

PEMBROKE DOCK INFRASTRUCTURE, PEMBROKESHIRE

Environmental Statement Volume 3

Appendix 10.3

Built Heritage Statement of Significance

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1 INTRODUCTION

- 1.1 This Built Heritage Statement of Significance (SoS) has been prepared by RPS Planning and Environment (part of RPS Group plc), on behalf of Milford Haven Port Authority (MHPA or the applicant). It is intended that the assessment should be used as an Appendix to an Environmental Statement (ES) prepared in support of a planning application for development at Pembroke Port, Pembroke Dock, Pembrokeshire (National Grid Reference SM 9600 0350).
- 1.2 The SoS provides an account of the buildings and other structures within the former Admiralty dockyard now known as Pembroke Port. It also includes related buildings and other structures located close to the dockyard. Each building or structure is reviewed with regard to date, function, designation (if any), setting and significance. The document builds on a previous report prepared on behalf of the applicant (Turley Heritage, 2016)
- 1.3 Further information regarding the known archaeology and history of the dockyard and the surrounding area is provided in a separate Historic Environment Desk-Based Assessment (DBA - Appendix 10.1 of the ES). That document also identifies the relevant legislation, guidance and policy (national and local) regarding the historic environment. Further information regarding documents referenced in this SoS can be found in Section 7 of the Historic Environment Desk-Based Assessment.
- 1.4 Detailed accounts of the history of the dockyard and the adjacent town are presented in several publications (*cf.* Carradice, 1991; 2006; Carradice and MacCallum, 2009; 2014; Evans, 2001; MacCallum, 2014; Peters, 1905; Rose, 1999, see also Reid, 1894). There are also detailed accounts of the ships that were built in the naval dockyard (*cf.* Carradice, 2013; Phillips, 2014), of the use of the dockyard by the RAF (*cf.* Bowyer, 2012; Evans, 1985; Jones, 2007; Poolman, 1962) and of the overall military heritage of the area (*cf.* Pyper and Page, 2012; Phillips, 2013; Thomas, 1994). This SoS does not seek to replicate the information provided in these accounts; rather it focuses on the nature and significance of the built heritage elements.
- 1.5 Five distinct phases of historical development are identified within the SoS:
1. **Pre-dockyard (up to 1812)** – this covers the surviving buildings and other structures that predate the establishment of the Admiralty dockyard in 1812;
 2. **Construction of wooden vessels (1812 – c. 1860)** – this is the period during which the dockyard was producing wooden vessels for the Royal Navy, most of which were built to operate under sail. The first ship built here and designed to have auxiliary steam power (HMS *Tartarus*) was launched in 1834 but the engines were fitted at Woolwich rather than at Pembroke Dock;
 3. **The transition to iron (c. 1861 – 1926)** – this period saw the change in construction from wooden vessels to ironclads and then to iron and steel. A connection to the mainline railway was made in 1871. The first ironclad vessel built at Pembroke Dock (HMS *Prince Consort*) was launched in 1882 and the dispatch vessels HMS *Iris* (laid down in 1875) and HMS *Mercury* (laid down in 1876) were the first British warships built wholly in steel. The later vessels had engines that could run on oil as well as coal, whilst five submarines were built here during the First World War with diesel and electric motors. The last vessel built at Pembroke Dock (RFA *Oleander*) was launched in 1922 and the dockyard was closed in 1926;

4. **Closure and reuse (c. 1926 – 1945)** – a substantial part of the dockyard was leased to the Air Ministry in 1930 and was used as a base for flying boats. During the Second World War this was the largest flying boat base in the world; many new buildings were constructed and existing ones were adapted to RAF use. The Admiralty retained land at the western end of the dockyard as a fuelling depot and support site for convoy escorts; and
 5. **The post-war port** – the dockyard remained in the possession of the Admiralty until 2008 and the western area was used throughout the post-war period by the Royal Maritime Auxiliary Service (RMAS). Major changes included the establishment of the vehicle ferry service to Rosslare (Republic of Ireland) and the associated construction of a new access in the south-eastern part of the dockyard.
- 1.6 For each of the five phases identified above, information is presented within the SoS of the surviving buildings and other structures.
 - 1.7 The locations of all of the buildings and other structures discussed in the SoS are indicated on **Figure 1**. This shows the buildings and other structures with colour coding to indicate phase and also, where appropriate, the identity of the constructor or operator organisation (e.g. Admiralty, RAF, etc.).
 - 1.8 Each of the buildings and other structures discussed in the SoS and indicated on **Figure 1** has been allocated a unique number. The prefix of this unique number reflects the phase of the building or structure, for example Phase 2 buildings or structures are numbered as 2.1, 2.2 etc.
 - 1.9 Many of the buildings discussed within the SoS have been included within previous surveys where numbers have been allocated, but no previous numbering scheme has covered all of the buildings or structures and a considerable number have been included within more than one of the previous surveys and hence have had more than one number. Also, many of the buildings are known by name (or names). Within the text of this SoS, reference is made to any identified previous number and/or name by which a building or structure is or has been known.

2 PHASE 1

Pre-dockyard (up to 1812)

Structure 1.1 - Paterchurch Tower

2.1 Grade I Listed Building (Designated 4th July 1981), also Scheduled Monument (PE380).

List Description

2.2 *Situated just within dockyard wall, some 130 m east of Fort Road entry to Royal Naval area.*

History

2.3 *Medieval tower associated with late medieval mansion, ruinous by the early 19th century and the remains otherwise demolished by the mid-19th century. In the 15th century it was occupied by David de Patrickchurch, and in 1422 passed by marriage to the Adames family of Buckpool, who held it until 1731. The evidence for this being a purely domestic building is problematic and the tower may well have initially functioned as a lookout; there is no credible evidence of a church on the site. The tower was freestanding to the north-east of a group of buildings on a dockyard map of 1820.*

2.4 *It stood outside the dockyard walls until they were realigned in 1844, subsequently Admiralty workshops were built around the tower. During the 1844 work, (human) bones were found in the vicinity of the tower.*

Exterior

2.5 *Rubble stone 3-storey embattled tower with castellated parapet and taller, rounded north-east stair tower. South front has blocked chamfered pointed entry with heavy corbelling over, blocked first floor (later) camber-headed opening and plain second floor window. Loop under parapet. West side has loop to ground and first floor, blocked square second-floor opening with voussoirs and two drainage gutters above. East side has loop, plain window to first and second floor and two drainage gutters. North-east tower has north and east stepped buttressing, rounded masonry between and two small lights. West of north buttress is short wall section with pointed arched doorway in line with main pointed north doorway, and between (to left) is east door into tower stair. North side has one plain first floor window with traces of gable above and loop above second floor.*

Interior

2.6 *Vaulted chamber each floor, ground floor with square section ribs, four from corners and four to ridges, meeting at octagonal boss. Segmental arch to blocked south doorway. Plastered vaults to two upper floors, rounded to first floor, pointed on second floor, the crown of the vault rising behind parapets of tower top. First floor has narrow corner south-west flue.*

Architectural Interest

2.7 The architectural interest of Paterchurch Tower lies in the remnants of the picturesque medieval tower, with its form and internal plan still legible. It is an attractive ruin rising above the dockyard boundary wall and providing a minor element of visual interest in the local townscape.

- 2.8 The fabric of the tower provides an indication of the development of the structure as well as the larger building group of which it originally formed a part. The architectural interest of the building is intrinsically linked to the historic and evidential value embedded in its fabric.

Historic Interest

- 2.9 Historic interest is derived principally from the historic/evidential interest of the tower as part of a 15th century estate, demonstrative of the early settlement of Paterchurch prior to the development of the dockyard. It also gave its name to Pater Fort and the dockyard prior to the change in name to Pembroke Dock later in the 19th century.
- 2.10 This building is the earliest surviving remnant of settlement at Pembroke Dock prior to the establishment of the dockyard. Whilst the tower is now an isolated structure, there is likely to be further evidential interest arising from associated subsurface remains.

Setting

Physical surroundings

- 2.11 The tower is located close to the Dockyard Wall (**Structure 2.1**), towards the western end of the dockyard. The alignment of the enclosing dockyard wall reflects the changes to the extent of the dockyard during the course of the 19th century in response to growing demand and need for additional space/structures. To the south, beyond the dockyard wall, the ground rises with a range of later development including the hospital and 20th century residential development. This element of setting makes no contribution to the heritage significance of the listed building.
- 2.12 As found today, the tower is enclosed by a utilitarian fence and portacabins and is located in a wider area of unattractive hardstanding and scrubland. This condition is not consistent with its pre-dockyard origins, nor the use of the area as a naval dockyard; nor as an RAF base. The current setting has the character of vacant industrial land and does not contribute to the significance of the tower.
- 2.13 The listed building is now spatially associated with hardstanding utilised for the storage of vehicles. This creates a utilitarian, industrial setting, which is at odds with its picturesque and historic character and diminishes the significance of the asset. It also means that the tower is visually and physically separated from the rest of the dockyard where there are established contrasts in scale with the large, industrial structures.

Experience of the asset

- 2.14 The asset forms an isolated, minor element within the dockyard and is a historical curiosity adding visual interest to an otherwise largely utilitarian context.
- 2.15 From outside the dockyard, the tall boundary wall means that the tower is a minor recessive element in views along Fort Road. The rising ground to the south does, however, provide elevated views of the tower allowing a greater appreciation of its form and structure.
- 2.16 The tower itself is open to the public on a restricted basis.

Associative relationships with other assets

- 2.17 The asset is associated with the dockyard in the sense that it was enclosed within it during the 19th century. Given the fragmentary condition of the 19th century dockyard there are no remaining functional or historical associations that contribute positively to its significance,

although its setting is visually enhanced by the adjacent Dockyard Wall (**Structure 2.1**) and the nearby South-West Martello Tower (**Structure 2.24**) and the remains of Pater Fort (**Structure 1.2**).

Summary of Significance

- 2.18 The significance of Paterchurch Tower is derived from the historic and evidential interest as part of a medieval estate, demonstrative of the early settlement of Paterchurch prior to the establishment of the dockyard. The form and internal plan of the tower are still legible, which further contributes to its significance.
- 2.19 The setting of the tower within an area of scrubland, surrounded by hardstanding and enclosed by portacabins, considerably detracts from the special interest of the structure.





Structure 1.2 - Pater Fort South West and West Walls

2.20 Grade II Listed Building (Designated 18th February 1994).

List Description

Exterior

2.21 *Walls: High battered wall facing south-west, squared ashlar blocks, lost at top, exposing rubble. An obtuse angle at south end, with beginnings of short length back to dockyard wall, masked by 20th century embankment. Rear north side has earth embankment with sunk gun emplacements, continued to west as sheer wall with deep stone buttress. Wall returns north, sheer with marks of removed buttress walls, one remaining at north end, by Salvage Store.*

History

2.22 *Mid-19th century remnant of Pater Fort, the defensive work first started 1758 and left incomplete. The eastern parts were taken over for the dockyard in 1814, the north-west angle only remodelled as a fort in 1829; this was again remodelled in 1840-2 and again in 1852-3. It was dismantled in 1903. The 18th century fort was intended as part of a comprehensive defence system, reduced for economic reasons to three forts at the eastern end of Milford Haven, of which only this one was built. The 1829 works were by Captain Edward Savage R.E. for a 12-gun fort, remodelled for 32 guns 1840-2, and for heavier guns 1852-3; this last phase is said to have been under Lt Charles Gordon R.E. (General Gordon of Khartoum) but he may not have been sent to Pembroke Dock until 1854.*

Reason for designation

2.23 *Included for historic military interest. Group value with the listed structures at Pembroke Dockyard.*

Architectural Interest

2.24 The remaining walls are of a monumental scale, albeit somewhat obscured by 20th century buildings and embankments. Apart from regularly-spaced buttresses with squared quoins, the rubblestone walls are devoid of architectural features. Despite the loss of almost all of the fort, the character and imposing scale and siting reflect the military function of this structure.

Historic Interest

2.25 The greatly diminished remains of the bastioned fort are illustrative of the development of coastal defences in the Haven from the mid-18th to mid-19th centuries as a consequence of national priorities. It has group value with a substantial collection of contemporary defences surrounding the Milford Haven waterway.

2.26 Historic associations with military figures of note, including Captain Edward Savage and possibly General Gordon of Khartoum, make a minor contribution to the significance of the fort, although given the loss of armaments and fixtures and fittings, these associations make a comparatively small contribution to its special interest.

Setting

Physical surroundings

- 2.27 The remains of Pater Fort are located at the north-western corner of the dockyard. They face onto the Haven (now partly looking over a water-treatment plant) and reflect the initial requirement to protect the waterway and subsequently the admiralty dockyard from sea-borne attack. Their siting on an exposed, isolated point outside the dockyard reflects strategic military concerns to provide a wide arc of fire and enable extensive visibility of the western approach along the Haven. These same views also clearly demonstrate the significant changes in the Haven and dockyard following the end of military primacy in the shift to industrial and commercial enterprises. Located immediately to the east are the surviving Former Pater Fort Soldier's Barracks (**Structure 3.5**), erected in 1879 for the garrison of the much-reduced battery.

Experience of the asset

- 2.28 The remains of Pater Fort are experienced as an attractive historical remnant associated with the wider Haven and later historic naval dockyard use. The remains are located on the boundary of the main dockyard itself, forming an extension of the Dockyard Wall (**Structure 2.1**). A functional connection is evident from its proximity and shared robust character with the nearby Dockyard Wall and South-West Martello Tower (**Structure 2.24**).

Associative relationships with other assets

- 2.29 The remains of Pater Fort have a clear associative relationship with the surviving Former Pater Fort Soldier's Barracks (**Structure 3.5**) erected in 1879 for the garrison of the much-reduced battery. There are also strong associations with the remaining 19th and early 20th century dockyard structures, derived from their shared historic origins and function. The fort additionally has an associative relationship with the other military defensive structures associated with the dockyard, including the South-West and North-East Martello Towers (**Structures 2.24** and **2.25**), the Dockyard Wall (**Structure 2.1**), the Defensible Barracks (**Structure 2.26**) and the important collection of contemporary forts and batteries around the Milford Haven waterway.

Summary of Significance

- 2.30 The fragmentary remains of Pater Fort represent only a small part of the former Victorian Pater Battery and an even smaller part of the 18th century bastioned fort that preceded the building of the naval dockyard. Today the significance of the remains of Pater Fort is largely derived from its water-side setting and its robust but now fragmentary masonry.





Phase 1 Overall Summary of Significance

- 2.31 Both of the Phase 1 structures are of high importance as they represent elements of pre-dockyard activity, albeit largely unconnected to each other. The significance of Paterchurch Tower (**Structure 1.1**) is recognised through its designation as both a Grade I listed building and also a Scheduled Monument. The remains of Pater Fort (**Structure 1.2**) are designated at a slightly lower level of importance (Grade II listed building) but this is more as a result of later alterations leading to some doubt regarding the age of each part of the remaining fabric – 18th century fort or 19th century battery?
- 2.32 Paterchurch Tower is a remarkable survival of a structure that appears to have not been reused for any particular function within the later dockyard. Initially it was deliberately excluded with the dockyard wall originally passing to the north of the complex of earlier buildings at Paterchurch. At the time of the dockyard extension in 1844, this complex was taken within the dockyard and all buildings were demolished with the exception of the tower. A more detailed account of the Paterchurch buildings is presented within Appendix 10.1 of this ES, with figures that illustrate the pre-dockyard layout and the enclosure of the buildings in 1844.
- 2.33 One possible earlier function of the tower may have been as a lookout, providing long views down the length of the haven. If so, this defensive role could be seen as a functional link with other structures along the haven, including the Tudor blockhouses at each side of the entrance to the haven as well as the 18th century Pater Fort, the 19th century (Palmerston) forts, and the 20th century batteries, airfields, flying boat station and Admiralty boom defence site.
- 2.34 In addition to the potential defensive function of the tower, its significance also lies in its historic fabric and the potential for further information regarding its date that may be revealed through closer examination of the structure and also possibly through archaeological excavation of the surrounding land. The works undertaken in 1844 when the tower was enclosed within the dockyard and later (in 1899) resulted in the discovery of human remains, probably from a cemetery associated with the building complex here. Further burials may well still be present, along with evidence of the nature and date of the other structures formerly present in the vicinity of the tower.
- 2.35 Paterchurch Tower has little (if any) associative link with the dockyard and its setting has been compromised by later buildings, particularly the late 20th century derelict buildings (**Structure 5.36**). The proximity of the Dockyard Wall (**Structure 2.1**) provides some contribution to the significance of the tower in that it is a stone structure clearly of some age, but also detracts from the same significance by preventing clear views of the tower from locations outside the dockyard. The closest building to the tower is a small stone shed built between 1858 and 1869 (**Structure 3.2**), which again provides some contribution by virtue of its age and materials but has no functional link with the tower.
- 2.36 The remains of Pater Fort (**Structure 1.2**) have a closer association with the dockyard, not least through their later remodelling into a gun battery established as part of the dockyard defences. In its initial 18th century role as a large fort constructed in response to a perceived military threat, its importance lay in the fact that was the only one of three such forts proposed for the eastern part of the haven that was actually started. A more detailed account of the establishment of the fort is presented within Appendix 10.1 of this ES, with figures that help to illustrate the proposed pre-dockyard extent and layout of the fort.
- 2.37 The presence of the (unfinished) Pater Fort may have been a factor in the selection of the site for the early 19th century dockyard, in that some of the land here was already owned by

the government. Material from the fort may have been reused in the dockyard wall and/or in some of the early buildings here, and again this provides a possible link between the fort and the dockyard.

