



West Bay or Bridport Harbour
Conservation Area Appraisal
Reviewed October 2013

Review 2013 of West Bay/Bridport Harbour Conservation Area Appraisal
The review is to be read in conjunction with the 2003 conservation area appraisal

A. Introduction

Conservation areas have special architectural or historic interest and it is desirable to preserve or enhance their character or appearance. West Dorset has 79 conservation areas, for which there is an ongoing programme of review that includes reviewing the 2003 conservation area appraisal for Bridport Harbour known as West Bay.

The conservation area was designated in 1972 and extended in 2003.

Planning decisions must be based on a thorough understanding of the conservation area's character in order to effectively conserve the area's special interest. Conservation area appraisals are therefore essential tools for the planning process. They are also of prime importance for informing any enhancement works and may provide a longer-term basis for effective management of conservation areas.

The 2003 conservation area appraisal remains relevant and useful in guiding planning in West Bay. It is not proposed to rewrite the conservation area appraisal but update it through this review.

The local community and other interested parties were consulted (May-June 2013) on this review. Following consultation, the district council adopted the review on 10 December 2013.

B. Conservation Area Boundary and the New West Pier and Outer Harbour

The review adjusts the conservation area boundary to follow more accurately the outline of the historic west pier (shortened as part of harbour improvements, 2002-2004, which comprised a new west pier and outer harbour). The conservation area boundary will be a useful reminder of the full length of the historic west pier (fig A). As part of the harbour improvements, there was also improvement to the historic east pier and therefore, the conservation area boundary has been adjusted to correspond with this as well (fig A).

Besides their practical uses, the new west pier and new outer harbour (fig A) have acquired, for example in terms of recreation and sensory experience, the same significance (see Sub-Area 1: Harbour & Immediate Margins, page 18 onwards, in the Conservation Area Appraisal). The new harbour and new pier also provide extensive and interrelated views (viewshed) of the conservation area and the World Heritage Coast and direct views into the old, now inner, harbour – the same as the historic west pier. This means the new harbour and new pier are essential to the setting of the conservation area and through their conjunction with the conservation area, the Grade II listed old harbour and the Grade II listed stump of the historic west pier are considered **important local buildings** (called *buildings of local importance* in the Appraisal).

