care has been taken over the building's external detailing, the building has only negligible historic interest.

#### Setting

##### Physical surroundings

6.112 Building 16 is surrounded by concrete hardstandings, 40 m south of the Carr Jetty (**Structure 3.3**), 25 m west of Building Slip No. 1 (**Structure 2.15**) and 15 m south-east of Building 9 (**Structure 5.7**).

##### Experience of the asset

6.113 Building 16 is located within a part of the dockyard with no public access. It is experienced as a rather ordinary modern office building.

##### Associative relationships with other assets

6.114 Building 16 has a physical relationship with the listed Carr Jetty (**Structure 3.3**) and Building Slip No. 1 (**Structure 2.15**). It has a functional relationship with Building 15 (Former Pater Fort Soldier's Barracks, latterly Admiralty Main Office - **Structure 3.5**), Building 16 (Former Admiralty Shipwright's Office - **Structure 5.13**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**) and the Former Oakum Store (one-time Admiralty Building 40 Port HQ and Mess - **Structure 2.22**), as well as a general associative relationship with other small Admiralty ancillary buildings erected within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.

### Summary of Significance

6.115 Building 16 is one of a number of small ancillary Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. Whilst it has

details that raise it above the purely functional, it is of very limited interest because of its very late date and auxiliary service.

- 6.116 The structure is located within a physically isolated and peripheral part of the dockyard with no public access.







## Structure 5.14 - Building 24A Winch House (Former Admiralty Winch House)

- 6.117 Physically attached to Grade II listed Building Slip No. 2 (**Structure 2.16**).

### Description

- 6.118 Situated at the north-west corner of the dockyard at the south end of Building Slip No. 2, adjacent to Building 22 Workshop (Former Admiralty Workshops, previously Admiralty Building 11A Net Shed - **Structure 4.19**).
- 6.119 Small post-war rendered brick shed containing Second World War electric slipway winch by Clarke, Chapman & Co. of Gateshead. Flat felted roof on softwood joists. Door to south, three large windows and large opening for winch cable to north, facing slipway.

### Architectural Interest

- 6.120 None.

### Historic Interest

- 6.121 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008, the building has only negligible historic interest.
- 6.122 It is assumed that the winch itself is associated with the use of Building Slip No. 2 (**Structure 2.16**) during the Second World War for anti-submarine nets and booms.
- 6.123 The building remained in Admiralty use until the disposal of the much-reduced dockyard in 2008.

### Setting

#### Physical surroundings

- 6.124 Building 24A lies in close physical proximity to No. 2 Building Slip (**Structure 2.16**) and Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), which were both associated with Pembroke Dock's important boom defence role in the Second World War. It forms part of a group of wartime and post-war Admiralty ancillary buildings erected at the western end of the dockyard up to 2008, including Building 20 (Former Admiralty Building 13A Substation - **Structure 4.17**), Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**), Building 24 (Former Admiralty Building 14A Stores - **Structure 4.21**) and Building 25 (Former Admiralty Building 14A Stores - **Structure 4.22**). The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

- 6.125 Building 24A is located within in a part of the dockyard with no public access. Externally it is experienced as an undistinguished generic shed, with little immediately apparent historic origin or purpose, although it has greater interest within, on account of the powerful winch.

#### Associative relationships with other assets

- 6.126 Building 24A lies in close proximity to Building Slip No. 2 (**Structure 2.16**) and Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), which were both associated with Pembroke Dock's important role in boom defences during the Second World War. It also lies in close

proximity to Building 21 Stores (Former Admiralty Building 10A Storage Hut - **Structure 4.18**) and Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**), the latter almost certainly functionally associated with boom net manufacture or deployment.

- 6.127 Building 24A is one of a number of small Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, up to 2008.

### Summary of Significance

- 6.128 Whilst Building 24A is of little interest on account of its post-war date and undistinguished design, the winch contained within inside is of elevated interest because of its intimate functional relationship with the Grade II listed Building Slip No.2 and because of Pembroke Dock's nationally important role in the nation's boom defences during the Second World War.
- 6.129 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place, has led to this building being isolated in a peripheral part of the dockyard with no public access.





## Structure 5.15 - Building 27 Office / Mess Room (Former Admiralty Amenity Centre) (MHPA Bldg. M676)

6.130 Not designated.

### Description

- 6.131 Located towards the north-west corner of the dockyard, the building lies c. 45 m east of the Dockyard Wall (**Structure 2.1**), c. 50 m south-east of the former Pater Fort (**Structure 1.2**), 10 m west of the late Victorian former Pattern & Gunnery Fitting Shop (**Structure 3.7**) and c. 35 m north of the Second World War Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**).
- 6.132 Modern single-storey office. Brown brick with grey brick bands and artificial slate roof. Multiple upvc windows and rooflights.

### Architectural Interest

- 6.133 Like Building 9 (**Structure 5.7**) and Building 16 (**Structure 5.13**), this modern office building contrasts with the majority of the wartime and post-war Admiralty buildings in that the banded brickwork and artificial slate roof elevate it above the purely functional. The building nevertheless has only minimal architectural interest.

### Historic Interest

- 6.134 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. Whilst some care has been taken over the building's external detailing, the building has only negligible historic interest because of its use and very late date (1980s or later).

### Setting

#### Physical surroundings

- 6.135 Building 27 is located at the north-west corner of the dockyard, between the early 20<sup>th</sup> century Building 26 (Former Iron Store - **Structure 3.6**), the Second World War Building 28 Workshop (Former Admiralty Workshops, previously Admiralty Building 16A Stores & Workshops - **Structure 4.23**) and the Second World War Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**). To the west it overlooks an extensive area of concrete hardstandings.

#### Experience of the asset

- 6.136 Buildings 27 is located within a part of the dockyard with no public access. It is experienced as a rather ordinary modern office building.

#### Associative relationships with other assets

- 6.137 As a naval office building, Building 27 has an associative relationship with Building 9 (**Structure 5.7**), Building 15 (former Pater Fort Soldiers' Barracks, latterly Admiralty Main Office - **Structure 3.5**), Building 16 (Former Admiralty Shipwright's Office - **Structure 5.13**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**) and the Former Oakum Store (one-time Admiralty Building 40 Port HQ and Mess - **Structure 2.22**), as well as a general associative relationship with other small Admiralty ancillary buildings erected within the western end of the dockyard up to final closure of the remaining Admiralty dockyard in 2008.



## Summary of Significance

- 6.138 Building 27 is one of a number of small ancillary Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. Whilst it has details that raise it above the purely functional, it is of very limited interest because of its very late date and auxiliary service.
- 6.139 The structure is located in a physically isolated and peripheral part of the dockyard with no public access.





## Structure 5.16 - Building 29B Blast / Spray Shop Annexe (Former Admiralty Blast / Spray Shop Annexe) (MHPA Bldg. M688)

6.140 Not designated.

### Description

- 6.141 Attached to the west side of Building 29 (Former Admiralty Building 17A Boom Shed – **Structure 4.24**) at the north-west corner of the dockyard, c. 5 m north of the Timber Pond (**Structure 2.14**) and c. 5 m east of the western Dockyard Wall (**Structure 2.1**).
- 6.142 Largely featureless modern portal-framed, system-built structure with profiled steel sheet cladding.

### Architectural Interest

6.143 None.

### Historic Interest

- 6.144 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. The building has only negligible historic interest because of its use and very late date (1980s or later).

### Setting

#### Physical surroundings

- 6.145 Attached to the west side of the much larger Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**), the Blast / Spray Shop Annexe lies only c. 5 m from the Grade II listed Dockyard Wall (**Structure 2.1**) and in close physical proximity to the Grade II listed Timber Pond (**Structure 2.14**). Stretching to the north as far as Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**) are extensive Second World War concrete hardstandings with embedded railway tracks. The building forms part of a group of Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, up to 2008. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

- 6.146 The Blast / Spray Shop Annexe lies in a part of the dockyard with no public access. It is experienced as a generic and generally featureless modern building.