- 2.38 As with Paterchurch Tower, the western part of Pater Fort was initially outside the dockyard and was only incorporated within the dockyard in the mid-19th century. The later remodelling of the fort walls into the Pater Fort Battery in the Victorian period has made it difficult to establish which parts of the remaining walls are definitely part of the 18th century fort and which are actually the remains of later alterations and additions. However, the associative link of these walls with other surviving dockyard structures is much clearer than it is for Paterchurch Tower.

3 PHASE 2

Construction of wooden vessels (1812 – c. 1860)

Structure 2.1 - The Dockyard Wall

3.1 Grade II Listed Building (Designated 18th January 1974).

List Description

Exterior

- 3.2 *Limestone rubble with ridged coping, some 3.5m high, and buttressed regularly along the inside with plain raised piers.*
- 3.3 *The east wall: Begins at north-east corner by Front Street, opposite the North-East Martello Tower (Structure 2.25), and runs south along Commercial Row, incorporating one opening with tall ashlar piers, probably made for the railway in 1864. After some 400 m is set back to west to allow space for the Market, the indented section having a low south-facing doorway of 1862 giving access to the Dockyard Chapel (Structure 2.11); there are some musketry loops. A larger entry to the chapel with cambered head was made later in the 19th century.*
- 3.4 *The south wall: Runs some 200 m before curving in to meet the main dockyard gateway and lodges (listed separately). This section was repaired after 1945. The wall returns to streetline west of main entry; this 400 m length has two entries towards west end, one modern, one possibly late 19th century and another at the south-west corner, with tall gate piers.*
- 3.5 *The west wall: Runs some 300 m north before abutting the corner of former Pater Battery. One blocked arch through from Timber Pond. Formerly the wall continued behind the battery to Carr Point.*

History

- 3.6 *Earlier 19th century dockyard wall enclosing some 90 acres of the Royal Dockyard. The Dockyard Wall was begun in 1813, but it is uncertain how much is original. Walls to east and west were built c. 1813-4 but not finished to the south until some years later. These walls are said to have been pulled down and rebuilt 1830-2. Before 1844 the wall was indented to run to the north of the Paterchurch Tower, and 1843 plans for the Timber Pond show that the west wall ran along the present inner edge of the pond, in 1844 it was rebuilt to the present plan. The main outline on the 1858 map is as at present, but none of the minor entrances are shown.*

Architectural Interest

- 3.7 The architectural value of the Dockyard Wall is derived from its imposing scale and the regular linear form, reflecting the origin of the dockyard as a military and maritime facility.
- 3.8 Constructed of roughly coursed rubble stone, with buttresses on the inside face only, the walls have a rugged character, reinforcing their physical function of defining the interface between naval and civilian worlds.
- 3.9 The architectural interest of the Dockyard Wall is amplified by its group value with other 19th century buildings within the dockyard.

Historic Interest

- 3.10 Surrounding the dockyard on east, south and most of west side. The original main entrance is on the south side and there are several subsequent entrances throughout its length.
- 3.11 High enclosing walls and a single well-guarded entrance were a defining feature of both civil docks and naval dockyards. They allowed the control and policing of dock workers, preventing matches and sources of fire coming in and the unauthorised pilfering of materials from within. The changes in alignment of the wall and addition of further entrances over time are illustrative of the need for reconstruction as a result of the growth and development of the dockyard during the 19th and 20th centuries as well as illustrating changes of transportation requirements, notably associated with the introduction of rail infrastructure. This illustrative value is embedded within the fabric of the wall, which provides a tangible record of the phases of development, alteration and rebuilding.

Setting

Physical surroundings

- 3.12 The wall encloses the dockyard and separates it from the town of Pembroke Dock. It stretches along the entire southern and western boundaries of the dockyard at a consistent height, with breaks at vehicular and pedestrian entrances.
- 3.13 The setting of the wall is provided both by the dockyard, including the remnants of the 19th and 20th century naval and aviation functions, as well as the civilian town of Pembroke Dock with its broadly consistent 19th century character.

Experience of the asset

- 3.14 The asset is experienced from within the town and from within the dockyard as a dominant and imposing feature, which alludes to the status of the dockyard during its use by the Admiralty, and its role as the interface between the military and civilian 'zones'.
- 3.15 The later 20th century breaches in the wall interrupt the sense of a continuous, linear boundary and associated containment of space/distinction between two areas. These detract slightly from the significance of the remaining walls.

Associative relationships with other assets

- 3.16 There are strong associations with the remaining 19th and early 20th century dockyard structures derived from their shared historic origins and function. The wall also has an associative relationship with the other military defensive structures associated with the dockyard, including the two Martello towers (**Structures 2.24** and **2.25**), the remnants of Pater Fort (**Structure 1.2**), the Defensible Barracks (**Structure 2.26**) and the wider landscape of the Haven.

Summary of Significance

- 3.17 The interest of the wall is primarily derived from its strong linear form and imposing scale, which are demonstrative of the status and 'separateness' of the dockyard during its military use. The changes in alignment of the wall and the provision of multiple entrances provide evidential value of the phases of development and expansion of the dockyard over time.





Structure 2.2 - Piers and Lodges and Dockyard Gates (gates no longer in situ)

3.18 Grade II* Listed Buildings (Designated 18th January 1974).

List Description

3.19 *Situated at north end of Melville Terrace and across the main south entry to former Royal Dockyard. Formal dockyard entry built 1817-8, designed by Edward Holl.*

Exterior

3.20 *Main gateway flanked by tall grey limestone ashlar gatepiers and screen walls, with lodges to outer sides adjoining the main walls. The east lodge is attached to No. 1 The Terrace built 1818 (**Structure 2.6**), the west lodge to the former Port Hotel (**Structure 2.3**), which was not built until 1832-4. Both lodges were planned in 1817, but the west side may not have been built until 1832-4.*

3.21 *Gatepiers and Screen Walls: Monumental panelled piers with cornices and square pyramidal caps, short screen wall on each side linking to corniced end walls of each lodge, which had big arched doorway, that to east now window and blocked, that to west with 20th century glazing. The gatepiers originally had anchors on top, with chain across carrying a lamp, and iron gates. Since 1981, the main gates have been removed and in 1990 and 1993 the tops of both piers were knocked off. Pedestrian entry to right of east gatepier was inserted c 1900, with iron gate. Inset in roadway in front are two cannon bollards.*

3.22 *Pair of Lodges: Single storey with finely detailed 3-bay colonnades in limestone ashlar with full entablature concealing roofs. North elevations have narrow side bays flanking centre bay, and pilasters against adjoining side walls. Rendered walls between columns. West lodge has c. 1900 triple casements set high, east lodge has boarded window in north wall, window, door and window facing roadway. Door with lattice-glazed overlight.*

3.23 *Part of an outstanding formal composition with matching Captain Superintendent's House (later the Port Hotel) and Fleet Surgeon's House (No. 1 The Terrace). The gatepiers, screen walls and east lodge are in deteriorating condition.*

Reason for designation

3.24 *Listed at Grade II* as part of an important late Georgian formal group at the Dockyard.*

Architectural Interest

3.25 The buildings form part of an imposing Neo-Classical composition that defines the principal historic entrance into the dockyard. It therefore provided an important interface between the military and civilian areas. They form part of an exceptional, formal axial composition; however, the removal of the gates has had a harmful impact upon the significance. It is this group value which amplifies their intrinsic importance and gives rise to their special interest.

Historic Interest

3.26 The historic interest is derived from the value as an important part of the early function of the dockyard as a working, military site. It provides an important remnant of the distinction between the dockyard and the town of Pembroke Dock, and provides a visual connection between the adjoining properties along The Terrace.

- 3.27 The historical associations with Edward Holl, who designed a number of the surviving 19th century buildings within the dockyard, also contribute positively to its historic interest.

Setting

Physical surroundings

- 3.28 The structure is located along the southern edge of the dockyard, in a domestically-scaled part of the site. As noted, it forms part of a cohesive group of buildings with a shared materiality, character and historic functions.
- 3.29 To the south, the structures form part of a tightly enclosed axial approach to the dockyard, with the tall boundary walls providing a focussed, channelled view into the dockyard.
- 3.30 There are planned formal gardens to the north. These provide a landscape buffer to the working dockyard although there are existing (and historically) clear visual connections to the dockyard and structures associated with this military facility.
- 3.31 There is an established contrast in scale, materiality and character with the functional dockyard buildings to the north as well as the nature and intensity of associated activity.

Experience of the asset

- 3.32 From within the dockyard the asset is experienced as part of a harmonious group of buildings set behind an attractive, formal landscaped space. They are of a comparatively minor scale compared to the industrial buildings to the north, with a strong contrast in materiality and the separating distances ensuring that they remain legible and significant elements in the local townscape.
- 3.33 The narrowing of the route into the former dockyard between the piers reinforces the transition from the civilian 'realm' of Pembroke Dock to the former military 'realm' of the dockyard.
- 3.34 The asset is associated with the properties along The Terrace and the associated garden walls and coach-houses, all of which are listed for their value as part of a group of 19th century Neo-Classical buildings of a similar design. There is also a strong associative relationship with the listed buildings on Admiralty Way by virtue of the shared historic origins, materiality and character and the axial views from the north and south.

Associative relationships with other assets

- 3.35 The opening-up of Market Place and insertion of Meyrick Owen Way during the course of the 20th century has eroded the sense of separateness from the town of Pembroke Dock. The grandeur and scale of the Neo-Classical set-piece reinforces the former role and significance of the entrance framed by the gateway.

Summary of Significance

- 3.36 The interest is derived from the group value with the boundary wall, all of which defines the status of the dockyard, and the interface between the military and civilian areas. The historic association with Edward Holl further amplifies the significance of the gatepiers and lodges.



Structure 2.3 - The Former Captain Superintendent's House (Listed as the Port Hotel and/or The Commodore Club)

3.37 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.38 *Situated to west of Dockyard Gates and abutting the west entrance lodge.*

Exterior

3.39 *House built 1832-4 for the Captain Superintendent of the Royal Dockyard, designed to match No. 1 The Terrace, opposite (**Structure 2.6**). Tooled, squared limestone with hipped slate roof and two stone ridge stacks. Basement and 3-storey four-window range with cornice and low parapet. Plinth and 1st floor sill band. Upper windows are one 12-pane sash, two casement pairs and one blind recess; 1st floor has 12-pane sashes, with one inserted window between first two, and ground floor has recessed arched openings, three small-paned windows and 20th century door with fanlight in third bay. Three-window end walls, those on east wall above lodge (listed separately) are mostly blind with one 12-pane sash, those on west wall including exposed basement storey make a 4-storey elevation, with arched openings to former ground floor. Fenestration variously altered. Three-storey south-west service wing in rubble stone with square stone for upper floor and south end stack.*

Interior

3.40 *Mostly altered, some plain plasterwork in north-west ground floor room. No apparent evidence of the structural ironwork used in the earlier Nos. 1-3 The Terrace.*

History

3.41 *Edward Holl planned a house for the civilian Master of the yard 1817-18; but this was not built until the Navy Board was combined with the Admiralty Board in 1832, and then to a different plan (though based on Holl's design for No. 1 The Terrace – Structure 2.6) to form a symmetrical composition. The first Captain-Superintendent was appointed in 1832. A date of 1834 was said to have been found on a removed wooden porch.*

Reason for designation

3.42 *Listed Grade II* as part of an important late Georgian formal group at the dockyard.*

Architectural Interest

3.43 The architectural interest is derived principally from its role as part of a formal ensemble of high-status, early 19th century ashlar buildings at the south entrance to the dockyard.

3.44 The building's principal elevation addresses the dockyard, reflecting its historic connections and separation from the town. Whilst associated with the dockyard, the building (and ensemble) has a strong domestic character.

3.45 The architectural interest of the building is significantly compromised by its current parlous condition, following decades of neglect, a recent fire and subsequent theft of lead and slates.

Historic Interest

- 3.46 The historic interest is derived from the value of the former Captain Superintendent's house as an important part of the early function of the dockyard as a working, military site. The building is representative of the relative status of the officers in local society as well as the military hierarchy.

Setting

Physical surroundings

- 3.47 The building is located along the southern edge of the dockyard, in a domestically-scaled part of the site. As noted, it forms part of a cohesive group of buildings with a shared materiality, character and historic functions.
- 3.48 To the south, the former garden (now yard with extensive hardstanding) is enclosed by the dockyard wall creating a formal distinction with the surrounding town of Pembroke Dock. There are a number of ancillary structures, including the integrated stable block (**Structure 2.4**) which are associated with the listed building, illustrating its historic use and relative status.
- 3.49 To the north, the formal planned gardens historically associated with the property have been replaced by a large area of hardstanding and rough lawn. Whilst the alignment of the drive is partially legible and some of the mature trees are likely to be associated with this landscaping, the immediate domestic setting has been compromised.
- 3.50 There are, however, planned formal gardens to the east, associated with the remainder of the terrace (Nos. 1-5 The Terrace, **Structures 2.6, 2.7** and **3.1**). The formal gardens provide a landscape buffer to the working dockyard although there are existing (and historically) clear visual connections to the dockyard and structures associated with this military facility.
- 3.51 These formal gardens also provide a degree of grandeur expected for officers' accommodation as well as an axial arrangement with the dockyard chapel (**Structure 2.11**).
- 3.52 There is an established contrast in scale, materiality and character with the functional dockyard buildings to the north as well as the nature and intensity of associated activity.

Experience of the asset

- 3.53 In its current neglected and fire-damaged condition, the former Captain Superintendent's House detracts from the experience of what is otherwise a harmonious group of former naval buildings of similar vintage at the historic entrance to the dockyard.
- 3.54 The opening-up of Market Place and insertion of Meyrick Owen Way during the course of the 20th century has eroded the sense of separateness from the town of Pembroke Dock, although a strong sense of this remains from Melville Street/Fort Road where the upper floors of the building are visible rising above the substantial dockyard boundary wall. The opening-up of the dockyard has nevertheless made the buildings far more accessible than they were in the days of the Admiralty.

Associative relationships with other assets

- 3.55 The asset is associated with the garden walls and the Long Stable Range ((Structure 2.4), as well as with the Dockyard Walls (**Structure 2.1**), the Entrance Gate, Piers and Lodges (**Structure 2.2**) and the other officers' houses (Nos. 1-5 The Terrace - **Structures 2.6, 2.7** and **3.1**) and their associated garden walls and coach-houses (**Structures 2.8, 2.9** and

2.10), all of which are listed for their value as part of a harmonious planned group of roughly contemporary domestic buildings at the entrance to the dockyard. There is also a strong associative relationship with the listed buildings on Admiralty Way (Former Guard House (**Structure 2.20**), Former Captain Superintendent's Office (**Structure 2.21**), The Old Storehouse (**Structure 2.12**) and Sunderland House (**Structure 2.13**), by virtue of the shared historic origins, materiality and character.

Summary of Significance

- 3.56 The significance derives from the role of the building as part of an exceptional planned group of early 19th century officers' residences at the historic main entrance to the dockyard. Any appreciation of the significance of the building is currently greatly compromised by its poor condition.





Structure 2.4 - Long Stable Range to South of Captain Superintendent's House

3.57 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.58 *Situated to west of dockyard gates and abutting the west entrance lodge.*

Exterior

3.59 *Built 1832-4 for the Captain Superintendent of the Royal Dockyard. Long rubble stone 2-storey stable range attached to service wing. Three ridge stacks and various 12-pane sashes over some nine bays, stable entry was towards right end, with loft over. A coach house, added after 1858, is in short west return with big ashlar arch facing north and two 12-pane sashes over. Previously coach house was in south gable end.*

History

3.60 *Edward Holl planned a house for the civilian Master of the yard 1817-18; but this was not built until the Navy Board was combined with the Admiralty Board in 1832, and then to a different plan (though based on Holl's design for No. 1 The Terrace) to form a symmetrical composition. The first Captain Superintendent was appointed in 1832. A date of 1834 was said to have been found on a removed wooden porch.*

Reason for designation

3.61 *Listed Grade II* as part of an important late Georgian formal group at the Dockyard.*

Architectural Interest

3.62 The architectural interest of the property is derived from its large size and its attachment to the grand house built for the Captain Superintendent of the Royal Dockyard (**Structure 2.3**, subsequently the Port Hotel, above). The scale and quality of build reflects not only the inherent high status of a stable building but also the importance of the Captain Superintendent.

3.63 The former stables form an integral part of a formal ensemble associated with the entrance to the dockyard. The architectural interest of the building is significantly eroded by the building's badly neglected condition.

Historic Interest

3.64 The scale of the stables building emphasises the status of the Captain Superintendent of the dockyard relative to that of the workers and the residents of the town of Pembroke Dock. The strong group value of the ensemble of the officers' houses, with their stables and large gardens, amplifies this historic interest.

3.65 The historic interest is derived from its value as an important part of the early function of the dockyard as a working military site. The building is representative of the relative status of the officers in local society as well as the military hierarchy.

Setting

Physical surroundings

- 3.66 The stable block adjoins the derelict and fire-damaged former Captain Superintendent's House (later the Port Hotel – **Structure 2.3**), which is located on the west side of the main dockyard entrance. The building is screened by the Dockyard Wall to the south and east (**Structure 2.1**), but nevertheless forms part of a group of contemporary, high-status residential buildings just inside the dockyard entrance. The tall Dockyard Wall means that the stable block does not have a significant presence in the local townscape, reflecting its original ancillary, private function.

Experience of the asset

- 3.67 Apart from its roof and chimney, which are just visible above the Dockyard Wall, the former stable block cannot currently be experienced due to its concealed nature, high fencing and the poor condition of the building itself and that of the derelict and fire-damaged former Captain Superintendent's house.
- 3.68 Where it is experienced at all, it is as an ancillary building to the former Captain Superintendent's House (**Structure 2.3**), with similar materials and details. It remains a part of the harmonious group of buildings, but is a recessive element in this group due to its location between the Dockyard Wall (**Structure 2.1**) and the former Captain Superintendent's House.

Associative relationships with other assets

- 3.69 The stable range has a close associative relationship with the former Captain Superintendent's House (**Structure 2.3**) and other 19th century officers' houses (Nos. 1-5 The Terrace - **Structures 2.6, 2.7** and **3.1**).

Summary of Significance

- 3.70 The significance is derived from the building's function as an ancillary building to the former Captain Superintendent's House (later the Port Hotel). The architectural detailing and scale of the building reflect the high status of the dockyard officers, particularly the Captain Superintendent himself, for whom the building was intended. The historic interest derives from the value as an important part of the 19th century dockyard as a working military site.
- 3.71 Any appreciation of the significance of the building is currently compromised by neglect and lack of accessibility and visibility.



Structure 2.5 - Enclosing Wall to West of the Former Captain Superintendent's House

3.72 Grade II Listed (by virtue of physical attachment to the Dockyard Wall (**Structure 2.1**)).

Description

3.73 Situated to the west of the former Captain Superintendent's House (later the Port Hotel - **Structure 2.3**) and attached at south end to Dockyard Wall (**Structure 2.1**).

3.74 Early 19th century boundary wall, high rubble stone with stone coping, running east-west, then north-south, with rounded north-west corner. Gateway with monolithic stone lintel to north of north-west corner.

3.75 The wall is physically separated from the Grade II* listed former Captain Superintendent's House, but is attached at the south end to the Grade II listed Dockyard Wall. There is a slight curve to the wall at the southern end, where it meets the Dockyard Wall.

3.76 Group value as an outlying part of an important late Georgian formal group at the dockyard also group value with Dockyard Walls as the north-south section may be a surviving part of the pre-1830 dockyard wall (as seen on a map of 1829).

Architectural Interest

3.77 The wall is of limited, intrinsic architectural interest as a typical ancillary garden wall. It is constructed of rubble stone of a similar character to the parent property (the former Captain Superintendent's House). The interest of the wall is primarily for its group value as part of the cohesive, planned group of early 19th century high-status domestic properties. However, it is possible that the north/south aligned section of the wall is indicative of the scale and construction of the early dockyard walls.

Historic Interest

3.78 The wall encloses the historic garden of the former Captain Superintendent's House (later the Port Hotel - **Structure 2.3**). As such, historic interest derives from the relationship between the wall and the associated Captain Superintendent's accommodation, underlining the high social status of the dockyard officers when compared to that of the dockyard workers and residents of the town of Pembroke Dock.

3.79 The north/south aligned section is of added interest as a possible unaltered survival of the earlier dockyard walls, preceding the extension of the dockyard c. 1844.

Setting

Physical surroundings

3.80 The wall is very largely concealed from public view by dense undergrowth and surface lorry parking.

Experience of the asset

3.81 Due to current vegetation and lorry parking, the wall is generally not visible from the public realm, despite lying within 35 m of Whites Farm Way. At present it represents a minor incidental element of the former officers' accommodation and is not a prominent part of the dockyard.

Associative relationships with other assets

- 3.82 The principal associative relationships of the wall are with the former Captain Superintendent's House (later the Port Hotel - **Structure 2.3**) and the Dockyard Wall (**Structure 2.1**).

Summary of Significance

- 3.83 The value of the wall is derived from its existence as a peripheral element of the well-preserved, late Georgian group of buildings at the dockyard's historic main entrance, and also from the possible survival of part of the earlier dockyard wall.



Structure 2.6 - No 1 The Terrace (MHPA Bldg. P808)

3.84 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.85 *Situated to east of dockyard gates and abutting the east entrance lodge.*

Exterior

3.86 *Squared tooled limestone with slate hipped roof behind parapet and stone stack. Basement and 3-storey four-window range with cornice and low parapet. Plinth and 1st floor sill band. Square upper windows, two 8-pane, 20th century replacement to second and 6-pane to fourth window, 12-pane first floor windows and flush voussoirs and ground floor with recessed arched openings. Surgeon's house has 6-pane arched-headed sashes each side of double 3-panel doors with plain fanlight. Similar window behind bars to right, part of police station. Semi-circular basement grilles in front of windows. West end, above lodge (listed separately) has two 6-pane and one 9-pane window to upper floor, one 20th century window and two 12-pane sashes to first floor. East end has similar details to front but basement area with steps down and blank windows to outer bays above.*

History

3.87 *1818 house designed by Edward Holl for the Fleet Surgeon with accommodation for police at west end. 1818 plan of basement storey calls this the residence of the Master Warden (the officer in charge of security) and has prison in west end; but 1858 plan shows Fleet Surgeon and Sub-Inspector of Police. The house is marked as built on 1820 dockyard plan.*

Reason for designation

3.88 *This house appears to be one of the two (with Nos. 2-3, adjoining – **Structure 2.7**) built with extensive use of iron in the construction, including iron floor beams and trimmers, iron roof trusses and battens, but further investigation is needed. They may be the earliest houses in Wales built with structural ironwork. Grade II* as part of an important late Georgian formal group at the Dockyard. Condition of this property is deteriorating (recently restored and now in commercial use).*

Architectural Interest

3.89 The architectural interest is derived principally from the structure's role as part of a group of high-quality, harmonious 19th century ashlar buildings at the south entrance to the dockyard.

3.90 It forms an integral part of a formal ensemble, emphasising the social status of the officers who occupied them relative to that of the workers and residents of the town of Pembroke Dock. The strong group value of this ensemble amplifies its historic interest.

3.91 The building's principal elevation addresses the dockyard, reflecting its historic separation from the town. Whilst associated with the dockyard, the building (and ensemble) has a strong domestic character.

3.92 The architectural interest of the building is enhanced by the early use of iron, fire-proof construction, as well as its association with Edward Holl, a notable designer of naval buildings.

Historic Interest

- 3.93 The historic interest is derived from the value as an important part of the early function of the dockyard as a working, military site. The building is representative of the relative status of the officers in local society as well as the military hierarchy. The historic interest is amplified by the building's early use of structural ironwork.

Setting

Physical surroundings

- 3.94 The building is located along the southern edge of the dockyard, in a domestically-scaled part of the historic dockyard. As noted, it forms part of a cohesive group of buildings with a shared materiality, character and historic functions.
- 3.95 To the south, the garden is enclosed by garden walls (**Structure 2.10**) and also by the Dockyard Wall (**Structure 2.1**), creating a formal distinction with the surrounding town of Pembroke Dock. These, together with the associated Coach Houses (**Structure 2.8**) illustrate the building's historic use and relative status.
- 3.96 There are the remains of formal landscaping to the north, which provide a landscape buffer to the working dockyard, although there have always been clear visual connections to the dockyard itself. These formal gardens also provided a degree of grandeur expected for officers' accommodation as well as an axial arrangement with the dockyard chapel.
- 3.97 There is a contrast in scale, materiality and character with the modern dockyard buildings to the north, as well as a marked contrast with the nature and intensity of the associated dockyard activity.

Experience of the asset

- 3.98 From within the dockyard the asset is experienced as part of a harmonious group of buildings set behind an attractive, formal landscaped space. They are of a comparatively minor scale compared to the modern industrial buildings to the north. The strong contrast in materiality and the separating distances ensuring that the former officers' houses remain legible and significant elements in the local townscape.
- 3.99 The opening-up of Market Place and insertion of Meyrick Owen Way during the course of the 20th century has eroded the sense of separateness from the town of Pembroke Dock, although a strong sense of this remains from Melville Street/Fort Road where the upper floors of the building are visible rising above the substantial dockyard wall. The opening-up of the dockyard has nevertheless made the buildings far more accessible than they were in the days of the Admiralty.

Associative relationships with other assets

- 3.100 The asset is associated with the Garden Walls (**Structure 2.10**) and the Coach Houses (**Structure 2.8**) as well as with the Dockyard Wall (**Structure 2.1**), Entrance Gate, Piers and Lodges (**Structure 2.2**) and the other officers' houses (former Captain Superintendent's House and Nos. 2-5 The Terrace (**Structures 2.3, 2.7 and 3.1**) and their associated garden walls and coach houses (**Structures Nos. 2.9, and 2.10**), all of which are listed for their value as part of a harmonious planned group of roughly contemporary domestic buildings at the entrance to the dockyard. There is also a strong associative relationship with the listed buildings on Admiralty Way (Former Guard House - **Structure 2.20**), Former Captain Superintendent's Office (**Structure 2.21**), the Old Storehouse

(**Structure 2.12**) and Sunderland House (**Structure 2.13**), by virtue of the shared historic origins, materiality and character.

Summary of Significance

- 3.101 The significance derives from the role of the building as part of an exceptional planned group of early 19th century officers' residences at the historic main entrance to the dockyard. Significance is amplified by the early use of structural ironwork as well as the historic association with Edward Holl.
- 3.102 Any appreciation of the significance of the group is currently compromised by the poor state of the former Captain Superintendent's House and adjacent former stables (**Structures 2.3** and **2.4**).





Structure 2.7 - Nos. 2 and 3 The Terrace

3.103 Grade II* Listed Buildings (Designated 18th January 1974).

List Description

3.104 *Situated to east of dockyard entrance, east of No. 1 The Terrace to which they are linked by garden wall.*

History

3.105 *Pair of houses designed 1817-18 by Edward Holl, built for Master Shipwright and Clerk of the Cheque of Royal Dockyard. Intended as the first of three pairs, but second not built until 1877 and the third not built.*

Exterior

3.106 *Tooled squared limestone with hipped roofs, one slate and the other three asbestos, and four stone stacks. Basement and three storeys, 1-4-1-windows, the outer bays set back and broader with entrance doorways. Plinth, ground floor impost band, 1st floor sill band, cornice and low parapet. Square upper windows with 6-pane sashes, 12-pane sashes to 1st floor and recessed arched openings to ground floor, four arched sashes and larger outer doorways. Original lead downpipes in angles to centre.*

3.107 *Doorways are broad, recessed in outer arch, with big fanlights, doors with sidelights. No. 2 retains double 3-panel doors, with dentil cornice, but fanlight is altered. No. 3 has blank fanlight and door is altered to window. Front area with simple diagonally-crossing iron railings. Garden wall each side in squared stone, coped and ramped up to house sides. Garden door to No. 2. Three-window side elevations, similar to front, full basement to No. 2, recessed arches to ground floor, blank windows to right each main floor. Garden front has similar details, fine oversailing steps to No. 2 from rear door, with unusual cast-iron standards entwined by serpentine scroll. Original lead downpipes.*

Interior

3.108 *No. 3 has been converted to flats and interior not inspected. No. 2 is to original plan except for repairs after war damage to windows, shutters and one ceiling on south side. Half-glazed inner hall door, simple plaster cornices based on Greek mutule, staircase set to west side. The outstanding interest of the interior is the extensive use of iron in the construction, including floor beams and trimmers each floor (sand plugging in between iron members, possibly for fire-proofing); also the roof structure of the four small hipped roofs, which has cast-iron tie-beam trusses with cast-iron diagonal braces and wrought-iron central bolted tie. Iron vertically-set battens under timber boarding under roof cladding.*

Reason for designation

3.109 *Listed Grade II* as buildings of exceptional constructional interest, possibly the first houses in Wales to have such extensive use of iron. Also important as an integral part of this late Georgian formal group at the dockyard.*

Architectural Interest

3.110 *The architectural interest is derived principally from their role as parts of a group of high-quality, harmonious 19th century ashlar buildings at the south entrance to the dockyard.*

- 3.111 They form an integral part of a formal ensemble, emphasising the social status of the officers who occupied them relative to that of the workers and residents of the town of Pembroke Dock. The strong group value of this ensemble amplifies its historic interest.
- 3.112 The buildings' principal elevation addresses the dockyard, reflecting their historic separation from the town. Whilst associated with the dockyard, the buildings (and ensemble) have a strong domestic character.
- 3.113 The architectural interest of the buildings is enhanced by the early use of iron, fire-proof construction, as well as their association with Edward Holl, a notable designer of naval buildings.

Historic Interest

- 3.114 The historic interest is derived from their value as important parts of the early function of the dockyard as a working, military site. The buildings are representative of the relative status of the officers in local society as well as the military hierarchy. The historic interest is amplified from the buildings' early use of structural ironwork.

Setting

Physical surroundings

- 3.115 The buildings are located along the southern edge of the dockyard, in a domestically-scaled part of the historic dockyard. As noted, they form parts of a cohesive group of buildings with a shared materiality, character and historic functions.
- 3.116 To the south, the garden is enclosed by garden walls (**Structure 2.10**) and also by the Dockyard Wall (**Structure 2.1**), creating a formal distinction with the surrounding town of Pembroke Dock. These, together with the associated Coach Houses (**Structure 2.8**) illustrate the houses' historic use and relative status.
- 3.117 There are the remains of formal landscaping to the north, which provide a landscape buffer to the working dockyard, although there have always been clear visual connections to the dockyard itself. These formal gardens also provided a degree of grandeur expected for officers' accommodation as well as an axial arrangement with the dockyard chapel.
- 3.118 There is a contrast in scale, materiality and character with the modern dockyard buildings to the north, as well as a marked contrast with the nature and intensity of the associated dockyard activity.

Experience of the asset

- 3.119 From within the dockyard the assets are experienced as part of a harmonious group of buildings set behind an attractive, formal landscaped space. They are of a comparatively minor scale compared to the modern industrial buildings to the north. The strong contrast in materiality and the separating distances ensuring that the former officers' houses remain legible and significant elements in the local townscape.
- 3.120 The opening-up of Market Place and the insertion of Meyrick Owen Way during the course of the 20th century has eroded the sense of separateness from the town of Pembroke Dock, although a strong sense of this remains from Melville Street/Fort Road where the upper floors of the buildings are visible rising above the substantial boundary wall. The opening up of the dockyard has nevertheless made the buildings far more accessible than they were in the days of the Admiralty.

Associative relationships with other assets

- 3.121 The buildings are associated with the garden walls (**Structure 2.10**) and the Coach Houses (**Structure 2.8**), as well as with the Dockyard Wall (**Structure 2.1**), Entrance Gate, Piers and Lodges (**Structure 2.2**) and the other officers' houses (former Captain Superintendent's House and Nos. 1 and 4-5 The Terrace - **Structures 2.3, 2.6, and 3.1**) and their associated Garden Walls and Coach Houses (**Structures 2.9 and 2.10**), all of which are listed for their value as part of a harmonious planned group of roughly contemporary domestic buildings at the entrance to the dockyard. There is also a strong associative relationship with the listed buildings on Admiralty Way (Former Guard House (**Structure 2.20**), Former Captain Superintendent's Office (**Structure 2.21**), the Old Storehouse (**Structure 2.12**) and Sunderland House (**Structure 2.13**), by virtue of the shared historic origins, materiality and character.

Summary of Significance

- 3.122 The significance derives from the role of the buildings as elements of an exceptional planned group of early 19th century officers' residences at the historic main entrance to the dockyard. Significance is amplified by the early use of structural ironwork as well as the historic association with Edward Holl.
- 3.123 Any appreciation of the significance of the group is currently compromised by the poor state of the former Captain Superintendent's House (later the Port Hotel – **Structure 2.3**).





Structure 2.8 – Coach-House to Rear of Nos. 1 and 2 The Terrace

3.124 Grade II Listed Building (Designated 18th February 1994).

List Description

3.125 *Situated at south end of gardens of Nos. 1 and 2 The Terrace with garden wall dividing frontage.*

Exterior

3.126 *Early 19th century building comprising coach-houses with stables, rubble stone with asbestos hipped roof. Two-storey mirrored pair each with outer coach entry under broad flat head, centre window and inner door to stable, all with stone voussoirs.*

3.127 *Overlight above each door, loft door above each window. High coped stone wall between two yards and another runs from south-east corner. Condition poor.*

Reason for designation

3.128 *Group value as an integral part of an important late Georgian formal group at the dockyard.*

Architectural Interest

3.129 The building is a two-storey stables and coach-house associated with two officers' dwellings. Whilst well-preserved internally, it is modestly detailed and considerably smaller than the Long Stables Range adjacent to the former Captain Superintendent's House (**Structure 2.4**). Because of its concealed location and modest detailing, the building's architectural interest derives principally from it being part of the cohesive, planned group of early 19th century high-status domestic properties.