#### Associative relationships with other assets

- 6.147 The Blast / Spray Shop Annexe is closely associated with Building 29 (Blast / Spray Shop, Former Admiralty Building 17A Boom Shed - **Structure 4.24**) and adjacent Building 29A (Compressor House - **Structure 5.17**).

### Summary of Significance

- 6.148 The Blast / Spray Shop Annexe is one of a number of small ancillary Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. Of no architectural interest, it is of very limited historical interest because of its very late date and auxiliary service.

- 6.149 The structure lies in a physically isolated and peripheral part of the dockyard with no public access.





## Structure 5.17 - Building 29A Compressor House (Former Admiralty Compressor House)

6.150 Not designated.

### Description

6.151 Located to the immediate east of Building 29 (Former Admiralty Building 17A Boom Shed – **Structure 4.24**) at the north-west corner of the dockyard, c. 5 m north of the Timber Pond (**Structure 2.14**) and c. 55 m east of the western Dockyard Wall (**Structure 2.1**).

6.152 Largely featureless modern pent-roofed shed with rendered block walls and profiled steel sheet roof cladding.

### Architectural Interest

6.153 None.

### Historic Interest

6.154 Built by the Admiralty for the Admiralty Yard Craft Service and Fleet Fuelling Service (later Port Auxiliary Service (PAS), then Royal Maritime Auxiliary Service (RMAS)) vessels based at Pembroke Dock from 1926 to 2008. The building has only negligible historic interest because of its use and very late date (1980s or later).

### Setting

#### Physical surroundings

6.155 Lying immediately adjacent to the east side of the much larger Building 29 (Former Admiralty Building 17A Boom Shed – **Structure 4.24**), Building 29A lies only c. 5 m from the Timber Pond (**Structure 2.14**). Stretching to the north as far as Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**) are extensive Second World War concrete hardstandings with embedded railway tracks. The building forms part of a group of Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, up to 2008. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess and the construction of post-war civil buildings.

#### Experience of the asset

6.156 Building 29A is located within a part of the dockyard with no public access. It is experienced as a generic and generally featureless modern shed.

#### Associative relationships with other assets

6.157 Building 29A is closely associated with Building 29 (Blast / Spray Shop, Former Admiralty Building 17A Boom Shed - **Structure 4.24**) and the attached Blast / Spray Shop Annexe (**Structure 5.16**).

## Summary of Significance

6.158 Building 29A is one of several small ancillary Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War, up to 2008. Of no architectural interest, it is of very limited historical interest because of its very late date and auxiliary service.

6.159 The structure lies in a physically isolated and peripheral part of the dockyard with no public access.





## Structure 5.18 - Grainger Tubolt Building

6.160 Not designated.

### Description

6.161 Located towards the south-eastern corner of the dockyard, c. 35 m north of the Dockyard Chapel (**Structure 2.11**), 40 m south of No. 2 Sunderland Hangar (**Structure No. 4.2**) and c. 35 m west of the Dockyard Wall (**Structure 2.1**).

6.162 Ultra-modern warehouse and offices in 'high-tech' architectural style.

### Architectural Interest

6.163 The Grainger Tubolt Building is notable amongst the modern buildings in the historic dockyard for its consciously 'designed' appearance, the only other similar buildings in this respect being the Irish Ferries Passenger Terminal (**Structure 5.28**) and the modern extension to the Dockyard Chapel (**Structure 2.11**). Of the three, the Grainger Tubolt Building and the extension to the Dockyard Chapel are the more interesting architecturally.

### Historic Interest

6.164 None.

### Setting

#### Physical surroundings

6.165 Located towards the south-eastern corner of the dockyard, this late 20<sup>th</sup> century structure is relatively discreetly located on a site formerly occupied by a cinema provided by the Air Ministry in the 1930s. The building and its ample car-parking are largely concealed by large buildings and boundary planting.

#### Experience of the asset

6.166 Because of its discreet and well-screened location at the end of a curving private drive, the Grainger Tubolt building is barely experienced by the wider public, despite it being situated in an 'open' part of the dockyard. At close quarters it is experienced as a well-designed and well-maintained industrial / commercial building. Because of its screening and good design, it causes no adverse impacts on the setting of any nearby historic buildings.

#### Associative relationships with other assets

6.167 The Grainger Tubolt building has no clear associative relationship with any other buildings.

## Summary of Significance

6.168 Because of its discreet and well-screened location, the Grainger Tubolt building is barely experienced by the wider public. At close quarters it is experienced as a well-designed and well-maintained modern industrial / commercial building. Because of its screening and good design, it causes no adverse impacts on the setting of any nearby historic buildings.





## Structure 5.19 - GDH Aggregates Weigh House and Office

6.169 Not designated.

### Description

6.170 Located at north-east corner of dockyard, c. 17 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 100 m south-west of the North-East Martello Tower (**Structure 2.25**) and c. 80 m north-east of the No. 2 Sunderland Hangar (**Structure 4.2**).

6.171 Modern (post-2000) 'portacabin' type unit and prefabricated steel weighbridge.

### Architectural Interest

6.172 None.

### Historic Interest

6.173 None.

### Setting

#### Physical surroundings

6.174 Located at north-east corner of dockyard, adjacent to the East Gate and Dockyard Wall (**Structure 2.1**). Modern access road to the south and large sand and gravel storage compound to the north.

#### Experience of the asset

6.175 The GDH Aggregates Weigh House is prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive and very basic prefabricated structure of no architectural or heritage interest.

#### Associative relationships with other assets

6.176 The GDH Aggregates Weigh House is primarily associated with the modern sand and gravel enclosure to the north of the building.

## Summary of Significance

6.177 Located in a prominent gateway location, the GDH Aggregates Weigh House is experienced as an unattractive and very basic prefabricated structure of no architectural or heritage interest.



## Structure 5.20 - Gate 1 Gatehouse (MHPA Bldg. P802)

6.178 Not designated.

### Description

6.179 Located at north-east corner of dockyard, c. 47 m west of No.1 (East) Gate through the Dockyard Wall (**Structure 2.1**), c. 125 m south-west of North-East Martello Tower (**Structure 2.25**) and c. 75 m north of the No. 2 Sunderland Hangar (**Structure 4.2**).

6.180 System-built, flat-roofed cabin and lifting barrier.

### Architectural Interest

6.181 None.

### Historic Interest

6.182 None.

### Setting

#### Physical surroundings

6.183 Located at north-east corner of dockyard, c. 47 m west of the No. 1 (East) Gate and Dockyard Wall (**Structure 2.1**). Modern access road to south and large sand and gravel storage compound to north-east.

#### Experience of the asset

6.184 The No. 1 Gate Gatehouse is prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive and very basic system-built structure of no architectural or heritage interest.

#### Associative relationships with other assets

6.185 The No.1 Gate Gatehouse has an associative relationship with East Gate through the Dockyard Wall (**Structure 2.1**) and with the adjacent modern Dockyard Offices (**Structure 5.23**).

## Summary of Significance

6.186 Located in a prominent gateway location, the No.1 Gate Gatehouse is experienced as an unattractive and very basic system-built structure of no architectural or heritage interest.



## Structure 5.21 - Cargo Warehouse (MHPA Bldg. P840)

6.187 Not designated.

### Description

6.188 Located at north-east corner of dockyard, c. 80 m west of East Gate through the Dockyard Wall (**Structure 2.1**), c. 110 m south-west of North-East Martello Tower (**Structure 2.25**) and c. 80 m north of the No. 2 Sunderland Hangar (**Structure 2.25**).

6.189 Large modern metal-clad steel portal-framed warehouse on site of historic building slips, c.65m south of the waterfront. Used for miscellaneous storage. No interior or exterior features of interest.