Historic Interest

3.130 Historic interest derives from the relationship between the Coach-House and the associated officers' accommodation, underlining the high social status of the dockyard officers when compared to that of the dockyard workers and residents of the town of Pembroke Dock. Historic interest is enhanced by the retention of historic fixtures and fittings (mangers, loose boxes) within the currently unconverted and unused building.

Setting

Physical surroundings

3.131 The Coach-House is very largely concealed from public view, being located between the rear gardens of the officers' houses (**Structures 2.6** and **2.7**) and the Dockyard Wall (**Structure 2.1**).

Experience of the asset

3.132 Because of its location, only the ivy-clad asbestos roof of the Coach-House is visible from the public realm. It is a minor incidental element located to the rear of the parent properties and is not a prominent part of the dockyard.

Associative relationships with other assets

- 3.133 The principal relationships of the Coach-House are with the associated officers' houses (Nos.1 and 2 The Terrace - **Structures 2.6** and **2.7**) and their associated rear gardens and garden walls (**Structure 2.10**). The Coach-House is enclosed on two sides by the high Dockyard Wall (**Structure 2.1**), which forms one side of the access roadway leading to the building.

Summary of Significance

- 3.134 The importance of this building is derived from its value as an integral part of the well-preserved late Georgian group of buildings at the dockyard's historic main entrance.
- 3.135 Because of its retention of internal features, the building is a good example of a paired late Georgian domestic stables and coach-house. This significance is compromised by its neglected condition and the lack of public access.





Structure 2.9 - Coach-House to Rear of No. 3 The Terrace

3.136 Grade II Listed Building (Designated 18th January 1974).

List Description

3.137 *Situated at south-east angle of rear garden at No. 3 The Terrace.*

Exterior

3.138 *Early 19th century coach-house, stable and loft, converted to house since 1981. Rubble stone with hipped slate roof, two storeys. East end former coach entry with stable door to right. Loft-door, now window, over stable door. Stable was to west of coach-house with two windows to north and one loft window above. Stone voussoirs to openings, 20th century glazing and south-west addition.*

Reason for designation

3.139 *Included for group value.*

Architectural Interest

3.140 The building is a modest example of a much altered and extended coach-house associated with a high-status officers' dwelling. It is modestly detailed and considerably smaller than the Long Stables Range adjacent to the former Captain Superintendent's House (**Structure 2.4**). Because of its concealed location and modest detailing, the building's architectural interest derives principally from it being part of the cohesive, planned group of early 19th century high-status domestic properties.

Historic Interest

3.141 Historic interest derives from the relationship between the Coach-House and the associated officers' accommodation, underlining the high social status of the dockyard officers when compared to that of the dockyard workers and residents of the town of Pembroke Dock. Historic interest has been diminished by its extension and conversion to a house, resulting in the loss of historic fixtures and fittings.

Setting

Physical surroundings

3.142 The Coach-House is very largely concealed from public view, being located at the end of a private trackway between No. 3 and No. 4 The Terrace.

Experience of the asset

3.143 Because of its location, the Coach House is not visible from the public realm. It is a minor incidental element located to the rear of No. 3 The Terrace and is not a prominent part of the dockyard.

Associative relationships with other assets

3.144 The principal relationships of the Coach-House are with the associated officer's house (No. 3 The Terrace - **Structure 2.7**) and its associated rear garden and garden walls (**Structure 2.10**). The Coach-House is enclosed to the south by the high Dockyard Wall (**Structure**

2.1), which forms one side of the access roadway to the Coach House of Nos.1 and 2 The Terrace (**Structure 2.8**).

Summary of Significance

- 3.145 The value of this building is derived from its status as an integral part of the well-preserved late Georgian group of buildings at the dockyard's historic main entrance. Its significance has been compromised by its extension and conversion to a dwelling.





Structure 2.10 - Garden Walls to Rear of Nos. 1, 2 and 3 The Terrace

3.146 Grade II Listed Buildings (Designated 18th January 1974).

List Description

3.147 *Situated between gardens of Nos. 1 and 2 The Terrace, 2 and 3 The Terrace and to east of garden of No. 3 The Terrace, and also the linking south end wall.*

3.148 *Early 19th century boundary walls, high rubble stone with stone coping, dividing gardens of the three 1817-18 officers' houses from each other and from the access lane that runs to the east of No. 3 The Terrace and then just inside main south wall of dockyard. Broken at south-east corner for access to coach-yard of No. 3 The Terrace, and with curved sweep into coach-yard of No. 2 The Terrace. There is a suggestion that the rear wall may be a part of the first boundary wall of the dockyard, but this seems unlikely.*

Reason for designation

3.149 *Group value as an integral part of an important late Georgian formal group at the dockyard.*

Architectural Interest

3.150 The garden walls are of limited, intrinsic architectural interest as typical ancillary garden walls. They are constructed of rubble stone of a similar character to the parent properties. They are primarily listed for their group value as part of the cohesive, planned group of early 19th century high-status domestic properties.

Historic Interest

3.151 Historic interest derives from the relationship between the garden walls and the associated officers' accommodation, underlining the high social status of the dockyard officers when compared to that of the dockyard workers and residents of the town of Pembroke Dock.

Setting

Physical surroundings

3.152 The garden walls are very largely concealed from public view, being located behind Nos. 1-3 The Terrace (**Structure 2.7**). The garden walls to the rear of Nos. 4-5 The Terrace (**Structure 3.1**) are of similar character, but are not listed, save by virtue of curtilage and physical annexation to those properties.

Experience of the asset

3.153 Because of their location, the garden walls are generally not visible from the public realm. They are minor incidental elements located to the rear of the officers' houses in The Terrace and are not a prominent part of the dockyard.

Associative relationships with other assets

3.154 The principal relationships of the garden walls are with the associated officer's houses (Nos. 1-5 The Terrace - **Structures 2.6, 2.7** and **3.1**) and their associated coach-houses (**Structures 2.8** and **2.9**). The garden walls are enclosed to the south by the high Dockyard

Wall (**Structure 2.1**), which forms one side of the access roadway to the coach-house of Nos.1 and 2 The Terrace (**Structure 2.8**).

Summary of Significance

- 3.155 The significance of the garden walls is derived from their value as integral elements of the well-preserved late Georgian group of buildings at the dockyard's historic main entrance.

Structure 2.11 - Former Dockyard Chapel

- 3.156 Grade II* Listed Building (Designated 18th January 1974), formerly a Scheduled Monument (PE381) but descheduled in 1998.

List Description

- 3.157 *Situated in south-east corner of dockyard at east end of formal avenue in front of Nos. 1-5 The Terrace.*

Exterior

- 3.158 *Built 1830-2 as Royal Dockyard Chapel, designed by George Ledwell Taylor (1788-1873), Civil Architect to the Navy 1824-37.*
- 3.159 *Late Georgian church in unpainted stucco with minimal limestone ashlar details, slate roof behind parapets and domed square west tower. West front is set on broad flight of five-plus-four granite steps with massive square flanking blocks. Projecting 3-bay centre with pilasters, entablature and pediment. Cornice moulding of entablature and pediment is of stone. Three blank panels above three doors, larger to centre with moulded architrave and cornice, narrower outer doors have moulded architraves and a plain band above, at level of main door cornice. Doors are double with high overlights each of four framed lights. Tower over pediment has ashlar base, plain paired pilasters each side of louvred rectangular bell-opening, entablature and semi-circular dome.*
- 3.160 *Main west wall of church is set back with plinth, angle pilasters, entablature, ashlar band at sill level of side windows and raking parapet. Similar 5-window sides with pilasters, sill-band in ashlar between, and moulded ashlar surround to tall arched windows, which have original iron small-paned glazing. East end has projecting centre with entablature and parapet carried round and one similar east window, 20th century glazing. Plain east gable behind. Various 20th century additions obscuring lower levels. 20th century door on south side wall, breaking sill-band.*

Interior

- 3.161 *Derelict with lead partly removed from dome (see below for update). Interior in 1981 had plastered walls, fielded panels to dado level, plaster ceiling with ornate cornices and wooden west gallery.*

Reason for designation

- 3.162 *Listed Grade II* as centrepiece of formal layout of The Terrace with which the church groups. In 1844 W Edye, Master Shipwright, laid out gardens of avenue leading up to west front. Thought to be the only Georgian classical church to survive in South Wales.*

Architectural Interest

- 3.163 *The church is a high-quality example of late Georgian Neo-Classical design, with severe, minimal detailing consistent with the other naval interpretations of Classicism within the dockyard. This sparse detail emphasises the impressive scale of the church, reflecting its importance both to the dockyard but also the surrounding town (accounting for the later insertion of a gallery).*
- 3.164 *It forms the focal point of the axial gardens associated with the layout of The Terrace and is part of the coherent ensemble of early 19th century dockyard structures, complementing*

particularly those designed by Edward Holl. This group value amplifies the architectural interest of the church.

- 3.165 The building has been sensitively extended at the east end, to provide additional facilities for the museum now using the building.
- 3.166 The interior has been carefully restored after a long period of disuse and retains its key architectural features. Naval monuments and chattels were removed following closure of the dockyard in the early 20th century.

Historic Interest

- 3.167 The historic interest of the building is derived from its rarity as the only Georgian classical church (as opposed to chapel) to survive in South Wales.
- 3.168 It is illustrative of the age that a church was provided for the spiritual welfare of the dockyard officers, whilst the largely non-conformist dockyard workers had to provide their own places of worship in the town. In time a 'Chapel Gate' was provided, making it easier for the town's Anglicans to use the church.
- 3.169 There is also a degree of historic interest derived from the building's association with the naval architect George Ledwell Taylor.

Setting

Physical surroundings

- 3.170 The church forms an element within the dockyard, but distinct from it. This is partly a result of its architectural character but also the later 20th century development of the area, including the breaching of the Dockyard Wall (**Structure 2.1**) and the establishment of Owen Meyrick Way, and also the restoration of the church as the Pembroke Dock Heritage Centre. The church 'borrows' views along the formal landscape axis of the gardens associated with The Terrace and visually integrates it with this group of officers' houses.

Experience of the asset

- 3.171 Whilst separate from Pembroke Dock, the church is visible rising above the dockyard boundary wall and forms part of a cohesive 19th century townscape, with historic physical connections through the boundary walls.
- 3.172 Its siting within landscaped grounds provides a spacious setting, reminiscent of a churchyard, within which to appreciate the restored church and its impressive scale.

Associative relationships with other assets

- 3.173 The chapel forms part of the fragmented early 19th century dockyard and derives significance from its shared origins and architectural character. The wider townscape of Pembroke Dock provides an extensive, cohesive and broadly contemporaneous setting, enhanced by intact sections of the Dockyard Wall (**Structure 2.1**). There are present-day associations with the Sunderland Hangars (**Structures 4.1** and **4.2**), due to the current use of the church as the Pembroke Dock Heritage Centre.

Summary of Significance

- 3.174 The significance of the Dockyard Church lies in its historic association with the dockyard, its high-quality architectural detailing and its importance as the (probable) only Georgian classical church to survive in South Wales.



Structure 2.12 - The Old Storehouse (aka Customs House MHPA Bldg. M581A)

3.175 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.176 *Situated to west of Sunderland House, behind the ferry terminal.*

Exterior

3.177 *Built c. 1822 as main dockyard storehouse (now offices of H M Customs and B & I Line) by Edward Holl. Limestone rubble with granite dressings, hipped slate roof. Basement and two storeys, 9 bays divided 3-3-3, the centre 3 slightly advanced and pedimented, rendered parapet elsewhere. Granite plinth, quoins, surrounds to ground floor arched recesses and first-floor windows, impost band, plain two-step cornice, and coping to pediment and parapets. Cast-iron small-paned windows, with radiating bars to ground floor. Tilting lower opening half to each window.*

3.178 *Lower windows are set in recessed arches with limestone ashlar infill. Full width double doors in painted iron with radiating bar fanlights to centre of north, east and west elevations. Upper windows are 20- pane with plain surrounds, but north side centre has loading door with iron hoist adjacent. Basement area to north and south. Six cellar doors each side. Storehouse is constructionally similar to the much larger storehouses at the other Royal Dockyards, but smaller because Pembroke was not used for final fitting out or victualling.*

Interior

3.179 *Extensive fireproof construction with stone axial wall, and stairs, iron doors through, two rows of columns carrying big cast-iron beams with fish-bellied cast-iron joists, on which York stone flagstones were laid. Upper floor not inspected but said to have iron roof construction.*

History

3.180 *Until 1944 there was a tall metal-clad domed clock tower in centre. A matching storehouse, without clocktower, was built c. 1857 immediately to the south and has been demolished since 1981.*

Reason for designation

3.181 *Listed at Grade II* for its high-quality design and use of ironwork for fireproof construction. Group value with other listed items in Pembroke Dockyard.*

Architectural Interest

3.182 *The building is a good example of a naval storehouse and the application of Neo-Classicism to an industrial building. The building is similar in construction and form to the much larger storehouses at the other Royal Dockyards.*

3.183 *Whilst apparently a two-story building, a further basement storey is concealed below ground level, lit by a deep lightwell. The form of the building is long and low with a central projecting bay with pediment to each of the longer sides.*

3.184 *It is of rendered masonry construction with dressed and ashlar stone elaboration – this perhaps reflects differences in the relative status of this building with other surviving early*

19th century dockyard structures. It retains significant original detailing including cast iron fenestration, which enhances its architectural interest.

- 3.185 The architectural interest is significantly enhanced through its extensive and comparatively early use of iron fireproof construction.
- 3.186 The building has been recently restored, although its architectural interest has been diminished since the loss of its rooftop clock through fire in 1944.

Historic Interest

- 3.187 The building was an integral and important element of the early naval function of the dockyard. Its scale is reflective of the historic limitations and associated role of the dockyard. The historic/evidential value of the building is amplified by the survival of early iron, fireproof construction.

Setting

Physical surroundings

- 3.188 The building is located centrally within the dockyard, in an area currently used as part of the ferry terminal. As such, it is surrounded by extensive hardstanding, functioning machinery, buildings and vehicles associated with working goods and passenger terminal. There are significant contrasts in scale, materiality and quality with the existing later 20th century structures, which tend to be utilitarian in character.
- 3.189 To the west and south there are other elements of the early 19th century dockyards, including Sunderland House (**Structure 2.13**), with which it forms a cohesive and historically related group.

Experience of the asset

- 3.190 The asset is experienced with Sunderland House as one of a pair of early 19th century dockyard buildings set within extensive vehicle hardstanding as part of a varied industrial context. This setting is very different from the original dockyard context, where the buildings formerly addressed a line of 14 slipways.
- 3.191 The ferry terminal has a significant degree of activity associated with the movement of vehicles and people, which form the dominant element in the building's setting.

Associative relationships with other assets

- 3.192 The listed building has associative relationships with the other naval dockyard buildings remaining on the site, particularly those from the first half of the 19th century, associated with the original use of the dockyard as a functioning naval dockyard. The contribution made by these associative values has been eroded by the partial degree of survival of the historic dockyard layout and structures.

Summary of Significance

- 3.193 The Old Storehouse is a fine example of a late Georgian naval storehouse, consistent with larger storehouses on other Royal Dockyards. Its architectural interest is enhanced by the early use of iron fireproof construction and this also contributes towards the building's historic significance. Its form provides evidential value for the use of the building and the overall function of Pembroke Dock. The use of rendered masonry informs of the relative status of the building compared with the other 19th century buildings within the dockyard.





Structure 2.13 - Sunderland House (MHPA Bldg. P805)

3.194 Grade II Listed Building (Designated 18th January 1974).

List Description

3.195 *Situated on west side of main avenue, just east of Old Storehouse; No. 2 Sunderland hangar immediately to south-east.*

Exterior

3.196 *Grey limestone with granite dressings and two hipped roofs: one metal-clad with four stone stacks; the other, to west, slated with one west stone stack. Two-storey seven-window range, 1-2-1-2-1, the west 3 bays added. Granite plinth, rusticated quoins to angles and projecting 2-bay sections, window surrounds and impost band to recessed arched ground-floor windows, surrounds to plain rectangular upper windows; two-step cornice, angle blocks to parapet and parapet coping. [Details are similar to Old Storehouse adjoining]. Upper floor has generally casement pairs with top-lights, lower floor similar casement pairs with radiating bar fanlights, except in west 3-bay addition where there are arch-headed sash windows. Four windows on first floor north front have 20th century plate glass windows. 3-bay end elevations to match. East end has centre doorway with double doors and fanlight. West end has blocked door to ground floor right. Blocked basement windows under grilles.*

Interior

3.197 *Altered. No obvious signs of constructional ironwork as used in other buildings by Holl.*

History

3.198 *Circa 1822 dockyard office building by Edward Holl, extended probably in 1880s in matching style. Building is shown as proposed on Edward Holl's 1820 dockyard plan and illustrated, without additional 3 bays, in c. 1832 panoramic view and on 1862 large scale OS map. Not marked as extended on 1877 map, but extended by 1891.*

Reason for designation

3.199 *Group value with Old Storehouse and other listed items in Pembroke Dockyard.*

Architectural Interest

3.200 The architectural interest of Sunderland House is derived in large part from the high-quality Regency design. Later alterations maintain this character and the balanced composition of the building. The use of local materials further enhances the building's architectural interest. Whilst seemingly two-storey in height, a full basement storey is obscured below ground level, lit by a deep lightwell.