### Architectural Interest

6.190 None.

### Historic Interest

6.191 None.

### Setting

#### Physical surroundings

6.192 Surrounded by extensive concrete hardstandings, located directly between the Nos. 1 and 2 Sunderland Hangars and the waterfront.

#### Experience of the asset

6.193 Together with the adjacent Chill Store to the immediate west (**Structure 5.22**), this large building is prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive, system-built structure of no architectural or heritage interest. It dominates the eastern end of the dockyard's waterfront, obscuring the former locations of Building Slip No. 13 and the Eastern Camber and separating the Nos. 1 and Sunderland Hangars from their former launch area.

#### Associative relationships with other assets

6.194 The only associative relationships are with the adjacent Chill Store, the modern dockyard road system and the quay / waterfront to the north.

## Summary of Significance

6.195 Located in a prominent gateway location, this warehouse is an unattractive, system-built structure of no architectural or heritage interest. It dominates the eastern end of the dockyard's waterfront, obscuring the former locations of Building Slip No. 13 and the Eastern Camber and separating the Nos.1 and 2 Sunderland Hangars from their former launch area.







## Structure 5.22 - Chill Store and Office (MHPA Bldg. P835 and P835A)

6.196 Not designated.

### Description

- 6.197 Located at north-east corner of dockyard, c. 150 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 160 m south-west of the North-East Martello Tower (**Structure 2.25**) and c. 70 m north of the No. 1 Sunderland Hangar (**Structure 4.1**).
- 6.198 Large modern metal-clad steel portal-framed warehouse on site of historic building slips, c. 50 m south of the waterfront and 20 m east of the modern Eastern Camber. Used for grain storage. No interior or exterior features of interest.

### Architectural Interest

6.199 None.

### Historic Interest

6.200 None.

### Setting

#### Physical surroundings

6.201 Surrounded by extensive concrete hardstandings, located directly between the Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) and the waterfront.

#### Experience of the asset

6.202 Together with the adjacent Cargo Warehouse to the immediate east (**Structure 5.21**), this large building is prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive, system-built structure of no architectural or heritage interest. It dominates the eastern end of the dockyard's waterfront, obscuring the former locations of Building Slips Nos. 11 and 12 and separating the Nos.1 and 2 Sunderland Hangars from their former launch area.

#### Associative relationships with other assets

6.203 The only associative relationships are with the adjacent Cargo Warehouse (**Structure 5.21**), the modern dockyard road system and the quay / waterfront and modern Eastern Camber to the north and west.

## Summary of Significance

6.204 Located in a prominent gateway location, this warehouse is an unattractive, system-built structure of no architectural or heritage interest. It dominates the eastern end of the dockyard's waterfront, obscuring the locations of former Building Slips Nos. 11 and 12 and separating the Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) from their former launch area.







## Structure 5.23 - Pembroke Port Operational Offices (MHPA Bldg. P801)

6.205 Not designated.

### Description

- 6.206 Located at north-east corner of dockyard, c. 25 m south-west of the East Gate through the Dockyard Wall (**Structure 2.1**) and c. 37 m north of the No. 2 Sunderland Hangar (**Structure 4.2**).
- 6.207 Modern office of pre-fabricated components.

### Architectural Interest

6.208 None.

### Historic Interest

6.209 None.

### Setting

#### Physical surroundings

- 6.210 Modern access road and large sand and gravel storage compound to north. Large expanse of concrete hard-standings between the offices and the Nos. 1 and 2 Sunderland Hangars to the south and south-west.

#### Experience of the asset

- 6.211 The Pembroke Port Operational Offices are prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive and very basic system-built structure of no architectural or heritage interest.

#### Associative relationships with other assets

- 6.212 The Pembroke Port Operational Offices have an associative relationship with the East Gate through the Dockyard Wall (**Structure 2.1**) and with the adjacent modern East Gatehouse (**Structure 5.20**).

## Summary of Significance

- 6.213 Located in a prominent gateway location, the Pembroke Port Operational Offices building is experienced as an unattractive and very basic system-built structure of no architectural or heritage interest.



## Structure 5.24 - MHPA Weigh House and Weighbridge

6.214 Not designated.

### Description

6.215 Located at north-east corner of dockyard, c. 120 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 75 m north-west of the No. 2 Sunderland Hangar (**Structure 4.2**) and c. 100 m north-east of the No. 1 Sunderland Hangar (**Structure 4.1**).

6.216 System-built, flat-roofed cabin and weighbridge.

### Architectural Interest

6.217 None.

### Historic Interest

6.218 None.

### Setting

#### Physical surroundings

6.219 Modern access road and large modern warehouses to north. Large expanse of concrete hard-standings between the oil tanks and the Nos. 1 and 2 Sunderland Hangars to the south and south-west.

#### Experience of the asset

6.220 Together with the adjacent Cargo and Chill Warehouses to the immediate north (**Structures 5.21** and **5.22**), this small modern structure is prominently located on a major access road, just inside one of the dockyard's main gates. It is experienced as an unattractive, system-built structure of no architectural or heritage interest. Along with the warehouses it separates Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) from their former launch area.

#### Associative relationships with other assets

6.221 The MHPA Weigh House and Weighbridge have associative relationships with the adjacent modern Cargo and Chill Warehouses to the immediate north (**Structures 5.21** and **5.22**) and the modern dockyard road system. It is also used for weighing grain from the No. 1 Sunderland Hangar (**Structure 2.1**).

## Summary of Significance

6.222 Located in a prominent gateway location, the weigh house is an unattractive, system-built structure of no architectural or heritage interest. Along with the adjacent modern warehouses, it separates Nos. 1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) from their former launch area.





## Structure 5.25 - Williams Shipping Offices and Oil Tanks

6.223 Not designated.

### Description

6.224 Located towards the north-east corner of dockyard, c. 180 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 30 m north of No. 1 Sunderland Hangar (**Structure 4.1**), 100 m north-east of No. 2 Sunderland Hangar (**Structure 4.2**) and c. 8 m north-east of Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**).

6.225 Double-stacked Portacabins, two modern fuel-oil tanks and flat-roofed steel pumphouse.

### Architectural Interest

6.226 None.

### Historic Interest

6.227 None.

### Setting

#### Physical surroundings

6.228 Modern access road and large modern warehouses to north. Large expanse of concrete hard-standings between the oil tanks and Nos. 1 and 2 Sunderland Hangars to the south and south-west.

#### Experience of the asset

6.229 Together with the adjacent Cargo and Chill Warehouses to the immediate north (**Structures 5.21** and **5.22**), these small modern structures are prominently located on a major access road, just inside one of the dockyard's main gates. The group is experienced as a collection of prefabricated structures of no architectural or heritage interest. The structures detract from the setting of the Nos. 1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) and Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**).

#### Associative relationships with other assets

6.230 The Williams Shipping Offices and Oil Tanks have associative relationships with the adjacent modern warehouses and modern Eastern Camber to the north and the modern dockyard road system.

## Summary of Significance

6.231 Located in a prominent location, these modern pre-fabricated structures are unattractive structures of no architectural or heritage interest. They detract from the setting of the Nos.1 and 2 Sunderland Hangars and Former Air Ministry Building 33 Repair Workshop.



## Structure 5.26 - Workshop to E. of Former Air Ministry Building 33 Repair Workshop (MHPA Bldg. P864)

6.232 Not designated.

### Description

6.233 Located at north-east corner of dockyard, c. 200 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 25m north of No. 1 Sunderland Hangar (**Structure 4.1**) and attached to the east end of Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**).

6.234 Mid-20<sup>th</sup> century basic welded steel portal-framed shed with rendered concrete-block dwarf walls and clad with corrugated cement-bound asbestos sheeting.

### Architectural Interest

6.235 None.

### Historic Interest

6.236 None.

### Setting

#### Physical surroundings

6.237 Modern access road, fuel-oil tanks and large modern warehouses to north. Large expanse of concrete hard-standings between the building and the Nos. 1 and 2 Sunderland Hangars to the south and south-west.

#### Experience of the asset

6.238 This small and functional mid-20<sup>th</sup> century workshop building is prominently located on a major access road, just inside one of the dockyard's main gates. It has a functional appearance reminiscent of agri-industrial buildings of the 1950s and 1960s. It detracts from the Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) to which it is attached and from the setting of the Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**).

#### Associative relationships with other assets

6.239 As a small workshop the building has an associative relationship with the Former Air Ministry Building 33 Repair Workshop (Structure 4.3) to which it is attached.

## Summary of Significance

6.240 Located in a prominent location, this basic and functional shed is an unattractive structure of no architectural or heritage interest. It detracts from the Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) to which it is attached and from the setting of the Nos. 1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**).





## Structure 5.27 - Old Machine Shop (MHPA Bldg. P860)

6.241 Not designated.

### Description

6.242 Located towards the centre of the dockyard waterfront, c. 235 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 220 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 25 m north of No. 1 Sunderland Hangar (**Structure 4.1**), 14 m north-east of Sunderland House (**Structure 2.13**) and attached to the west end of Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**).

6.243 Mid-20<sup>th</sup> century basic welded steel portal-framed shed with rendered concrete-block dwarf walls and clad with corrugated cement-bound asbestos sheeting. Modern profiled steel cladding and large gable doors at west end.

### Architectural Interest

6.244 None.

### Historic Interest

6.245 None.

### Setting

#### Physical surroundings

6.246 Attached to the west end of Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) and facing onto the modern Irish Ferries terminal.

#### Experience of the asset

6.247 This functional mid-20<sup>th</sup> century workshop building is prominently located facing onto the modern ferry terminal. It has a functional appearance reminiscent of agri-industrial buildings of the 1950s and 1960s. It detracts from the Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) to which it is attached and from the setting of the No. 1 Sunderland Hangar (**Structure 4.1**), Sunderland House (**Structure 2.13**) and the Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

6.248 As a workshop the building has an associative relationship with the Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) to which it is attached, and the corresponding Workshop attached to the east end of the Former Air Ministry Building 33 Repair Workshop (**Structure 5.26**).

## Summary of Significance

6.249 Located in a prominent location, this basic and functional shed is an unattractive structure of no architectural or heritage interest. It detracts from the Former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) to which it is attached and from the setting of several listed buildings, notably the No. 1 Sunderland Hangar (**Structure 4.1**), Sunderland House (**Structure 2.13**) and the Old Storehouse (**Structure 2.12**).





## Structure 5.28 - Irish Ferries Passenger Terminal (MHPA Bldg. M550)

6.250 Not designated.

### Description

6.251 Located at towards the centre of the dockyard waterfront, c. 290 m west of East Gate through the Dockyard Walls (**Structure 2.1**), c. 330 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**) and c. 115 m north of Sunderland House (**Structure 2.13**) and the Old Storehouse (**Structure 2.12**).

6.252 Modern (post 1978) flat-roofed, steel-framed, covered passenger waiting area with extensive glazing.

### Architectural Interest

6.253 The Irish Ferries Passenger Terminal is notable amongst the modern buildings in the historic dockyard for its consciously 'designed' appearance, the only other similar buildings being to the Grainger Tubolt Building (**Structure 5.18**) and the modern extension to the Dockyard Chapel (**Structure 2.11**). The Irish Ferries Passenger Terminal is architecturally the least interesting of these three.

### Historic Interest

6.254 None.

### Setting

#### Physical surroundings

6.255 Located centrally within the dockyard waterfront and attached to the landward end of the Irish Ferries pier (**Structure 5.31**), this this later 20<sup>th</sup> century structure has extensive hardstandings to the south and west for ferry car and lorry traffic. Together with the other facilities of the Irish Ferries terminal, it obscures the former locations of Building Slips Nos. 5, 6, 7 and 8.

#### Experience of the asset

6.256 This low, later 20<sup>th</sup> century covered pedestrian waiting area is prominently located within the modern ferry terminal complex. Built in a highly functional manner with an expressed steel frame, it is experienced as part of a series of Irish Ferries piers, car- and lorry parks and built structures at the heart of the dockyard. It detracts from the setting of nearby heritage assets, including notably the nearby Grade II listed Sunderland House (**Structure 2.13**) and the Grade II\* listed Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

6.257 The Irish Ferries Passenger Terminal has a clear associative relationship with the other Irish Ferries buildings, piers and car- and lorry-parks (**Structure 5.29**, **5.30**, **5.31** and **5.35**).

## Summary of Significance

6.258 Located in a prominent location, the Irish Ferries Passenger Terminal is of minor architectural or heritage interest. It detracts from the setting of Sunderland House (**Structure 2.13**) and the Old



Storehouse (**Structure 2.12**). Together with the other facilities of the Irish Ferries terminal, it obscures the former locations of Building Slips Nos. 5, 6, 7 and 8.



## Structure 5.29 - Irish Ferries Car Inspection Hall and Check-in Booths (MHPA Bldg. M548)

6.259 Not designated.

### Description

6.260 Located towards the centre of the dockyard waterfront, c. 330 m west of East Gate through the Dockyard Wall (**Structure 2.1**), c. 285 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**) and c. 65 m north of Sunderland House and the Old Storehouse (**Structures 2.13** and **2.12**).

6.261 Modern (post 1978) flat-roofed, steel-framed, system-built structure with profiled steel and acrylic cladding and two external and separate pre-fabricated booths.

### Architectural Interest

6.262 None.

### Historic Interest

6.263 None.

### Setting

#### Physical surroundings

6.264 These basic later 20<sup>th</sup> century structures are located around the centre point of the dockyard waterfront, with extensive hardstandings to the east and west for ferry car and lorry traffic. Together with the other facilities of the Irish Ferries terminal, they obscure the locations of multiple former building slips.

#### Experience of the asset

6.265 The low, later 20<sup>th</sup> century covered customs inspection area and the pre-fabricated booths are experienced as basic and functional structures located at the heart of the modern ferry terminal. Of highly functional appearance, they are experienced as part of a series of Irish Ferries piers, car- and lorry parks and built structures at the heart of the dockyard. They detract from the setting of nearby heritage assets, including notably the nearby Grade II listed Sunderland House (**Structure 2.13**) and the Grade II\* listed Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

6.266 The Irish Ferries Car Inspection Hall and Check-in Booths have a clear associative relationship with the other Irish Ferries buildings, piers and car- and lorry-parks (**Structures 5.28, 5.30, 5.31** and **5.35**).

### Summary of Significance

6.267 Located in a prominent location, these basic and functional structures are of no architectural or heritage interest. They detract from the setting of Sunderland House (**Structure 2.13**) and the Old Storehouse (**Structure 2.12**).



## Structure 5.30 - Irish Ferries Motorists Lounge (MHPA Bldg. M547)

6.268 Not designated.

### Description

6.269 Located towards the centre of the dockyard waterfront, c. 340 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 250 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 50 m north-west of Sunderland House (**Structure 2.13**) and c. 30 m north of The Old Storehouse (**Structure 2.12**).

6.270 Modern (post 1978) system-built, single-storey Motorists Lounge. Low hipped roof with concrete tiles. Pre-fabricated wall panels.

### Architectural Interest

6.271 None.

### Historic Interest

6.272 None.

### Setting

#### Physical surroundings

6.273 This basic later 20<sup>th</sup> century Motorists Lounge is located at about the centre point of the dockyard waterfront, with extensive hardstandings to the east and west for ferry car and lorry traffic. Together with the other facilities of the Irish Ferries terminal, it obscures the locations of multiple former building slips.