3.201 Interest is also derived from the value of the building as part of a group of early 19th century naval dockyard buildings, constructed during the early years of the dockyard's development.

3.202 Its masonry construction contrasts with the tone and texture of the rendered Old Storehouse adjacent (**Structure 2.12**). It retains significant original detailing including cast iron fenestration, which enhances its architectural interest.

Historic Interest

- 3.203 The building forms part of the early development of the dockyard, whilst its later extension reflects the growth in importance of the dockyard and the necessity for increased capacity in the later 19th century as the dockyard was adapted to build large steam-powered iron warships.
- 3.204 The historic association of the building with Edward Holl, along with a number of the other early 19th century buildings in the dockyard, contributes towards the interest of the building.

Setting

Physical surroundings

- 3.205 The building is located centrally within the dockyard, in an area currently used as part of the ferry terminal. As such, it is surrounded by extensive hardstanding, functioning machinery, buildings and vehicles associated with working goods and passenger terminal. There are significant contrasts in scale, materiality and quality with the existing later 20th century structures, which tend to be utilitarian in character.
- 3.206 To the west and south there are other elements of the early 19th century dockyards, including the Old Storehouse (**Structure 2.12**), with which it forms a cohesive and historically related group.

Experience of the asset

- 3.207 The asset is experienced with the Old Storehouse as one of a pair of early 19th century dockyard buildings set within extensive vehicle hardstanding as part of a varied industrial context. This setting is very different from the original dockyard context, where the buildings formerly addressed a line of 14 slipways.
- 3.208 The ferry terminal has a significant degree of activity associated with the movement of vehicles and people, which form the dominant element in the building's setting.

Associative relationships with other assets

- 3.209 The listed building has associative relationships with the other naval dockyard buildings remaining on the site, particularly those from the first half of the 19th century, associated with the original use of the dockyard as a functioning naval dockyard. The contribution made by these associative values has been eroded by the partial degree of survival of the historic dockyard layout and structures.

Summary of Significance

- 3.210 The interest of Sunderland House is derived from the high-quality construction and detailing that it shares with the other early 19th century dockyard buildings within the dockyard. The historic association of the building with Edward Holl, along with other buildings within the dockyard, further contributes towards the historic significance.
- 3.211 Its significance is diminished by its current setting, loss of nearby slipways and its relative physical isolation from other historic dockyard buildings and structures.





Structure 2.14 - The Timber Pond (aka The Pickling Pond)

3.212 Grade II Listed Building (Designated 18th February 1994).

List Description

3.213 *Situated by west edge of dockyard, some 100 m north of entrance from Fort Road.*

Exterior

3.214 *Large, square-plan with granite coping, sloping east side with stone paving and rockfaced limestone side walls. Big elliptical arched drain mouth on north side, another outlet to sea on west.*

3.215 *Pond was built 1844 on ground originally outside west wall of dockyard, whose foundations were used for the east edge of the pond, the wall being later rebuilt to the west.*

History

3.216 *1844 pond for preserving or 'pickling' elm timber for masts.*

Architectural Interest

3.217 The Timber Pond is a fine and largely unaltered example of a mid-19th century 'pickling pond', used to prevent large timbers, both unworked logs and completed masts, from drying out and splitting. It is of a substantial scale and constructed of well-dressed, coursed stonework. The continued presence of the pond as a controlled, tidal 'pool' complements its architectural interest by maintaining legibility with its original function, although it has been disused for a considerable period of time.

Historic Interest

3.218 The pond was a vital part of the of the timber ship building process that characterised the original purpose of the dockyard in the mass-production of wooden warships. The scale of the pond reflects the capacity and importance of the dockyard in the 19th century.

Setting

Physical surroundings

3.219 The timber pond is located towards the western end of the dockyard and it is today surrounded on three sides by 20th century buildings of variable quality, scale and materiality. These structures mean that there is no longer a strong, legible connection with the slipways/docks, although there is still a clear physical relationship to the adjacent Dockyard Wall (**Structure 2.1**) on the Timber Pond's west side.

3.220 There are areas of extensive hardstanding to the north and east, which do not contribute positively to the Timber Pond's setting.

Experience of the asset

3.221 The asset is impressive in scale, but because it is an excavated feature it is experienced predominantly at close range. Due to later alterations to the dockyard, it is visually segregated from the other remaining elements of the historic dockyard and it is thus a rather isolated historic curiosity.

Associative relationships with other assets

- 3.222 The Timber Pond would have been functionally and physically associated with Rennie and Holl's Steam Sawmill and a further pickling pond on the foreshore, both no longer present. As part of the historic dockyard the Timber Pond derives interest from the associations with the ships built and launched from at the dockyard during its heyday. The contribution made by these associative values has been eroded by the fragmentary survival of the historic dockyard layout and structures.

Summary of Significance

- 3.223 The historic value of the timber pond is as an important functional element of the dockyard during the height of timber shipbuilding. Its scale reflects the importance of the dockyard during the 19th century. The use of dressed stonework elevates the value of the structure beyond simply a functional element of the dockyard. The timber pond is surrounded by low-quality 20th century industrial buildings and hardstandings. These, combined with the fragmented nature of the historic dockyard and loss of associated structures, diminish the Timber Pond's significance as an element of the historic dockyard.





Structure 2.15 - Building Slip No. 1

3.224 Grade II Listed Building (Designated 18th January 1974).

List Description

3.225 *Situated towards north-west corner of dockyard, just east of the Carr Jetty.*

Exterior

3.226 *20th century concrete base. Sides have lowest step with limestone coping, taller main step (or 'altar'), granite-coped and stepped down at seaward end. Two or three topmost granite steps, stepped down at seaward end. Flight of steps inset each side. Considerable 20th century alterations in concrete, the south end extended inland.*

History

3.227 *Circa 1845 shipbuilding slip with limestone ashlar stepped sides and granite copings. Slips Nos. 1 and 2 were built west of the original dockyard wall, probably 1843-5. In 1841 Slip No. 3 was still called No. 1, and in 1847 the iron shipbuilding sheds for both new slips were begun. Length in 1858 was 265 feet, extended to 329 feet by 1891.*

Reason for designation

3.228 *One of only three of the shipbuilding slips to remain intact out of a total of 13 which were listed in 1981. Group value with other listed structures in Pembroke Dockyard.*

Architectural Interest

3.229 The architectural value of the structure is associated with its form and appearance, which clearly illustrates its historic function. The 19th century phases utilise dressed, ashlar stonework with granite copings and stone 'paving' at seaward end, imparting a monumental quality. This architectural quality has been eroded by later 20th century alterations, which utilise functional and unattractive materials that contrast poorly with the earlier phases, although these alterations have ensured the slipway's continued use. The demolition of the associated slipway cover (shipbuilding shed) over No. 1 Building Slip has diminished its architectural interest.

Historic Interest

3.230 The structure is principally of historic interest as an integral element of the functional 19th century dockyard. Together with the graving dock and 12 other slipways, the dockyard's capacity for the mass-production of wooden warships was unsurpassed in the world. The later alterations reflect the slipway's adaptation for the construction of iron-framed and then iron-hulled warships as the 19th century progressed. Later adaptations relate to the continued use of the western end of the dockyard by the Admiralty to 2008, following the closure of the remainder of the naval dockyard in 1926.

3.231 As part of the historic dockyard, Building Slip No. 1 derives interest from the associations with the ships built and launched from the dockyard up to 1926 and with the continued use of the western part of the dockyard by the Admiralty up to 2008.

Setting

Physical surroundings

- 3.232 Building Slip No.1 forms part of an isolated surviving cluster comprising the dockyard's last remaining three slipways along with the Graving Dock (used for repair – **Structure 2.17**) and the Carr Jetty (used for fitting out – **Structure 3.3**), all located at the north-western corner of the dockyard.
- 3.233 The intervisibility of Building Slip No. 1 with Buildings Slips Nos. 2 and 4 (**Structures 2.16** and **2.19**), the Western Camber (**Structure 2.18**) and the Graving Dock (**Structure No. 2.17**) contributes to its heritage significance, albeit that all of these structures are now physically isolated from other contemporary dockyard buildings, with the one-time exceptional extent the of the dockyard's building slips having been greatly reduced since 1981.

Experience of the asset

- 3.234 Building Slip No. 1 is part of a fragmented, varied industrial site with no strong, single-overriding purpose. This change in the character of the function of the dockyard context has adversely impacted on its significance.
- 3.235 The slipway still forms part of a small industrial dockyard in the north-western part of the historic dockyard, albeit that it is now used only as an incline for hauling boats onto dry land for repair in sheds. This continuity in use represents a similar function to its historic origins and contributes positively to its significance.
- 3.236 The asset is experienced as part of a group of slipways and a dry dock. As these structures are set below the surface of the dockyard, they are experienced only at close proximity within a part of the dockyard that has no public access.
- 3.237 Together with the Graving Dock, Building Slips Nos. 2 and 4, the Carr Jetty and the Western Camber (**Structures 2.17, 2.16, 2.19, 3.3** and **2.18**), Building Slip No. 1 also forms part of the broader dockyard 'tableau' when viewed from the Haven.

Associative relationships with other assets

- 3.238 There are strong associations with the adjacent Graving Dock, Building Slips Nos. 2 and 4, Western Camber and Carr Jetty, as well as with the remaining 19th and early 20th century dockyard buildings and wartime Admiralty structures nearby, derived from their shared historic origins and functions. The contribution made by these associative values has been eroded by the partial survival of historic dockyard layout and structures.

Summary of Significance

- 3.239 The interest of Building Slip No.1 is primarily derived from its historic value as a functional part of the 19th and early 20th century working dockyard, together with the other remaining building slips, Graving Dock and Carr Jetty. The original massive stonework elements of the building slip elevate its architectural significance beyond its value as purely a functional structure. The loss of the slipway cover and the later 20th century alterations detract from the architectural interest, although these alterations have ensured the continued use of the slip.





Structure 2.16 – Building Slip No. 2

3.240 Grade II Listed Building (Designated 18th January 1974).

List Description

3.241 *Situated at north-west end of dockyard, between Building Slip No. 1 and Graving Dock.*

Exterior

3.242 *Circa 1845 shipbuilding slip, one of four (now three) remaining from the 13 listed in 1981. Limestone ashlar sides with granite copings, concrete bottom. Battered side walls with two high steps (or 'altars') ending at flight of granite steps each side at north end. Flight of steps in each side wall. North end has slot each side for caisson. Granite coping in three steps each side. South end has been remodelled in concrete, signs of earlier lengthening in rubble stone.*

History

3.243 *Slips Nos. 1 and 2 were added after 1841 and before 1847-9 when the iron roofs were constructed by George Baker and Son (Report on Navy estimates House of Commons 28/7/1848). The length in 1858 was 265 feet, but 1877 map gives 310 feet.*

Reason for designation

3.244 *One of only three of the shipbuilding slips to remain from 13 listed in 1981. Group value with other listed structures in Pembroke Dockyard.*

Architectural Interest

3.245 The architectural value of the structure is associated with its form and appearance, which clearly illustrates its historic function. The 19th century phases utilise dressed, ashlar stonework with granite copings and stone 'paving' at seaward end, imparting a monumental quality. This architectural quality has been eroded by later 20th century alterations, which utilise functional and unattractive materials that contrast poorly with the earlier phases, although these alterations have ensured the slipway's continued use. The demolition of the associated slipway cover (shipbuilding shed) over Building Slip No.2 has diminished its architectural interest.

Historic Interest

3.246 The structure is principally of historic interest as an integral element of the 19th century dockyard. Together with the one graving dock and 12 other slipways, the dockyard's capacity for the mass-production of wooden warships was unsurpassed in the world. The later alterations reflect the slipway's adaptation for the construction of iron-framed and then iron-hulled warships as the 19th century progressed. Later adaptations relate to the re-acquisition of the slipway by the Admiralty in 1940, as part of a small repair yard to employ up to 300 men in the repair of naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. It was almost certainly also used in connection with the anti-torpedo and anti-submarine boom depot. Around 1946 it became part of the private Hayes Shipyard, before passing back to the Admiralty sometime after 1957 and remaining with them until 2008.

- 3.247 As part of the historic dockyard, Building Slip No. 2 derives interest from the associations with the ships built and launched from the dockyard up to 1926 and with the continued use of the western part of the dockyard by the Admiralty up to 2008.

Setting

Physical surroundings

- 3.248 Building Slip No. 2 forms part of an isolated surviving cluster comprising the dockyard's last remaining three slipways, Graving Dock (used for repair) and the Carr Jetty (used for fitting out), all located at the dockyard's north-western corner.
- 3.249 The intervisibility of Building Slip No.2 with Buildings Slips Nos. 1 and 4, the Western Camber and the Graving Dock (**Structures 2.15, 2.19, 2.18** and **2.17**) contributes to its heritage significance, albeit that all of these structures are now physically isolated from other contemporary dockyard buildings, with the one-time exceptional extent the of the dockyard's building slips having been greatly reduced since 1981.

Experience of the asset

- 3.250 Building Slip No. 2 is part of a fragmented, varied industrial site with no strong, single-overriding purpose. This change in the character of the function of the dockyard context has adversely impacted on its significance.
- 3.251 Building Slip No. 2 still forms part of a small industrial dockyard in the north-western part of the historic dockyard, albeit that it is now used only as an incline for hauling boats onto dry land for repair in sheds. This continuity in use represents a similar function to its historic origins and contributes positively to its significance.
- 3.252 The slip is experienced as part of a group of slipways and docks. As these structures are primarily set below the surface of the dockyard, they are experienced only at close proximity within a part of the dockyard that has no public access.
- 3.253 Together with the remaining Building Slips Nos. 1 and 4, Graving Dock, the Carr Jetty and the Western Camber (**Structures 2.15, 2.19, 2.17, 3.3** and **2.18**), Building Slip No. 2 also forms part of the broader dockyard 'tableau' when viewed from the Haven.

Associative relationships with other assets

- 3.254 There are strong associations with the adjacent Graving Dock, Building Slips Nos. 1 and 4, and the Carr, as well as with the remaining 19th and early 20th century dockyard buildings and wartime Admiralty structures nearby (notably the former Boom Shed - **Structure 4.19**), derived from their proximity and shared historic and functions. The contribution made by these associative values has been eroded by the partial survival of historic dockyard layout and structures.

Summary of Significance

- 3.255 The interest of Building Slip No. 2 is primarily derived from its historic value as a functional part of the 19th and early 20th century working dockyard, together with the other remaining Building Slips, Western Camber, Graving Dock and Carr Jetty (**Structures 2.15, 2.19, 2.18, 2.17** and **3.3**). The original massive stonework elements of the building slip elevate its architectural significance beyond its value as purely a functional structure. The loss of the slipway cover and later 20th century alterations detract from the architectural interest, although these alterations have ensured the continued use of the slip.





Structure 2.17 - The Graving Dock Including Bollards and Capstans

3.256 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.257 *Situated between Western Camber and Building Slip No. 2, towards north-west end of dockyard.*

Exterior

3.258 *Mid-19th century dry dock, originally constructed c. 1820 but thoroughly remodelled in mid-19th century. Large scale with stepped sides of limestone ashlar and granite copings. Five steps (or 'altars') and one broad lowest step and three sets of steps down each side alternating with three chutes. Seaward end is narrowed with battered walls and slot for securing caisson. Ashlar quay wall extends each side, to Building Slip No. 2 to west and Western Camber to east. South end narrows in with flights of steps down each side, that to east covered or removed for roadway. East end has been extended back in mass concrete, and accommodates (1993) former caisson, a rivetted wrought-iron timber decked vessel formerly floated and lowered across dock entry. Some 12 bollards each side all made by Sturges and Co, Bowling Ironworks, Bradford. Some damaged capstans, one to north-east, one each side at south end, made by H. Grissell of Regents Park Ironworks, London ?1859.*

History

3.259 *Dry dock is shown to present outline on 1858 map, where the length is given as 406 feet and width 91 feet. An 1832 plan in Public Record office shows a smaller 250 feet dry dock (ADM/140/429). There are records of the dock being enlarged 1858-61 (The Builder 9/1/1858, 9/3/1861).*

Reason for designation

3.260 *Listed at Grade II* for its national importance as the best surviving dry dock in the dockyard. Group value with other listed structures in Pembroke Dockyard.*

Architectural Interest

3.261 The architectural value of the structure is associated with its form, impressive scale and appearance, which clearly illustrates its historic function. The 19th century phases utilise dressed, ashlar stonework with granite copings and stone 'paving' at seaward end, which elevate it above a purely functional structure. This architectural quality has been eroded in some localised areas by later 20th century alterations of functional materials that contrast poorly with the earlier phases, although these illustrate changes in shipbuilding technology and requirements.