#### Experience of the asset

6.274 This low, later-20<sup>th</sup>-century Motorists Lounge is experienced as a basic and functional structure located at the heart of the modern ferry terminal. Of highly functional appearance, it is experienced as part of a series of Irish Ferries piers, car- and lorry parks and built structures at the heart of the dockyard. It detracts from the setting of nearby heritage assets, including notably the Grade II listed Sunderland House (**Structure 2.13**) and the Grade II\* listed Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

6.275 The Irish Ferries Motorists Lounge has a clear associative relationship with the other Irish Ferries buildings, piers and car- and lorry-parks (**Structures 5.28, 5.29, 5.31 and 5.35**).

## Summary of Significance

6.276 Located in a prominent location, this basic and functional structure is of no architectural or heritage interest. It detracts from the setting of the nearby Sunderland House and the Old Storehouse (**Structures 2.13 and 2.12**).





## Structure 5.31 - Irish Ferries Pier

6.277 Not designated.

### Description

6.278 Located towards the centre of the dockyard waterfront, c. 360 m north-west of East Gate through the Dockyard Wall (**Structure 2.1**), c. 390 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 180 m north-west of Sunderland House (**Structure 2.13**) and c. 170 m north of the Old Storehouse (**Structure 2.12**).

6.279 Modern (post 1978) zig-zag pier, roadway and covered walkway, all on tripod piles.

### Architectural Interest

6.280 None.

### Historic Interest

6.281 None.

### Setting

#### Physical surroundings

6.282 The Irish Ferries Pier projects into the Milford Haven Waterway at about the centre point of the dockyard waterfront, with extensive hardstandings to the south and south-west for ferry car and lorry traffic. Together with the other facilities of the Irish Ferries terminal, it obscures the locations of multiple former building slips.

#### Experience of the asset

6.283 The Irish Ferries Pier and associated roadways, bridges and covered footway are experienced as a series of large and complex modern industrial structures stretching out into the waterway from the modern ferry terminal. The group detracts from the settings of multiple heritage assets, notably the Carr Jetty, Buildings Slips Nos. 1, 2 and 4, the Western Camber and the Graving Dock (**Structures 3.3, 2.15, 2.16, 2.19, 2.18** and **2.17**).

#### Associative relationships with other assets

6.284 The Irish Ferries Pier has a clear associative relationship with the other Irish Ferries buildings and car and lorry-parks (**Structures 5.28, 5.29, 5.30** and **5.35**).

## Summary of Significance

6.285 Located in a prominent location at the centre of the dockyard waterfront and projecting into the Milford Haven waterway, this collection basic of large and complex modern industrial structures is of no architectural or heritage interest. The group detracts from the settings of multiple heritage assets, notably the Carr Jetty, Nos. 1, and 4 Buildings Slips, the Western Camber (all Grade II listed - **Structures 3.3, 2.15, 2.16, 2.19** and **2.18** and the Grade II\* listed Graving Dock (**Structure 2.17**).



## Structure 5.32 - Warehouse adjacent to The Old Storehouse (MHPA Bldg. M525)

6.286 Not designated.

### Description

6.287 Located towards the centre of the dockyard, c. 320 m west of the East Gate through the Dockyard Wall (**Structure 2.1**), c. 175 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 18 m south-west of Sunderland House (**Structure 2.13**) and c. 10 m south of the Old Storehouse (**Structure 2.12**).

6.288 Modern (post 1978) flat-roofed, steel-framed, system-built structure with profiled steel cladding over concrete block dwarf walls.

### Architectural Interest

6.289 None.

### Historic Interest

6.290 None.

### Setting

#### Physical surroundings

6.291 This basic later-20<sup>th</sup>-century windowless warehouse is located at about the centre point of the dockyard with car parks to the east and west.

#### Experience of the asset

6.292 This featureless modern building is experienced as a basic and functional structure located at the heart of the modern ferry terminal. Of highly functional appearance, it is experienced as part of a series of Irish Ferries piers, car- and lorry parks and built structures at the heart of the dockyard. It detracts from the settings of nearby heritage assets, including notably the nearby Grade II listed Sunderland House (**Structure 2.13**) and the Grade II\* listed Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

6.293 The use of the warehouse is unclear. It may have an associative relationship with the Irish Ferries terminal (**Structures 5.28, 5.29, 5.30, 5.31 and 5.35**).

### Summary of Significance

6.294 Located in a prominent location, this basic and functional structure is of no architectural or heritage interest. It detracts from the setting of Sunderland House and the Old Storehouse (**Structures 2.13 and 2.12**).





## Structure 5.33 - Pillar Warehouses (MHPA Bldg. P830)

6.295 Not designated.

### Description

- 6.296 Located towards the centre of the dockyard, c. 140 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 25 m north-west of the Former Guard House (**Structure 2.21**) and c. 40 m south of the Old Storehouse (**Structure 2.12**).
- 6.297 Two modern flat-roofed, steel-framed, system-built structures with profiled steel cladding over concrete block dwarf walls.

### Architectural Interest

6.298 None.

### Historic Interest

6.299 None.

### Setting

#### Physical surroundings

- 6.300 These basic 20<sup>th</sup> century windowless, portal-framed warehouses are located around the centre point of the dockyard, with lorry parks to the south, east and west.

#### Experience of the asset

- 6.301 These featureless modern buildings are experienced as basic and functional structures located at the heart of the historic dockyard. Of highly functional appearance, they detract from the setting of nearby heritage assets, notably the Grade II\* listed Former Guard House (**Structure 2.20**) and the Grade II listed Former Captain Superintendent's Office (**Structure 2.21**), but also the nearby Grade II listed No. 1 Sunderland Hangar (**Structure 4.1**), Grade II listed Sunderland House (**Structure 2.13**) and the Grade II\* listed Old Storehouse (**Structure 2.12**).

#### Associative relationships with other assets

- 6.302 The present use of these warehouses is unclear. They may have an associative relationship with the Irish Ferries terminal (**Structures 5.28, 5.29, 5.30, 5.31 and 5.35**).

## Summary of Significance

- 6.303 Located in a prominent location at the heart of the historic dockyard, these basic and functional warehouse structures are of no architectural or heritage interest. They detract particularly from the settings of the Former Guard House (**Structure 2.20**) and the Former Captain Superintendent's Office (**Structure 2.21**).





## Structure 5.34 - CFL Commercials (MHPA Bldg. P845)

6.304 Not designated.

### Description

6.305 Located towards the centre of the dockyard, c. 75 m north-west of the Piers and Lodges of the former Main Gate (**Structure 2.2**), c. 50 m south-west of the Former Captain Superintendent's Office (**Structure 2.21**) and c. 45 m north-west of the Former Captain Superintendent's House (later Port Hotel - **Structure 2.3**).

6.306 Modern portal-framed, system-built structure with concrete block walls and cement-bound asbestos corrugated roof cladding.

### Architectural Interest

6.307 None.

### Historic Interest

6.308 None.

### Setting

#### Physical surroundings

6.309 Located towards the centre of the dockyard and surrounded by hardstandings and scrub, this basic 20<sup>th</sup> century windowless lorry workshop is prominently located on the modern dockyard road system close to the historic main gate.

#### Experience of the asset

6.310 The CFL Commercials workshop is experienced as a generic and generally featureless modern building in a prominent location. Its adverse effects are only mitigated by the extensive scrub that has grown up to its east and north.

#### Associative relationships with other assets

6.311 The CFL Commercials workshop has no known associative relationships with other structures.

## Summary of Significance

6.312 This featureless modern building is of no heritage significance located in a prominent location. Its potential for adverse impacts on the settings of nearby heritage assets is only partly mitigated by the extensive scrub that has grown up to its east and north.







## Structure 5.35 - Irish Ferries Lorry Park Gatehouse (MHPA Bldg. M549)

6.313 Not designated.

### Description

6.314 Located in the central part of the dockyard, c. 135 m north-west of the Piers and Lodges of the former Main Gate (**Structure 2.2**) and c. 85 m west of the Former Captain Superintendent's Office and Former Guard House (**Structures 2.21** and **2.20**).

6.315 System-built, flat-roofed cabin and lifting barrier, together with extensive hardstandings.

### Architectural Interest

6.316 None.

### Historic Interest

6.317 None.

### Setting

#### Physical surroundings

6.318 The lorry park and gatehouse lie in a substantially modern landscape of later 20<sup>th</sup> century roads, hardstandings and large sheds.

#### Experience of the asset

6.319 The lorry park and gatehouse are experienced as unattractive later 20<sup>th</sup> century intrusions into the historic dockyard. The lorry park and other nearby industrial structures occupy the part of the dockyard formerly occupied by the RAF barrack buildings, separating the historic buildings in the eastern part of the dockyard from the western cluster.

#### Associative relationships with other assets

6.320 The lorry park and gatehouse have an associative relationship with the Irish Ferries terminal buildings (**Structures 5.28, 5.29, 5.30** and **5.31**).

## Summary of Significance

6.321 Built on the site of the RAF barrack buildings (and before that the steam sawmills and smithery), the modern Irish Ferries lorry park and gate house separate the historic buildings in the eastern part of the dockyard from the western cluster.





## Structure 5.36 - Derelict Garages

6.322 Not designated.

### Description

6.323 Located towards the western end of the dockyard, c. 10 m north of the Dockyard Wall (**Structure 2.1**) and c. 40 m east of the Paterchurch Tower (**Structure 1.1**).

6.324 Three conjoined modern portal-framed, steel-framed, system-built structures with cement-bound asbestos corrugated cladding over concrete block dwarf walls.

### Architectural Interest

6.325 None.

### Historic Interest

6.326 None.

### Setting

#### Physical surroundings

6.327 These basic 20<sup>th</sup> century windowless portal-framed structures are increasingly surrounded by scrub and disused hardstandings.

#### Experience of the asset

6.328 These featureless modern buildings are experienced as rapidly declining basic and functional modern warehouse structures whose functional appearance is reminiscent of agri-industrial buildings of the 1950s and 1960s. The surrounding and encroaching scrub limits what would otherwise be adverse impacts on the settings of the Grade II listed Dockyard Wall (**Structure 2.1**) and Grade I listed (and Scheduled) Paterchurch Tower (**Structure 1.1**).

#### Associative relationships with other assets

6.329 The former use of these structures is unclear. They have no known associative relationships with other structures.

## Summary of Significance

6.330 These featureless modern buildings are experienced as rapidly declining basic and functional modern warehouse-like structures of no heritage significance, surrounded by scrub that prevents what would otherwise be adverse impacts on the settings of important heritage assets.





## Structure 5.37 - Mainstay Marine Slipway Cover (aka South Yard Mustang Building) (MHPA Bldg. M525)

6.331 Curtilage Listed (attached to Grade II listed Building Slip No. 4 **Structure 2.19**).

### Description

6.332 Built over the southern part of Building Slip No. 4, between the Western Camber (**Structure 2.18**) and the Irish Ferries Passenger Terminal (**Structure 5.28**).

6.333 Large modern metal-clad steel portal-framed shed on the dockyard waterfront, open to the north. Built between 2009 and 2012.

### Architectural Interest

6.334 None.

### Historic Interest

6.335 None.

### Setting

#### Physical surroundings

6.336 Located on the dockyard's northern waterfront, the modern (post 2009) slipway cover over Building Slip No. 4 is now an element of an isolated surviving cluster comprising the dockyard's last remaining three building slips (Nos. 1, 2 and 4), the Graving Dock (used for repair) and the Carr Jetty (used for fitting out), all located towards the dockyard's north-western corner. It is now largely surrounded by modern hardstandings and structures.

#### Experience of the asset

6.337 As part of the Mainstay Marine shipyard, Building Slip No. 4 is now embedded within a functional 21<sup>st</sup> century dockyard context, with the associated structure of a functional utilitarian character. The sizeable modern Irish Ferries Pier (**Structure 5.31**) to the east is now a dominant element in its seaward-facing setting. It is not accessible to the public.

6.338 Building Slip No. 4 is in use and this continuity represents a similar function to its historic origins and contributes positively to its significance. The modern slipway cover is reminiscent of the timber structures that enclosed many of the dockyard's slipways in the 19<sup>th</sup> and early 20<sup>th</sup> centuries.

#### Associative relationships with other assets

6.339 Building Slip No. 4 has strong associations with the remaining 19<sup>th</sup> and early 20<sup>th</sup> century dockyard structures, notably the remaining Grade II listed Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**), Grade II\* listed Graving Dock (**Structure 2.17**) and the Grade II listed Western Camber and Carr Jetty (**Structures 2.18** and **3.3**), as well as with other surviving non-listed 19<sup>th</sup> century industrial structures at the dockyard's northern end. The modern slipway cover has a strong associative relationship with the other modern buildings of the Mainstay Marine shipyard (notably **Structures 5.39** and **5.40**).

## Summary of Significance

6.340 Located in a prominent position on the dockyard's waterfront, the Mainstay Marine slipway cover is of no historic or architectural interest. The modern slipway cover is nevertheless reminiscent of



the timber structures that enclosed many of the dockyard's slipways in the 19<sup>th</sup> and early 20<sup>th</sup> centuries and is thus not regarded as being inappropriate or intrusive.





## Structure 5.38 - Unknown Building

6.341 Not designated.

### Description

6.342 Located to the immediate south-east of the southern end of Building Slip No. 4 (**Structure 2.19**), on the boundary with the lorry parks of the Irish Ferries terminal.

6.343 Small and very modern metal-clad, steel-framed shed on the dockyard waterfront, open to the east. Built post-2000.

### Architectural Interest

6.344 None.

### Historic Interest

6.345 None.

### Setting

#### Physical surroundings

6.346 Located on the dockyard's northern waterfront, to the immediate south-east of the southern end of Building Slip No. 4 (**Structure 2.19**), on the boundary with the extensive lorry parks of the Irish Ferries terminal.

#### Experience of the asset

6.347 The building is experienced as an outlier to the modern buildings of the Mainstay Marine shipyard.

#### Associative relationships with other assets

6.348 The associative relationships (if any) of this small structure are unclear. It may be an outlier of the Irish Ferries terminal.

## Summary of Significance

6.349 Of clearly very modern origin, this small modern shed is of no heritage significance.



## Structure 5.39 - Mainstay Marine Workshop 1 (New Build), Workshop 2 (Engineering), Workshop 3 (Shipwright) and Workshop 4 (Mechanical) (aka South Yard Offices and South Yard Workshops) (MHPA Bldgs. M526 and M527)

6.350 Not designated.

### Description

6.351 Four conjoined modern metal-clad steel portal-framed sheds, comprising two tall shipbuilding sheds and two lower workshop buildings.

6.352 Prominently located on the dockyard waterfront between Building Slip No. 4 (**Structure 2.19**) and the Graving Dock (**Structure 2.17**), on the site of the former Building Slip No. 3 (now reduced to the shortened Western Camber - **Structure 2.18**).

### Architectural Interest

6.353 None.

### Historic Interest

6.354 None.

### Setting

#### Physical surroundings

6.355 Prominently located on the dockyard waterfront to the west of the Irish Ferries ferry port, these modern buildings obscure the former location of Building Slip No. 3 (now reduced to the shortened Western Camber - **Structure 2.18**). Together with the covered Building Slip No. 4 (**Structure 2.19**), they comprise the nucleus of the modern Mainstay Marine shipyard.

#### Experience of the asset

6.356 Whilst of a historically-appropriate use that represents a continuum of shipbuilding and ship repair on the site from 1814 to the present day, the buildings do physically disrupt the visual relationships between the Carr Jetty (**Structure 3.3**), the dockyard's last remaining three Building Slips Nos. 1, 2 and 4 (**Structures 2.15, 2.16 and 2.19**), the Graving Dock (**Structure 2.17**), the Western Camber (**Structure 2.18**) and the nearby Former Oakum Store (**Structure 2.22** - now Mainstay Marine's offices). The sizeable modern Irish Ferries pier to the east (**Structure 5.31**) is now a dominant element in the seaward-facing setting of these assets.