Historic Interest

3.262 The structure is principally of historic interest as an integral element of the original functional part of the 19th century dockyard and the only dry dock in the dockyard (discounting any previous iterations at the same location). Its scale and size, which remain legible, are a tangible connection to the operation of the dockyard and reflect its technical achievement when it was the largest in Britain at the time of construction.

- 3.263 Together with the building slips it formed part of the success of Pembroke Dockyard, notably as a result of its size and capacity.
- 3.264 The survival of some contemporaneous ancillary elements associated with the function of the dock, most notably the rivetted caisson but also the Former Shed for Docking Gear (**Structure 3.4**) and Former Battery Room &c. (**Structure 3.10**) amplifies its historic interest, although the demolition of the associated shipbuilding sheds has had the opposite effect.
- 3.265 The Graving Dock derives some historic interest from the ships built, launched and repaired at the site during its heyday.
- 3.266 Following the closure of the majority of the naval dockyard in 1926, the Graving Dock was leased to Messrs. TW Ward & Sons as part of a small civilian dockyard. Ward's land was re-acquired by the Admiralty in 1940 for a small yard to employ c. 300 men, to repair naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. In c.1946 it became part of the private Hayes Shipyard, whose major source of work was Admiralty repair contracts. It has since fallen out of use.

Setting

Physical surroundings

- 3.267 The Graving Dock forms part of an isolated surviving cluster comprising the dockyard's last remaining three building slips, the Graving Dock (used for repair) and the Carr Jetty (used for fitting out), all located at the dockyard's north-western corner. It is a significant element of the original shipbuilding and repair structures associated with the 19th century dockyard. The surviving railway tracks to the south of the Graving Dock are reminiscent of the operation of the dockyard of which the Graving Dock formed an integral part.
- 3.268 The intervisibility of the Graving Dock with other structures of a shared origin and historic purpose contributes to its heritage significance, albeit the extent of demolition and development during the course of the 20th century now impairs the legibility of the historic function of the dockyard and erodes the contribution made by this aspect of setting. In particular, the removal of the majority of the other slipways and the building sheds has undermined the legibility of the historic purpose of the dockyard.

Experience of the asset

- 3.269 The Graving Dock is now disused and partially silted up. Currently fenced off and isolated from public access, it is part of a fragmented, industrial part of the dockyard in multiple uses, with no strong, single-overriding purpose. This change in the character of the function of the dockyard context has adversely impacted on its significance.
- 3.270 The Graving Dock is experienced as part of the group of docks and slipways. As these structures are all set down within the surface of the dockyard, they are experienced principally in close proximity within the northern end of the dockyard.
- 3.271 Together with the remaining Building Slips Nos. 1, 2 and 4, the Carr Jetty and the Western Camber (**Structures 2.15, 2.16, 2.19, 3.3 and 2.18**), the Graving Dock also forms part of the broader dockyard 'tableau' when viewed from the Haven.

Associative relationships with other assets

- 3.272 There are strong associations with the remaining 19th and early 20th century dockyard structures, notably the remaining Building Slips Nos. 1, 2 and 4 (**Structures 2.15, 2.16 and 2.19**), the Western Camber (Structure **2.18**), the Carr Jetty (Structure **3.3**), the Former Shed for Docking Gear (**Structure 3.4**) and the Former Battery Room &c. (**Structure 3.10**), as well as with other surviving non-listed 19th century industrial structures at the dockyard's northern end.

Summary of Significance

- 3.273 The significance of the asset is principally invested in its historic interest as an integral part of the 19th century functioning dockyard. The impressive scale and size are still legible in spite of later alterations and reflect its importance as the largest dry dock in Britain at the time of construction. Its group value, along with the remaining building slips contributes to the setting, however this is diminished by 20th century interventions, including the removal of most of the slipways. The architectural interest is secondary to the historic interest, however the dressed ashlar stonework with granite copings and stone 'paving' at seaward end elevate the significance beyond its functional use.





Structure 2.18 - The Western Camber

3.274 Grade II Listed Building (Designated 18th January 1974).

List Description

3.275 *Situated to east of Graving Dock and west of Building Slip No. 4.*

Exterior

3.276 *Earlier 19th century square tidal basin with high limestone ashlar walls and granite coping stones. West side has flight of concrete steps down with ramp adjoining. Concrete infill at north end of steps. Original west wall inscribed: 'H.W. 12/2/99', 'Ordinance Trig Survey 1841' and height figures in Roman numerals.*

History

3.277 *The Western Camber is marked on 1832 plan when Building Slip No. 3 (then No. 1) which ran off to south was being completed but the west side steps appear on the 1820 plan, when the dockyard front was to have run in a line east from the south wall of the present Western Camber, with all the slips on a line behind. Building Slip No. 3 was covered by a timber wide-span roof in 1841 and was infilled before 1891. A landing jetty was built out to north-west c. 1865, but had gone by 1930s and the present concrete canted jetty dates from c. 1940.*

Reason for designation

3.278 *Group value with other listed structures in Pembroke Dockyard.*

Architectural Interest

3.279 The architectural value of the structure is associated with its form and appearance, which clearly illustrates its historic function. The 19th century phases utilise dressed, ashlar stonework with granite copings, which elevate it above a purely functional structure. This architectural quality has been eroded by later 20th century alterations, which utilise functional and unattractive materials that contrast poorly with the earlier phases, although these alterations have ensured its continued use.

Historic Interest

3.280 The structure is principally of historic interest as an integral element of the original functional part of the 19th century dockyard. Together with the other docks and slips it formed part of the success of Pembroke Dockyard. This historic interest is intrinsically linked to its architectural interest, which illustrates its original function.

3.281 The Western Camber derives some historic interest from ships built, launched and repaired at the dockyard during its heyday.

3.282 The Western Camber appears to have lain disused following the closure of the majority of the dockyard in 1926. It is currently operated as part of the Mainstay Marine shipyard.

Setting

Physical surroundings

- 3.283 The Western Camber forms part of an isolated surviving cluster comprising 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** – used for repair) and the Carr Jetty (**Structure 3.3** - used for fitting out), all located at the dockyard's north-western corner. It is a significant element of the original shipbuilding and repair structures associated with the 19th century dockyard.
- 3.284 The intervisibility of the Western Camber with other structures of a shared origin and historic purpose (Building Slips Nos. 1, 2 and 4, the Graving Dock and the Carr Jetty) contributes to its heritage significance.
- 3.285 As part of the modern Mainstay Marine shipyard, the Western Camber is now embedded within a functional 21st century dockyard context, with the associated structure of a functional utilitarian character. The sizeable modern Roll-On–Roll-Off (RORO) pier to the east is now a dominant element in its seaward-facing setting.

Experience of the asset

- 3.286 The Western Camber forms part of the functioning industrial dockyard (Mainstay Marine), surrounded by a wider industrial site with no strong, single-overriding purpose. This change in the character of the function of the dockyard context has adversely impacted on its significance. It is fenced off and not publicly accessible.
- 3.287 The Western Camber is in occasional use. This continuity in use represents a similar function to its historic origins and contributes positively to its significance.
- 3.288 The asset is experienced as one of a group of docks and slipways. As these structures are set down within the surface of the dockyard they are largely experienced in close proximity within the northern end of the dockyard. Together with the remaining Building Slips, the Graving Dock and the Carr Jetty (**Structures 2.15, 2.16, 2.19, 2.17** and **3.3**), the Western Camber also forms part of the broader dockyard 'tableau' when viewed from the Haven.

Associative relationships with other assets

- 3.289 The Western Camber has strong associations with the remaining 19th and early 20th century dockyard structures, notably the remaining Building Slips Nos. 1, 2 and 4, the Graving Dock and the Carr Jetty, as well as with other surviving non-listed 19th century industrial structures at the dockyard's north-western end. The contribution made by these associative values has been eroded by the partial degree of survival of the historic dockyard layout and structures.

Summary of Significance

- 3.290 The interest of the Western Camber is primarily invested in its historic value as a functional part of the 19th century working dockyard, together with Building Slips Nos. 1, 2 and 4, the Graving Dock and the Carr Jetty. The original stonework elements of the Western Camber elevate its architectural significance beyond its value as purely a functional structure. The later 20th century alterations and partial infilling detract from its architectural and historic interest.

Structure 2.19 - Building Slip No. 4

3.291 Grade II Listed Building (Designated 18th January 1974).

List Description

3.292 *Situated to east of Western Camber.*

Exterior

3.293 *Earlier 19th century shipbuilding slip, limestone ashlar sides with granite copings, and stone paving to base. Low side walls, later raised in concrete, leaving two granite steps. North-east angle stepped up and curved. Late 20th century slipway cover over south end and canted south end walls altered to lengthen slope. Large winch dated 1908. Modern cradle.*

History

3.294 *Marked as being completed on 1832 plan but slips then ended further south. By 1858 slip had been extended to line of front of Western Camber. Length in 1858 was 258 feet, in 1891 384 feet. Since 1981 the character of nine building slips to east of this one has been lost, together with the Eastern Camber. The section from No. 4 slip west is the only remaining part of the original shipbuilding area.*

Reason for designation

3.295 *Group value with other listed structures in Pembroke Dockyard.*

Architectural Interest

3.296 The architectural value of Building Slip No. 4 is associated with its form and 19th century dressed, ashlar stonework with granite copings, which elevate it above a purely functional structure. This architectural quality has been eroded by later 20th century concrete additions at the slipway's upper end, which contrast poorly with the earlier phases, although these alterations have ensured the slipway's continued use. The very large modern (post-1987) steel-framed slipway cover that encloses the upper end of the slipway has diminished the architectural interest of the slipway.

Historic Interest

3.297 Building Slip No. 4 is principally of historic interest as an integral element of the original functional part of the 19th century dockyard. Together with the other docks and slips it formed part of the success of Pembroke Dockyard, notably its capacity which was the largest in Britain at the time of construction. This historic interest is intrinsically linked to its architectural interest, which illustrates its original function.

3.298 Building Slip No. 4 derives some historic interest from ships built, launched and repaired at the dockyard during its heyday. It is now used by Mainstay Marine for the repair of smaller craft.

Setting

Physical surroundings

3.299 Building Slip No. 4 forms part 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 at the dockyard's north-western corner. It is a significant element of the original ship-building and repair structures associated with the 19th century dockyard.

- 3.300 The intervisibility of Building Slip No. 4 with other structures of a shared origin and historic purpose (Building Slips Nos. 1 and 2, the Graving Dock, the Western Camber, the Carr Jetty and the Former Oakum Store – **Structures 2.15, 2.16, 2.17, 2.18, 3.3** and **2.22**) contributes to its heritage significance, although the adjoining and adjacent modern shipyard buildings erodes the contribution made by this aspect of setting.
- 3.301 As part of the Mainstay Marine shipyard, Building Slip No. 4 is now embedded within a functional 21st century dockyard context, with the associated structure of a functional utilitarian character. The sizeable modern RORO pier to the east is now a dominant element in its seaward-facing setting.

Experience of the asset

- 3.302 Building Slip No. 4 forms part of the functioning industrial dockyard (Mainstay Marine) and is largely surrounded and partly covered over by modern industrial structures. It is not accessible to the public.
- 3.303 Building Slip No. 4 is in use and this continuity in use represents a similar function to its historic origins and contributes positively to its significance. It nevertheless still forms a minor part of the broader dockyard 'tableau' when viewed from the Haven.

Associative relationships with other assets

- 3.304 Building Slip No. 4 has strong associations with the remaining 19th and early 20th century dockyard structures, notably the remaining Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**), the Graving Dock (**Structure 2.17**), the Western Camber (**Structure 2.18**) and the Carr Jetty (**Structure 3.3**), as well as with other surviving non-listed 19th century industrial structures at the dockyard's northern end. The contribution made by these associative values has been eroded by the partial degree of survival of the historic dockyard layout and structures.

Summary of Significance

- 3.305 The interest of Building Slip No. 4 is primarily invested in its historic value as a functional part of the 19th century working dockyard, together with Building Slips Nos. 1 and 2, the Graving Dock, the Western Camber and the Carr Jetty. The original stonework elements of No. 4 Building Slip elevate its architectural significance beyond its value as purely a functional structure. Whilst the later 20th century alterations, including the very large slipway cover, detract from its architectural and historic interest, the continued use of the structure enhances its significance.



Structure 2.20 - Former Guard House (MHPA Bldg. P806)

3.306 Grade II* Listed Building (Designated 18th January 1974).

List Description

3.307 *Situated on west side of main avenue (Admiralty Way), just north of former Captain Superintendent's Office.*

Exterior

3.308 *Circa 1840-5 guard house. Rock-faced grey limestone with slate hipped eaves roof, and apex stone stack. Two-storey three-window main front with deep single-storey portico, and set-back two-storey one-window wings. Walling is varied with large stones below and small stones to first floor, grey ashlar dressings, including plinth, rusticated quoins to main block, and rusticated surrounds to openings. Three 12-pane sashes above, two arch-headed windows below flanking centre arched doorway with panelled door and radiating bar fanlight. Ground floor is set within deep colonnaded veranda, of four thin Roman Doric stone columns carrying plain two-step cornice and flat roof. Structural ironwork visible on roof underside. End walls of main block have window on each floor, and set-back wings have similar 12-pane sash to first floor, band and door with overlight. No angle quoins.*

Reason for designation

3.309 *Listed Grade II* for exceptional design, close to other important late Georgian buildings in the Dockyard. Group value with other listed buildings in Pembroke Dockyard.*

Architectural Interest

3.310 The special interest of the Former Guard House is primarily derived from its architectural quality as a late Georgian example of Navy Classicism of “exceptional design”. The building has a symmetrical, harmonious and balanced appearance and is of a surprisingly domestic character given its original purpose, integrating well with the nearby officers’ housing and associated buildings.

3.311 The Former Guard House utilises a variety of high-quality dressed stone as part of the balanced Neo-Classical composition i.e. rustication and ashlar quoins. These emphasise the relative importance of the two storeys, as well providing additional richness and a secondary order of detail in an otherwise relatively austere composition.

3.312 The Former Guard House has group value with the nearby buildings on Admiralty Way and The Terrace, derived from a shared materials palette, scale and character, which amplifies the architectural interest of the building.

Historic Interest

3.313 Building is shown in R Pocock’s print of c. 1847-8 and marked as Guard House on large scale OS map of 1860s, but as Offices on 1858 dockyard plan, and Works Department Offices on 1891 plan.

3.314 The historic interest of the Former Guard House is derived in its original function which is indicative of the historic sensitivity of the site during its admiralty use and as a critical element of its operation. The building also forms part of the earliest phase of development of the working dockyard and forms part of a coherent group of contemporaneous buildings

Setting

Physical surroundings

- 3.315 The Former Guard House is located within a prominent position in the dockyard, along with a number of other high-status dockyard buildings to the north and south. There are views through later phases of the dockyard to the landscaping to the north of the officers' housing along The Terrace, which amplifies the contribution made by group value as part of a coherent and integrated group.
- 3.316 There are a number of mature trees to the north, which may have origins in the 19th or early 20th century and contribute positively to its architectural interest.
- 3.317 The setting is, however, fragmented and includes extensive areas of hardstanding, vehicle parking and warehouse/industrial buildings of a significant scale, notably the western Sunderland Hangar (**Structure 4.1**).
- 3.318 The pavement immediately to the south and east of the building has recently been upgraded to a materiality and character consistent with that of the parent building.

Experience of the asset

- 3.319 The asset is experienced as part of a group of polite 19th century buildings running north-south along Admiralty Way and forms a coherent and integrated group of buildings in good condition.
- 3.320 The setting has been fragmented by the replacement of other 19th century buildings with more modern buildings as the use of the dockyard has evolved during the course of the 20th and 21st centuries.
- 3.321 The nature of the uses within its immediate setting, including industrial uses and car parking, generates a level of activity that is reminiscent of the historic function of the dockyard; however, these uses have adversely affected the physical setting.

Associative relationships with other assets

- 3.322 The Former Guard House has associative relationships with the other 19th century Neo-Classical buildings remaining in the dockyard, particularly those on Admiralty Way (the Former Captain Superintendent's Office, The Old Storehouse and Sunderland House (**Structures 2.21**, **2.12** and **2.13**) and the officers' houses and associated structures along The Terrace (**Structures 2.2** to **2.10**, and **3.1**).

Summary of Significance

- 3.323 The significance of the Former Guard House is primarily invested in its historic interest as part of the 19th century dockyard. The interest is further enhanced by the architectural quality of the building as a late Georgian example of Navy Classicism. The high-quality materials and architectural detailing, combined with the symmetrical balanced appearance, further elevate the architectural significance. The group value of the building with the nearby buildings of a shared date, material palette, scale and character, further enhance the significance.
- 3.324 The building's location within a prominent position at the centre of the dockyard further amplifies the group value, however, its setting is diminished by the fragmented nature of the dockyard and the extensive surrounding areas of hardstanding and vehicle parking and large 20th century buildings.