#### Associative relationships with other assets

6.357 Because of their designed use, this cluster of modern ship-building sheds and workshops have associations with the remaining 19<sup>th</sup> and early 20<sup>th</sup> century shipbuilding and ship repair structures, notably the Grade II listed Carr Jetty (**Structure 3.3**), the dockyard's last remaining three Building Slips (**Structures 2.15, 2.16 and 2.19** – all listed Grade II), the Grade II\* listed Graving Dock (**Structure 2.17**), the Grade II listed Western Camber (**Structure 2.18**) and the nearby Grade II listed Former Oakum Store (**Structure 2.22**) as well as with other surviving non-listed 19<sup>th</sup> century shipbuilding structures at the dockyard's western end (notably **Structures 3.4, 3.7, 3.8, 3.9 and 3.10**). The modern buildings have a strong associative relationship with the other buildings of the Mainstay Marine shipyard, including the Slipway Cover (**Structure 5.37**), New Build Ship Shed 3 (Mainstay Marine Workshop 8 (New Build) - **Structure 5.40**) and Mainstay Marine's offices in the Former Oakum Store (**Structure 2.22**).



## Summary of Significance

- 6.358 Located in a prominent position on the dockyard's waterfront, the Mainstay Marine Workshops Nos 1, 2, 3 and 4 are of no historic or architectural interest. Because of their relatively modest scale and historically-appropriate function, the buildings are not regarded as being particularly inappropriate to their location.



## Structure 5.40 - Mainstay Marine Workshop 8 (New Build)

6.359 Not designated.

### Description

6.360 Located towards the western end of the dockyard, c. 75 m east of the Timber Pond (**Structure 2.14**) and c. 95 m south of the Graving Dock (**Structure 2.17**)

6.361 Very large modern metal-clad steel portal-framed shipbuilding shed. Built post-2013.

### Architectural Interest

6.362 None.

### Historic Interest

6.363 None.

### Setting

#### Physical surroundings

6.364 The largest of Mainstay Marine's shipbuilding sheds lies 230 m south of the waterfront, in a substantially modern landscape of later 20<sup>th</sup> century roads, hardstandings and large sheds.

#### Experience of the asset

6.365 This large shipbuilding shed is experienced as a large hangar-like structure. It is not readily identified as a shipbuilding shed because of its generic appearance, lack of windows and distance from the waterfront. It is within a part of the dockyard formerly occupied by the RAF barrack buildings, separating the historic buildings in the eastern part of the dockyard from the western cluster.

#### Associative relationships with other assets

6.366 The building has an associative relationship with the other buildings of the modern Mainstay Marine shipyard (**Structures 5.37** and **5.39**).

## Summary of Significance

6.367 Built on the site of the RAF barrack buildings (and before that the steam sawmills and smithery) this very large modern shipbuilding shed separates the historic buildings in the eastern part of the dockyard from the western cluster.









## Structure 5.41 - Admiralty House (aka Dockyard Offices) (MHPA Bldg. M526)

6.368 Not designated.

### Description

6.369 Located towards the northern waterfront of the dockyard, between the Irish Ferries lorry park and the Mainstay Marine shipyard, c. 25 m east of the Former Oakum Store (**Structure 2.22**) and c. 25 m south of Building Slip No. 4 (**Structure 2.19**).

6.370 Modern two-storey office building. Rendered walls under a slate-clad hipped roof.

### Architectural Interest

6.371 Whilst Admiralty House has some design elements (principally the hipped roof) that raise it above the purely functional, the building has only minimal architectural interest.

### Historic Interest

6.372 None known. Despite its name, it appears that the building has no association with the use of the western part of the dockyard by the Admiralty in the period 1926-2008.

### Setting

#### Physical surroundings

6.373 Whilst Admiralty House lies only c. 25 m east of the Grade II listed Former Oakum Store (**Structure 2.22**) and c. 25 m south of the Grade II listed Building Slip No. 4 (**Structure 2.19**), its setting is substantially dominated by modern shipyard buildings and the extensive lorry parking of the Irish Ferries terminal.

#### Experience of the asset

6.374 Buildings 27 lies in a part of the dockyard that does have public access. It is experienced as a rather ordinary modern office building in substantially modern surroundings.

#### Associative relationships with other assets

6.375 Admiralty House has no known associative relationship with other assets.

## Summary of Significance

6.376 Admiralty House is a rather plain modern office building that appears to have no historic relationship to the Admiralty's continued use of the western part of the dockyard up to 2008. It appears to have no significant architectural interest and no historic interest. Located on the western edge of the Irish Ferries terminal, its setting is largely dominated by hardstandings and modern shipyard buildings.



## Structure 5.42 - Former Hayes Building 9H Canteen

6.377 Not designated.

### Description

6.378 Located c. 35 metres south-west of the Graving Dock (**Structure 2.17**), towards the north-western corner of the dockyard.

6.379 Two-storey, rendered brick former canteen, with Crittall windows. Interior not inspected.

6.380 Mid-1950s canteen building built by the civilian Hayes Shipyard.

### Architectural Interest

6.381 None, due to functional construction and subsequent extensive modification.

### Historic Interest

6.382 Built in the mid-1950s, probably by the civilian Hayes Dockyard), apparently to augment or replace the adjoining wooden Workmen's Mess built in 1941 (now Ally's Books - **Structure 4.25**). As a post-war civilian structure, the building is not historically significant.

### Setting

#### Physical surroundings

6.383 The Former Hayes Canteen forms part of a surviving cluster of pre-war, wartime and post-war Air Ministry and Admiralty buildings located at the western end of the present dockyard; these declining buildings remain in multiple ephemeral uses.

#### Experience of the asset

6.384 The building would appear to be vacant and disused. Whilst the building is relatively rare in that it is substantially unaltered, the wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single overriding purpose.

#### Associative relationships with other assets

6.385 The Former Hayes Canteen has a historic functional association with the other surviving buildings that were part of the civilian Hayes dockyard after the Second World War, including the adjacent Graving Dock (**Structure 2.17**), Former Foremen's Office (later Hayes Building 10H Offices - **Structure 2.23**), Former Shed for Docking Gear (later Hayes Building 7H Store - **Structure 3.4**), Building 26 Workshop (Former Admiralty Workshop, previously Building 2H Hayes Joiner's Shop, previously Iron Store - **Structure 3.6**), Former Testing House (later Hayes Building 5H Stores - **Structure 3.8**), Former Pattern & Gunnery Fitting Shop (later Hayes Building 4H Machine Shop - **Structure 3.7**) and the adjacent wartime canteen, now Ally's Books (**Structure 4.25**).

### Summary of Significance

6.386 Whilst the Former Hayes Canteen is substantially unaltered and forms part of a coherent group of now declining buildings and structures that survived in shipyard use after 1926, the Former Hayes Canteen is of only negligible significance because of its low architectural quality and post-war date.







## Structure 5.43 – Former Hayes Building 5H Stores (MHPA Unit 18)

6.387 Not designated.

### Description

6.388 Located c. 90 metres south of Building Slip No. 1 (**Structure 2.15**), towards north-west corner of dockyard.

6.389 Mid 1950s 5-bay roof supported on welded steel trusses spanning between the south wall of the Former Pattern & Gunnery Fitting Shop (**Structure 3.7**) and the north wall of the Former Testing House (**Structure 3.8**). Roof and east and west gables clad with profiled steel sheet, each end with metal sliding doors.