Structure 2.21 - Former Captain Superintendent's Office (MHPA Bldg. P807)

3.325 Grade II Listed Building (Designated 18th January 1974).

List Description

3.326 *Situated on west side of main avenue (Admiralty Way), some 60 m north of entrance gates.*

Exterior

3.327 *Tooled grey squared limestone with asbestos hipped roof and corniced stone stacks. Basement and two storeys, 1-4-1-window range, the end entrance bays set back. Ashlar plinth, rusticated quoins, first-floor sill band, cornice and parapet. Windows in flush ashlar surrounds with 12-pane sashes. In each end bay, ground floor has tall ashlar doorcase with cornice on consoles. Double 3-panel doors with 4-pane overlight. One-window end elevations. North-west rear angle has marks of demolished section, 4-window rear to main part. Front area has fine heavy spearhead railings on low plinth. Condition: derelict (1993). Now fully restored.*

History

3.328 *1847-8 former Captain Superintendent's Office and Surgery, built by Fox, Henderson and Co., Birmingham, engineers. Original intention was for Captain Superintendent's Office above a police station: 1848 tender advert calls building 'new surgery and police station'. But the 1858 plan marks office in south half and surgery in north half. Fox, Henderson & Co. was a noted firm of engineers who built the iron roofs over Nos. 8 and 9 slips in the dockyard 1845-7, and over No. 7 slip in 1847 (all demolished). They also built the yard Fire Station (demolished). In 1851 they built the Crystal Palace, London.*

Reason for designation

3.329 Group value with former Guard House and other listed buildings in Dockyard.

Architectural Interest

3.330 The building is a good example of a naval interpretation of Neo-Classical design that was popular at the time – a surprising accomplished design for a building designed by an engineering firm most noted for large-span iron roofs, suggesting oversight or input from the Admiralty's architect(s). It is a symmetrical, balanced and harmonious composition utilising locally sourced materials with subtle detailing in the use of detailing. The group value with the nearby contemporaneous buildings is derived from a shared materials palette, scale and character, which amplifies the architectural interest of the building.

Historic Interest

3.331 The historic interest is derived in its former use as a former Captain Superintendent's Office and Surgery. These were uses integral to the operation of the dockyard during its use by the Admiralty. The building also forms part of the earliest phase of development of the working dockyard and forms part of a coherent group of near contemporaneous buildings.

3.332 There are also strong associations with Fox, Henderson & Co.; a noted firm of engineers who built other structures in the Dockyard.

Setting

Physical surroundings

- 3.333 The former Captain Superintendent's Office is located within a prominent position in the dockyard, along with a number of other high-status dockyard buildings to the north and south. There are views through later phases of the dockyard to the landscaping to the north of the officers' housing along The Terrace, which amplifies the contribution made by group value as part of a coherent and integrated group.
- 3.334 There are a number of mature trees to the north, which may have origins in the 19th or early 20th century and contribute positively to its architectural interest.
- 3.335 The setting is, however, fragmented and includes extensive areas of hardstanding, vehicle parking and warehouse/industrial buildings of a significant scale, notably the western Sunderland Hangar (**Structure 4.1**).
- 3.336 The building has recently been restored from a near-derelict condition and the pavement immediately to the south and east of the building has recently been upgraded to a materiality and character consistent with that of the parent building.

Experience of the asset

- 3.337 The former Captain Superintendent's Office is experienced as part of a group of polite 19th century buildings running north-south along Admiralty Way and forms a coherent and integrated group of buildings in good condition.
- 3.338 The setting has been fragmented by the replacement of other 19th century buildings with more modern buildings as the use of the dockyard has evolved during the course of the 20th century.
- 3.339 The nature of the uses within its immediate setting, including industrial uses and car parking, generates a level of activity that is reminiscent of the historic function of the dockyard; however, these uses have adversely affected the physical setting.

Associative relationships with other assets

- 3.340 The former Captain Superintendent's Office has associative relationships with the other 19th century Neo-Classical buildings remaining within the dockyard, particularly those on Admiralty Way (Former Guard House, The Old Storehouse and Sunderland House (**Structures 2.20, 2.12** and **2.13**) and the officers' houses and associated structures along The Terrace (**Structures 2.2** to **2.10**, and **3.1**).

Summary of Significance

- 3.341 The special interest of the former Captain Superintendent's Office derives from its design, as a good example of 19th century Naval Classicism with a symmetrical, well-balanced form and harmonious composition. The building was designed by Fox, Henderson and Co., an engineering firm of note, and forms part of the earlier phase of development of the military site.
- 3.342 The building is part of a coherent group with the nearby near-contemporaneous buildings, with group value derived from a shared materials palette, scale and character, which amplifies the architectural interest of the building.
- 3.343 The original use of the building as the Captain Superintendent's Office and Surgery was integral to the function of the dockyard during its use by the Navy and enhances the historic

interest of the building. Its setting is diminished by the fragmented nature of the dockyard and the extensive surrounding areas of hardstanding and vehicle parking and large 20th century buildings.





Structure 2.22 - Former Oakum Store (now Mainstay Marine (Administration and Technical Building), previously Admiralty Building 40 Port HQ and Mess) (MHPA Bldg. M681)

3.344 Grade II Listed Building (Designated 18th January 1974).

List Description

3.345 *Situated some 50 m south-east of Graving Dock, within Ministry of Defence enclosure.*

Exterior

3.346 *1856 oakum store, now offices. Grey squared limestone with slate roof behind parapets. Two-storey, T-plan above rectangular ground floor, the west range pedimented to north and south, the east spine range pedimented to east, with 1856 datestones. East range has slate-roofed lean-tos each side flush with end walls of west range, and with stone coping to east.*

3.347 *Ashlar plinth and band, carried around as eaves band on lean-tos, and plain two-step cornice carried right around. Arched ground floor openings linked by impost band. Upper windows are casements with top lights and ashlar voussoirs. South front has pedimented 3-window section to left, with blocked broad centre arched door. Slight recess to right and ground floor arched doorway, 20th century door, first floor possibly later addition, with one matching window and parapet. Two bay lean-to to right, with broad arched doorway, now window with radiating bar fanlight and window to right. Two windows over lean-to are shorter than those elsewhere. North front is similar but lean-to extends to pedimented block and has WDDW arrangement while pedimented block has DWW, doors to same width as windows. Three windows over lean-to, similar to those on south.*

3.348 *East end has 3-bay centre with broader first floor centre window, arched windows below and similar to lean-to east ends, that to left a blank doorway. West wall is 5-bay with blank centre door, no centre window but third window is a pair, breaking symmetry. Window glazing is probably not original.*

History

3.349 *Built to store oakum - rope strands used in caulking timber ships. The contractor was R. Tregenna of Pembroke Dock. Marked as Oakum Store on 1858 Dockyard map.*

Reason for designation

3.350 *Group value with other listed items in Pembroke Dockyard.*

Architectural Interest

3.351 *The Former Oakum Store is a good example of the Navy Classicism of the mid-19th century applied to a functional building typology. It forms an integral element of the original, planned early/mid-19th century dockyard. Architecturally it shares consistent materials and detailing with the near-contemporary historic buildings on Admiralty Way (Former Guard House, Former Captain Superintendent's Office, The Old Storehouse and Sunderland House (**Structures 2.20, 2.21, 2.12** and **2.13**) and the officers' houses along The Terrace (**Structures 2.3, 2.6, 2.7** and **3.1**).*

Historic Interest

3.352 *The Former Oakum Store is of historic interest as one of the few surviving early/mid-19th century buildings directly associated with ship construction and repair, and for its group value as a remnant*

of the original early/mid-19th century dockyard. It has added interest because it dates to the period when wooden warships were giving way to steam-driven iron-clads.

- 3.353 The building derives a degree of historic interest from the ships built and launched from the dockyard during its heyday.
- 3.354 The Former Oakum Store remained in Admiralty use as part of the much-reduced dockyard until 2008, following closure of the majority of the dockyard in 1926. It is now operated by Mainstay Marine.

Setting

Physical surroundings

- 3.355 With regard to other early/mid-19th century buildings, the Former Oakum Store is now separated from similar structures by extensive tracts of hardstanding, later 20th century structures and fenced enclosures. It is nevertheless in fairly close proximity to Building Slip No. 4, the Western Camber and the Graving Dock (**Structures 2.19, 2.18 and 2.17**), and is intervisible with Building Slips Nos. 1 and 2 (**Structures 2.15 and 2.16**). The extent of demolition and development during the course of the 20th century, including the roofing over of Building Slip No. 4, erodes the contribution made by this aspect of setting.

Experience of the asset

- 3.356 The Former Oakum Store forms an attractive element that defines a modern 'street' corner on Edgar Morgan Way. Because of the modern shipyard buildings around Building Slip No. 4 (**Structure 2.19**) and the Western Camber (**Structure 2.18**), and the fencing off of the Graving Dock (**Structure 2.17**), the Former Oakum Store no longer has a strong connection to the nearby docks and slipways.
- 3.357 It is sited in a varied context that includes later 20th century industrial structures, extensive hardstanding, a scrap yard and a number of non-listed former dockyard buildings in multiple ephemeral uses. The built context is varied and fragmented and whilst the building has group value with the roughly-contemporaneous buildings on Admiralty Way and The Terrace, the degree of spatial, visual and functional separation diminishes the contribution made by this aspect of setting.

Associative relationships with other assets

- 3.358 Functionally and physically, the Former Oakum Store is associated with the nearby Building Slips Nos. 1, 2 and 4, the Western Camber and the Graving Dock (**Structures 2.15, 2.16, 2.19, 2.18 and 2.17**). Architecturally it is more closely associated with the more formal classical officers' houses on The Terrace (**Structures 2.3, 2.6, 2.7 and 3.1**) and the similar buildings on Admiralty Way (**Structures 2.12, 2.13, 2.20, and 2.21**).

Summary of Significance

- 3.359 The architectural interest of the building is invested in its value as a high-quality 19th century example of Navy Classicism. The group value as an integral part of the planned 19th century dockyard further contributes to the significance of the building and this is further amplified by the shared material palette and detailing. It is of added interest because it dates to the period when wooden warships were giving way to steam-driven iron-clads and because it is the last surviving early/mid-19th century building directly associated with ship construction and repair.
- 3.360 The setting of the building, including the boundary treatment, the expanse of hardstanding and the loss of other early/mid-19th century dockyard buildings diminishes its special interest. Nearby

BUILT HERITAGE STATEMENT OF SIGNIFICANCE

modern 20th century industrial buildings have detrimentally affected its relationship with the historic docks and slipways.





Structure 2.23 - Former Foremen's Office (Originally Guard House, later Hayes Building 10H Offices)

3.361 Grade II Listed Building (Designated 18th February 1994).

List Description

3.362 *Situated behind premises occupied by Gwinnutt Ltd., some 50 m south-west of head of Graving Dock.*

Exterior

3.363 *Grey limestone ashlar with hipped slate roof and rendered brick stacks on front roof slope and west end. Single storey, rectangular plan with one 16-pane sash to right, then recessed veranda of three and one bays with cast-iron thin columns carrying wide depressed arch pieces with pierced spandrels, under eaves I-beam. Three bays are as original, the fourth is obscured by 20th century wing running south, but remains within, together with east end return arch. Within veranda, painted stone rear wall with two 16-pane sashes, door to right in projecting west section. A further door is obscured within 20th century east addition.*

3.364 *West end wall has paired window. High-walled rear yard in squared limestone with stone coping. Added lean-tos within. Gates on east side.*

History

3.365 *Mid-19th century former 'Detached Guard House', used as Foremen's Office from 1870s. Marked on 1858 Dockyard plan. The 1862 OS large-scale plan shows one large room within, with north-west porch and two tiny east end rooms. Yard behind has lean-to against south wall. Sentry box at north-east angle.*

Architectural Interest

3.366 The Former Foremen's Office is a pavilion-like, mid-19th century guard house. It is of a simple domestic character, scale and plan form and is constructed in local materials, consistent with the architecture and materiality of the early dockyard buildings of a Naval 'house-style'. Distinguishing features of note are the three-bay veranda with cast-iron columns and spandrels and the small high-walled compound to the rear. Its architectural interest is marred by a nondescript 20th century extension to the north-east corner.

Historic Interest

3.367 The historic interest is vested in the building's value as part of cluster of surviving dockyard structures spanning the transition from wooden warships to steam-driven iron-clads and the westward extension of the dockyard, including the construction of Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**) and the upgrading of the Graving Dock and Building Slip No. 4 (**Structures 2.17** and **2.19**) to accommodate larger ships. The Former Foremen's Office appears to have been built specifically to police this important western enclave of the dockyard.

3.368 Following the closure of the majority part of the naval dockyard in 1926, the Former Foremen's Office appears to have lain largely disused. In c. 1946 it became part of the civilian Hayes Shipyard, whose major source of work was Admiralty repair contracts.

Setting

Physical surroundings

- 3.369 The Former Foremen's Office forms part of a surviving cluster of later 19th century ship-wrighting buildings in the north-west corner of the dockyard, associated with the construction and repair of iron-clad and steel warships. Nearby are the Graving Dock, Building Slips Nos. 1, 2 and 4, the Western Camber and the Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**).
- 3.370 The proximity of this building to other listed and non-listed structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century buildings also extant in the vicinity impair the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 3.371 The Former Foremen's Office is located within a fenced-off part of the dockyard with no public access. The wider cluster of buildings of which it 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.
- 3.372 The building is almost completely hidden from public view by later buildings and piles of scrap cars.

Associative relationships with other assets

- 3.373 The Former Foremen's Office has a historic association with the nearby Graving Dock, Building Slips Nos. 1, 2 and 4, the Western Camber and the Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**), and the remaining later 19th century and early 20th century dockyard structures nearby derive significance from their shared historic origins and function in the construction and repair of wooden and, more particularly, iron-clad warships.

Summary of Significance

- 3.374 The significance of the asset is principally invested in its historic interest as an integral part of the 19th century functioning dockyard in the iron-clad era.







Structure 2.24 - South-West Martello Tower, Fort Road (West End)

3.375 Grade II* Listed Building (Designated 18th February 1994), also Scheduled Monument (PE332).

List Description

3.376 *Situated just off foreshore at west end of road running along south wall of dockyard (Fort Road).*

Exterior

3.377 *Limestone ashlar, basement and two storeys. Island fort of irregular octagonal plan, the sides steeply battered with heavy bull-nose moulding under high parapet pierced with gun loops on east, south-east and south sides. Windows are small and doubled as gun-loops, camber headed with raised shouldered surrounds and voussoirs, and over each is a smaller horizontal opening in thin raised surround, for smoke ventilation. East side has recessed parabolic arch breaking cornice with rusticated voussoirs above. To lower floor left is iron door in granite rusticated frame with keystone inscribed: 'VR 1851'; window to right and similar window above, both with horizontal vents over. Iron hoist bracket between floors. Broad chamfered windowless north-east angle, narrower south-east angle with two square gun-ports. south side is similar to east, parabolic arched recess with two horizontal gun ports. North side, west side and south-west angle are all narrower with window and vent on each floor. West side obscured by affixed navigation marker.*

History

3.378 *Defensive tower built 1848-51 by J and C Rigby, contractors of London, for the Board of Ordnance; one of a pair with the North East Tower at Front Street. Surviving plans of 1861 record that the tower was begun 11/11/1848 and completed 30/5/1851. It contained a basement magazine for 50 barrels of powder, a 4,520 gallon water store, and accommodation on two floors for 14 men in beds or 24 in hammocks and on the roof were one 32-pound gun on an iron traversing platform and four 12-pound brass howitzers mounted on garrison carriages. The principal purpose was to command the land rather than guard against attack from the sea. The armament appears to have been dismantled in 1881.*

Reason for designation

3.379 *An important example of Victorian military engineering. Group value with other listed structures at Pembroke Dockyard.*

Architectural Interest

3.380 The tower is a good quality example of a mid-Victorian defensive tower fort (actually a Cambridge Gun Platform rather than a Martello Tower). There is architectural pretention evident in the application of detailing, i.e. the recessed central bay, moulded window surrounds and voussoir arches. The character of the tower and the imposing scale and siting reflect the military function of the tower.

Historic Interest

3.381 At a national level, the building is illustrative of the development of coastal defences in the mid-19th century as a response to perceived deficiencies and vulnerabilities of key, strategic dock facilities to foreign attack or invasion. At a local level, it illustrates the evolution of the defences of the dockyard and the wider Haven as a consequence of national priorities. It has group value with a substantial collection of contemporary defences surrounding the Milford Haven waterway.

- 3.382 Historic associations with military figures of note, including Captain Edward Savage, make a minor contribution to the significance of the fort, although given the loss of armaments and fixtures and fittings, these associations make a comparatively small contribution to its special interest.