### Architectural Interest

6.390 None.

### Historic Interest

6.391 This infill structure was inserted between the Former Pattern & Gunnery Fitting Shop (**Structure 3.7**) and the north wall of the Former Testing House (**Structure 3.8**) by the private Hayes Shipyard, whose major source of work was Admiralty repair contracts. The building expanded Hayes' 'Stores' (located in the Former Testing House) and abutted Hayes' 'Machine Shop' located in the Former Pattern & Gunnery Fitting Shop. The building's historic interest is diminished by its post-war date and non-manufacturing use.

### Setting

#### Physical surroundings

6.392 The Former Hayes Building 5H Stores (MHPA Unit 18) forms part of a surviving cluster of undesignated ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. The surviving railway tracks to the east of the building are a relic of the movement of iron and steel materials around the dockyard.

#### Experience of the asset

6.393 The Former Hayes Building 5H Stores (MHPA Unit 18) lies in a part of the dockyard with no public access. The wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single-overriding purpose. The change in the character of the function of this part of the dockyard has adversely impacted on the building's group value and heritage significance.

#### Associative relationships with other assets

6.394 The Former Hayes Building 5H Stores (MHPA Unit 18) has a physical association with the much earlier Former Pattern & Gunnery Fitting Shop (**Structure 3.7**) and the Former Testing House (**Structure 3.8**), which it joins together. It has a functional association with the other structures used as part of the civilian Hayes shipyard after the Second World war, including the adjacent Graving Dock (**Structure 2.17**), Former Foremen's Office (later Hayes Building 10H Offices - **Structure 2.23**), Former Shed for Docking Gear (later Hayes Building 7H Store - **Structure 3.4**), Building 26 Workshop (Former Admiralty Workshop, previously Building 2H Hayes Joiner's Shop, previously Iron Store - **Structure 3.6**), Former Testing House (later Hayes Building 5H Stores - **Structure 3.8**), Former Pattern & Gunnery Fitting Shop (later Hayes Building 4H Machine Shop -

**Structure 3.7**), the wartime canteen, now Ally's Books (**Structure 4.25**) and Former Hayes Building 9H Canteen - **Structure 5.42**).

### Summary of Significance

- 6.395 Whilst the Former Hayes Building 5H Stores (MHPA Unit 18) is substantially unaltered and forms part of a coherent group of now declining buildings and structures that survived in shipyard use after 1926, the building is of only negligible significance because of its post-war date, ancillary use and functional construction.



## Structure 5.44 - Scrapyard Workshop

6.396 Not designated.

### Description

6.397 Located within the enclave of declining commercial premises towards the western end of the dockyard, c. 40 m west of the Former Oakum Store (**Structure 2.22**), c. 30 m south of the Graving Dock (**Structure 2.17**) and c. 10 m east of the Former Foremen's Office (Originally Guard House, later Hayes Building 10H Offices - **Structure 2.23**).

6.398 Functional modern pent-roofed scrapyard workshop building. Steel-framed on concrete block dwarf walls. Profiled steel sheet cladding. Built 2006-2009.

### Architectural Interest

6.399 None.

### Historic Interest

6.400 None.

### Setting

#### Physical surroundings

6.401 Located within the enclave of declining commercial premises towards the western end of the dockyard, this basic structure is surrounded to the east by a large car park and to the west by a small scrapyard. It detracts from the other buildings within the enclave, most of which have survived from the dockyards 'iron-clad' era or earlier.

#### Experience of the asset

6.402 This low, early-21<sup>st</sup>-century workshop is visible from the public realm. It is experienced as a poor-quality shed surrounded by chain-link fencing, scrap cars and hardstandings.

#### Associative relationships with other assets

6.403 The building forms an element of the enclave of declining commercial premises towards the western end of the dockyard but has no functional relationship with any other buildings.

## Summary of Significance

6.404 Whilst visible from within the public part of the dockyard, this building is not visually prominent. It nevertheless detracts from the other buildings within the enclave of declining commercial premises towards the western end of the dockyard, most of which have survived from the dockyards 'iron-clad' era or earlier.







## Structure 5.45 - Bombora Wave Energy Test Tank

6.405 Not designated.

### Description

6.406 Located towards the south-west corner of the dockyard, c. 20 m north-west of the Paterchurch Tower (**Structure 1.1**) and c. 25 m north of the Dockyard Wall (**Structure 2.1**).

6.407 Recently installed wave energy test tank.

### Architectural Interest

6.408 None.

### Historic Interest

6.409 None.

### Setting

#### Physical surroundings

6.410 The Bombora Wave Energy Test Tank is located in an area of extensive hardstandings just c. 20 m north-west of the Grade I listed (and Scheduled) Paterchurch Tower (**Structure 1.1**). It is screened from the east by scrub and from the south by the Grade listed Dockyard Wall (**Structure 2.1**).

#### Experience of the asset

6.411 The Wave Energy Test Tank is located in a part of the dockyard with no public access. Apart from the markings, the Wave Energy Test Tank is experienced as a small generic oil tank.

#### Associative relationships with other assets

6.412 The Wave Energy Test Tank has no known associative relationship with any other assets, Bombora's UK offices being outside of the dockyard, at Cleddau Reach.

## Summary of Significance

6.413 This modern pre-fabricated structure is of no architectural or heritage interest. Whilst located in a relatively discreet part of the dockyard with no public access, it is an alien feature when seen in the context of the Paterchurch Tower (**Structure 1.1**).





## Structure 5.46 - Waste Oil Point

6.414 Not designated.

### Description

6.415 Located towards the south-west corner of the dockyard, c. 20 m south of the Timber Pond (**Structure 2.14**) and c. 10 m east of the Dockyard Wall (**Structure 2.1**).

6.416 Small modern pent-roofed shed and plastic waste oil tanks.

### Architectural Interest

6.417 None.

### Historic Interest

6.418 None.

### Setting

#### Physical surroundings

6.419 The Waste Oil Point lies near the Grade II listed Timber Pond (**Structure 2.14**), near to the dockyard's south-west gates. It lies within a cluster of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, up to 2008. The relationship of these buildings to the rest of the historic dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess.

#### Experience of the asset

6.420 The Waste Oil Point lies in a part of the dockyard with no public access. Whilst the plastic waste oil tanks are experienced as a modern recycling point, the shed sits easily with the nearby 1930s and 1940s structures, because of commonality of materials and functional appearance.

#### Associative relationships with other assets

6.421 The Waste Oil Point has no historical association with any other assets.

## Summary of Significance

6.422 This recent facility is of no architectural or heritage interest. Whilst the Waste Oil Point lies in a part of the dockyard with no public access, the shed element sits easily with the 1930s and 1940s structures nearby, because of commonality of materials and functional appearance.



## Phase 5 Overall Summary of Significance

- 6.423 As with Phase 4, during Phase 5 the western end of the dockyard was retained by the Admiralty and used for a variety of functions including repair and refuelling until the final disposal into the private sector. It has been possible to identify those Phase 5 buildings constructed by the Admiralty and these are indicated on Figure 1. None are of any particular architectural merit, being constructed on a purely functional basis with little or no embellishment.
- 6.424 A few civilian Phase 5 buildings are also present within the western part of the dockyard, principally forming part of the cluster now used for car repair and associated functions. There are also numerous other Phase 5 civilian buildings in the central and eastern parts of the dockyard; these areas have experienced wholesale clearance of earlier structures and also the reorganisation of the waterfront. Some architectural quality is shown in the design of the Grainger Tubolt building (**Structure 5.18**) and definitely in the Phase 5 extension at the eastern end of the Dockyard Chapel (**Structure 2.11**) which was carefully designed to reflect the importance of this Grade II\* listed building.
- 6.425 None of the Phase 5 buildings have any level of individual heritage designation, although those on the Carr Jetty may be considered to be curtilage listed, as could the cover over Building Slip No. 4. The only ones with any historical significance are the Admiralty buildings, but in all cases this is limited to association of function and not to any architectural values.