Setting

Physical surroundings

- 3.383 The South-West Martello Tower is located off the western edge of the dockyard. It faces onto the Haven to protect the military dockyard from sea-borne attack. Its siting on an exposed, isolated point outside the south-western edge of the dockyard reflects strategic military concerns to provide a wide arc of fire and extensive visibility of the western approach along the Haven also to cover movements along the road immediately south of the dockyard. These same views also clearly demonstrate the significant changes in the Haven and dockyard following the end of military primacy in the shift to industrial and commercial enterprises.

Experience of the asset

- 3.384 The asset is experienced as an attractive historical remnant associated with the historic naval dockyard use. It is located outside of the main dockyard itself, but its functional connection is evident from its proximity and shared robust character with the nearby Dockyard Wall (**Structure 2.1**).

Associative relationships with other assets

- 3.385 There are strong associations with the remaining 19th and early 20th century dockyard structures derived from their shared historic origins and function. The fort also has an associative relationship with the other military defensive structures associated with the dockyard, including the North-East Martello tower (**Structure 2.25**), the Dockyard Wall (**Structure 2.1**), the remnants of Pater Fort (**Structure 1.2**), the Defensible Barracks (**Structure 2.26**), and the important collection of contemporary forts and batteries around the Haven waterway.

Summary of Significance

- 3.386 The significance of the South-West Martello Tower derives from its historic value as a defensive fort. Further value is derived from its water-side setting and its robust Victorian architectural detailing. At a national level, the building is illustrative of coastal military defence structures during the 19th century. Historic associations with Captain Edward Savage make a minor contribution to the significance of the fort.



Structure 2.25 - North-East Martello Tower, Front Street (North Side)

- 3.387 Grade II* Listed Building (Designated 18th February 1994), formerly a Scheduled Monument (part of PE332) but was descheduled some time before 1999.

List Description

- 3.388 *Situated some 50 m off foreshore, close to north-east corner of dockyard.*

Exterior

- 3.389 *Limestone ashlar, basement and main storey plus top gun-platform. Trefoil plan with flat front to landward, curved ends and curved seaward side. Battered walls to heavy bull-nose moulding under high coped parapet. South side has centre parabolic arched recess breaking cornice with rusticated voussoirs. Six small musketry loops in parapet over. Within arch is granite rusticated doorway dated: 'VR 1851'; two loops each side and iron hoist to left. One window above with keystone. To left and right of arch, single loop, then curved ends each with three camber-headed, ashlar framed windows with smaller square openings above. Seaward side not inspected.*

History

- 3.390 *Offshore defensive tower, built 1848-51 by J. and C. Rigby, contractors of London, for the Board of Ordnance; one of a pair with the smaller south-west tower at Fort Road. The towers were primarily designed to command the roads east and south of the dockyard. Built to accommodate officers and 33 men, with basement stores, 12,500 gallon water tank and magazine for 198 barrels of powder. The main floor had two soldiers' rooms and officers' quarters. The roof had 3 x 32-panel guns mounted on traversing platforms and four brass 12-panel howitzers. The armament appears to have been removed in 1881.*

Reason for designation

- 3.391 *An important example of Victorian military engineering. Group value with other listed structures at Pembroke Dockyard.*

Architectural Interest

- 3.392 *The tower is a good quality example of a mid-Victorian defensive tower fort (actually a Cambridge Gun Platform rather than a Martello Tower). There is architectural pretention evident in the application of detailing i.e. the recessed central bay, moulded window surrounds and voussoir arches. The character of the tower and the imposing scale and siting reflect the military function of the tower.*

Historic Interest

- 3.393 *At a national level, the building is illustrative of the development of coastal defences in the mid-19th century as a response to perceived deficiencies and vulnerabilities of key, strategic dock facilities to foreign attack or invasion. At a local level, it illustrates the evolution of the defences of the dockyard and the wider Haven as a consequence of national priorities. It has group value with a substantial collection of contemporary defences surrounding the Milford Haven waterway.*
- 3.394 *Historic associations with military figures of note, including Captain Edward Savage, make a minor contribution to the significance of the fort, although given the loss of armaments and fixtures and fittings, these associations make a comparatively small contribution to its special interest.*

Setting

Physical surroundings

- 3.395 The Martello tower is located off the north-eastern edge of the dockyard. It faces onto the Haven to provide a defensive role for the military dockyard. Its siting immediately north-east of the corner of the dockyard reflects strategic military concerns to provide a wide arc of fire and extensive visibility of the northern approach along the Haven as well as the opposite shore, also to cover movements along the road immediately east of the dockyard. These same views also clearly demonstrate the significant changes in the Haven and dockyard following the end of military primacy in the shift to industrial and commercial enterprises.

Experience of the asset

- 3.396 The tower has recently served as a local museum, but is currently not accessible to the public. The asset is experienced as an attractive historical remnant associated with the historic dockyard. It is located just outside of the main dockyard itself, but its functional connection is evident from its proximity and shared architectural character with the nearby boundary wall.

Associative relationships with other assets

- 3.397 There are strong associations with the remaining 19th and early 20th century dockyard structures, derived from their shared historic origins and function. The tower also has an associative relationship with the other military defensive structures associated with the dockyard, including the South-West Martello tower (**Structure 2.24**), the Dockyard Wall (**Structure 2.1**), the remnants of Pater Fort (**Structure 1.2**), the Defensible Barracks (**Structure 2.26**) and the important collection of contemporary forts and batteries around the Haven waterway.

Summary of Significance

- 3.398 The significance of the North-East Martello Tower derives from its historic value as a defensive fort. Further value is derived from its water-side setting and its robust Victorian architectural detailing. At a national level, the building is illustrative of coastal military defence structures during the 19th century. Historic associations with Captain Edward Savage make a minor contribution to the significance of the fort.



Structure 2.26 – Defensible Barracks, Presely View

- 3.399 Grade II* Listed Building (Designated 1974), also Scheduled Monument (PE379). [Not shown on Figure 1 as it is just to the south of the area covered by this figure]

List Description

- 3.400 *Situated on the crest of Treowen or Barrack Hill, some 300 m south of, and overlooking, the Royal Dockyard.*

History

- 3.401 *The superintendent engineer was Captain Farris RE, the contractor Thomas Jackson of Pimlico, work commenced 6/9/1841 and was completed 12/1/1846 to a cost of £39,323, 9s, 25d. Built to house the Royal Marines, in 1882 it became HQ of 9th Welsh Garrison Artillery Brigade. 1899 HQ Pembroke Fortress, 1914-18 HQ No. 26 Pembrokeshire Fire Command, October 1914 became Siege Training School, 1926 HQ Coast Defences Welsh Ports.*
- 3.402 *During World War Two 17 men were accidentally killed in an explosion. Post 1945 use for training Territorial artillery, and eventually sold to South Pembrokeshire Council as council store and since sold again. South range rented as golf club house.*
- 3.403 *One of the most unusual barrack buildings in Britain, probably the last example of a 'square bastion trace' fortification built in Europe. The form of the design dates back to 16th century Italy, though Fort Worth, USA, of 1861 is later. The design was a compromise between the need to accommodate troops and the need to fortify the hill. It is doubtful whether the buildings achieved the latter adequately, as the buildings would not have resisted bombardment.*

Exterior

- 3.404 *1841-6 defensible barracks, built to house officers and men of the Royal Marines, and, to a limited extent, to provide landward defence for the Royal Dockyard.*
- 3.405 *The centre of the platform is a 140 foot (42.67 m) square parade enclosed by barrack blocks, entered via a projecting north gatehouse. Coursed rubble stone with ashlar dressings, band, parapet and hipped slate roofs with red brick chimneys.*
- 3.406 *The gatehouse has a pedimented ashlar front, five musketry loopholes over a sill band and moulded cambered arched gateway with datestone 'VE 1844' over and two flanking loopholes. Wall breaks back each side with loophole each floor. Winches for the former sliding drawbridge are in the rooms each side of the entry. The flank walls of the gatehouse are loopholed on both floors and return to the north side of the barracks.*
- 3.407 *The barracks are four two-storey ranges with basements around the central square, the corners chamfered for access passageways to the bastions through tall cambered archways with double wooden doors. The external elevations were originally pierced with 419 ashlar square musketry loops (the number since reduced by the insertion of some sash windows), in two floors and arranged in groups.*
- 3.408 *There is a central projecting square block to the west, east and south sides with sash windows to the front and loops to the sides, the east block carrying an iron water tank. The chamfered corners have steps down to basement stores at each side of the gateways, four loops each side at ground floor and eleven at first floor.*
- 3.409 *The north external wall has contemporary brick additions (marked in 1862 plan), to the west of the gatehouse with flat concrete roof, to the east with hipped slate roof, a former detention room and cell block. A smaller structure to the east was a fire-engine shed. Later 19th century additions on*

the south wall, a 5-bay lean-to timber gun shed, a gabled billiard room and latrine. The west wall formerly had a lean-to timber 'skidding shed'.

Interior

- 3.410 *East and west ranges were full-depth barrack rooms with timber floors on slotted cast-iron joists and beams. Ashlar centre stairs with iron balustrades rising from basement to first floor. Slop bucket recesses next to the barrack-room doors. Timber king-post roof trusses. South section of east range converted c. 1985 to small hotel rooms. West range has a dumb-waiter set in a partition wall rising from the basement bakery.*
- 3.411 *In the basements of the projecting centre blocks were cartridge magazines with brick cavity walls. Adjacent lighting passage, permitting light through a glass-sealed recess, to avoid fire in the magazines. The west magazine has copper-faced shifting lobby doors still with WO form 949 'Standing orders for artillery magazines' attached.*
- 3.412 *The south range had officers' quarters in the centre, ante-room and mess to the east, the north range has soldiers' mess, bar and tap, and married quarters. The basement rooms reached by the external stairs in the chamfered angles were stores, laundry, latrines and magazines.*
- 3.413 *The north-east powder magazine in the east curtain has two barrel-vaulted chambers entered by a metal-clad door and wooden gate, the outer chamber divided by a wooded partition was a 'filled shell store', the inner chamber is entered by a fully equipped 'shifting lobby' and is divided into a cartridge store and larger shell store, the former with timber magazine skidding and a horizontally-sliding issue hatch, the latter with two issue hatches.*

Reason for designation (from Scheduling description)

- 3.414 *The monument is of national importance for its potential to enhance our knowledge of post-medieval/modern aspects of warfare and politics.*

Architectural Interest

- 3.415 The Defensible Barracks is a very good example of a square bastion fort. There are many surviving architectural elements which add to the significance of the structure and provide useful information on its military function(s). Although constructed principally to provide accommodation for military personnel involved in the provision of security at the Admiralty dockyard, it was also designed to have a defensive capability to protect against landward assault on the dockyard.

Historic Interest

- 3.416 At a national level, the building is illustrative of the development of coastal defences in the mid-19th century as a response to perceived deficiencies and vulnerabilities of key, strategic dock facilities to foreign attack or invasion. At a local level, it illustrates the evolution of the defences of the dockyard and the wider Haven as a consequence of national priorities. It has group value with a substantial collection of contemporary defences surrounding the Milford Haven waterway.
- 3.417 The presence of a fort at this location is indicated on maps of c. 1829-30, although this is probably a proposed structure and work on the present building is unlikely to have commenced until around 1841.
- 3.418 Historic associations with military figures of note, including Major-General Charles George Gordon (of Khartoum), and also Arthur Lowe (Captain Mainwaring of 'Dad's Army' fame) make a minor contribution to the significance of the fort.

Setting

Physical surroundings

- 3.419 The key element of the setting of the Defensible Barracks is its elevated position overlooking the dockyard and the haven beyond. It also overlooks the adjacent town, although its role as a defensive position against landward invasion has been undermined by the gradual encroachment of urban development, which now extends right up to the eastern edge of the fort and very close to the southern edge. The land to the west of the fort is now a golf course, so open views to and from this side of the structure retain more of their original extent.

Experience of the asset

- 3.420 The fort is not open to the public, although some elements have been converted to residential use and the whole structure was up for sale (by auction) as recently as January 2019.
- 3.421 The gatehouse is readily visible from Presely Road and this also allows limited views through into the interior. There are also views of the outer moat and walls, and the upper parts of the interior structures, from the south and west.

Associative relationships with other assets

- 3.422 There are strong associations with the remaining 19th and early 20th century dockyard structures, derived from their shared historic origins and function. The tower also has an associative relationship with the other military defensive structures associated with the dockyard, including the South-West and North-East Martello towers (**Structures 2.24** and **2.5**), the Dockyard Wall (**Structure 2.1**), the remnants of Pater Fort (**Structure 1.2**) and the important collection of contemporary forts and batteries around the Haven waterway.

Summary of Significance

- 3.423 The significance of the Defensible Barracks derives from its design and from its association with the Admiralty dockyard. Further value is derived from its elevated location and its architectural detailing. At a national level, the building is illustrative of coastal military defence structures during the 19th century. Historic associations make a minor contribution to the significance of the structure.





Phase 2 Overall Summary of Significance

- 3.424 The importance of the surviving Phase 2 structures within and adjacent to the dockyard is acknowledged by their almost complete individual designation at some level, demonstrating their national significance.
- 3.425 For many of the Phase 2 structures, their significance is enhanced by their group value; and several groups can be identified. One group in the north-western part of the dockyard have a shared value with regard to shipbuilding – this group includes Buildings 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**), the Timber Pond (**Structure 2.14**) and the Former Oakum Store (**Structure 2.22**).
- 3.426 There is a second group of structures associated more with dockyard security, this includes the Dockyard Wall (**Structure 2.12**, possibly **Structure 2.5**), the gate, gatepiers and lodges at the main entrance (**Structure 2.2**), the Former Guard House (**Structure 2.20**) and the Former Foremen's Office (**Structure 2.23**) which appears to have been constructed as a guard house to provide additional internal security at the western end of the dockyard.
- 3.427 In the south-eastern part of the dockyard is a group of Phase 2 buildings associated with accommodation of senior officers (**Structures 2.3, 2.4, 2.6, 2.7, 2.8, 2.9, and 2.10**). These have a formal layout and composition and some of the formal landscaping to the north of these buildings has survived. The Dockyard Chapel (**Structure 2.11**) should be included with this group as it was almost certainly built for the use of senior officers and their families. Some of the formal design used for this group can also be seen in other surviving Phase 2 buildings that were associated more with the administration and management of the dockyard, such as the Former Captain Superintendent's Office (**Structure 2.21**), The Old Storehouse (**Structure 2.12**) and Sunderland House (**Structure 2.13**).
- 3.428 A final group of buildings positioned outside the dockyard is associated with the defence of the dockyard; this comprises the South-West and North East Martello Towers (**Structures 2.24 and 2.25**) and the Defensible Barracks (**Structure 2.26**).
- 3.429 However, it is crucial that the Phase 2 buildings are seen not just as several groups of buildings related by function (and in some cases by design), but more importantly as a single very well-preserved collection which collectively demonstrate many if not all of the elements expected for an Admiralty dockyard of this period.
- 3.430 Several of the Phase 2 buildings are listed at Grade II* and two of these are also Scheduled Monuments; the Defensible Barracks (**Structure 2.26**) and the South-West Martello Tower (**Structure 2.24**). In some cases this enhanced listing grade reflects known historic associations with the architect as well as the importance of the building arising from its role within the dockyard. The structures listed at Grade II are those which are less elaborate and more representative of their type, or which have been substantially altered.
- 3.431 The only structure of this phase which is not individually designated is the section of enclosing wall to the west of the Former Captain Superintendent's House (**Structure 2.5**). This wall is not mentioned in previous studies or published histories of the dockyard and would bear more detailed scrutiny in order to ascertain further details regarding its date and function. The north-south aligned part of the wall at its western end is attached to the Dockyard Wall (**Structure 2.1**) and arguably therefore is part of that Grade II listed structure. The maps and plans of the early dockyard show the main dockyard wall in this location (around the mid-point between Paterchurch Tower and the Main Gate – see Figures 9, 10 and 12 in Appendix 10.1 of the ES), prior to expansion in 1844 which led to the incorporation of the Paterchurch building complex within the walled dockyard. If the north-south aligned part of **Structure 2.5** can be shown to be part of the original dockyard wall then this would give it a much greater level of importance than can be

assigned to the east-west aligned section which appears to have been added during Phase 3 to create an enclosed garden or paddock associated with the Former Captain Superintendent's House and associated stable range (**Structures 2.3** and **2.4**).

- 3.432 A few of the buildings have been restored to a high standard, notably The Old Storehouse (**Structure 2.12**) and No. 1 The Terrace (**Structure 2.6**), whilst most of the others are reasonably well-maintained. The principal exceptions are the Former Captain Superintendent's House and adjacent Long Stable Range (**Structures 2.3** and **2.4**), both of which have suffered from recent neglect and vandalism. The Former Foremen's Office (**Structure 2.23**) has also been neglected (but not vandalised) whilst there are current uncertainties regarding the future ownership and use of the North-East Martello Tower (**Structure 2.25**) and the Defensible Barracks (**Structure 2.26**).
- 3.433 All of the Phase 2 structures should be considered to be of high significance, enhanced by group values on top of historic and architectural values. They represent the surviving early elements of the only Admiralty dockyard ever to be established in Wales, one which was responsible for the construction of a substantial number of naval vessels.