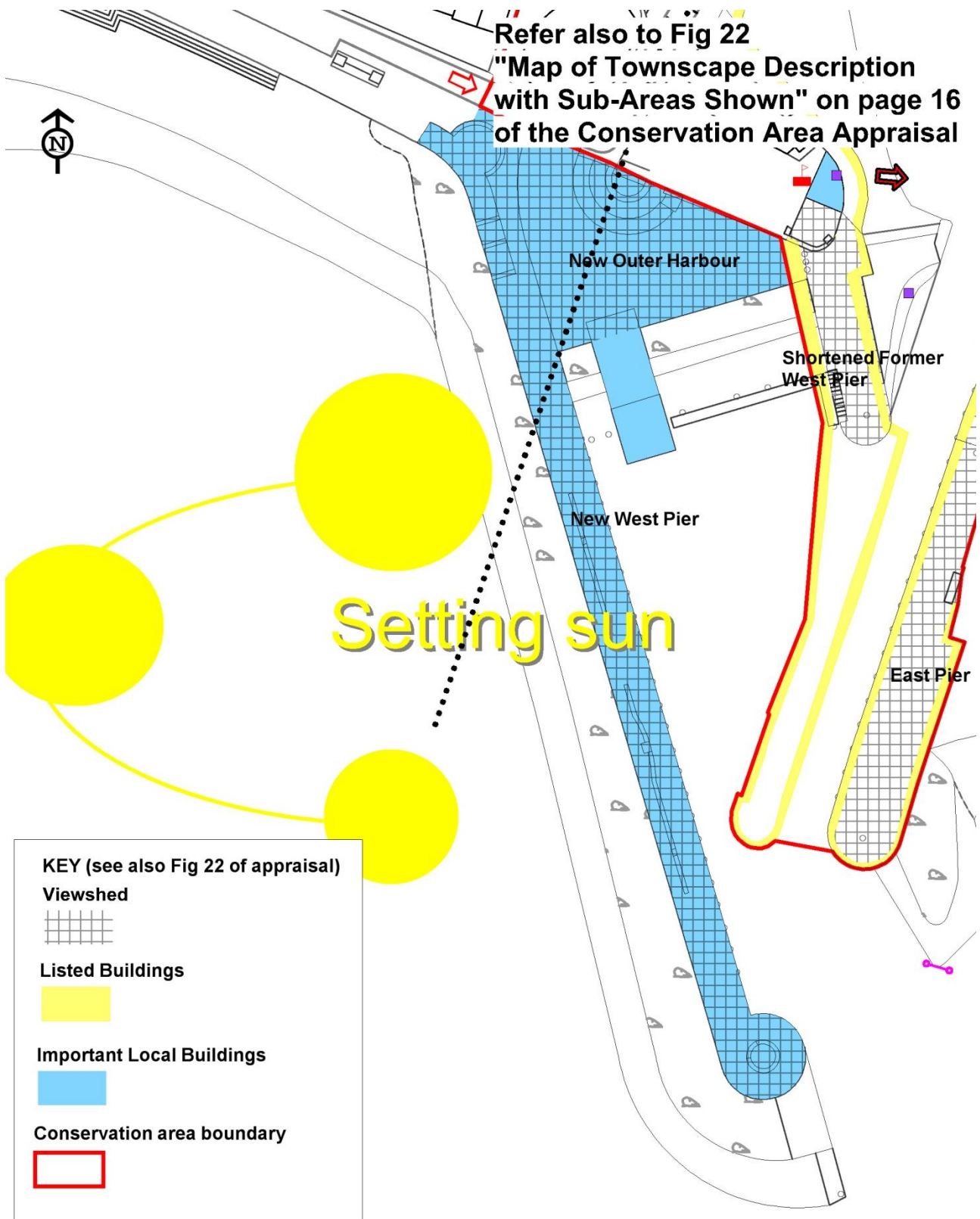


Fig A. New West Pier & Outer Harbour & Shortened Historic West Pier
(Refer also to Fig 22, *Map of Townscape Description with Sub-Areas Shown* on page 16 of the Conservation Area Appraisal)

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C. Other Updates Required to the Conservation Area Appraisal (Adopted 2003)

Other updates are required as follows:

Building Uses

Page 10, Fig 14, Map of Building Uses, the Shipyard Site is no longer vacant.

Page 10, 3rd paragraph, 3rd and 4th line, the Messrs Norman Good warehouse is no longer a 'sand and gravel' company.

Page 10, 3rd paragraph, 5th line, Sladers Yard has been converted to retail.

Townscape Description

Page 17, Fig 22, Map of Townscape Description with Sub-Areas Shown is updated in regard to the new West Pier and Outer Harbour and the shortened, former West Pier (see Fig A above).

Sub-Area 1: Harbour & Immediate Margins

Page 18, 1st paragraph, 3rd line, following the harbour improvements (2002-2004), there are no longer two parallel piers leading the eye to the open sea.

Page 19, 5th line from the top, the viewshed has been changed in terms of area and location due to the shortening of the old west pier and the construction of the new west pier (fig A above).

Page 19, 3rd paragraph, the development of the Old Shipyard means the 1960s development does not obtrude as much but the views westwards have been interrupted and the recent multi-storey blocks of flats introduce a new style to the harbourside.

Sub-Area 2: South-East of Harbour & South of St John's Church

Page 21, Fig 34, it is now the former Methodist Chapel.

Page 21, 4th paragraph, it is now the former Methodist Chapel and leased to the Bridport Development Trust.

Page 23, 5th paragraph, 5th line, having been developed, the Old Shipyard is no longer a gap.

Sub-Area 4: East of West Bay Road

Page 29, 4th paragraph, the Harbour Garage has been redeveloped (residential, some retail) with a four storeys block, reminiscent of a stone industrial building, facing West Bay Rd.

Problems and Detriments

Page 30, 5th paragraph, part of the former Shipyard has now been developed but still has a bearing on The Mound, the Harbour and views in general.

Page 31, 8th paragraph, the West Bay Road car park has new toilets.

Page 32, 3rd paragraph, Sladers Yard and the adjacent No 6 are now maintained.

Page 32, 5th paragraph, Sladers Yard boundary is in good condition.

Page 32, 6th paragraph, 1st bullet point, the Harbour Garage has been redeveloped.
3rd bullet point, the grass margins bordering Chesil House are improved.

Conservation Area Boundary Review

Page 34, 1st paragraph refer to Item B above titled *Draft Review 2013 of the Conservation Area Boundary and the New West Pier and Outer Harbour*.

Page 34, 2nd paragraph, 3rd line, the Old Shipyard is now developed.

D. Summary of the Character Appraisal

Page 39, **Sub Area 4: east of West Bay Road (page 30)**, 12th line, the Harbour Garage has been redeveloped.

E. Information and Contact Details

Criteria used for assessing the contribution made by **important local buildings**:

In line with English Heritage guidance, an “important local building” is one that makes a positive contribution to the special interest of a conservation area, and where this is the case, the building will be included in a local list within the conservation area appraisal. Two basic criteria were used; the actual design characteristics, such as mass, skyline, interesting details, materials and existing or former use; and position relative to the wider setting, individual or groups of Listed Buildings.

Contacts: West Dorset Design & Conservation Officer (01305 251010) or e-mail planning@westdorset-weymouth.gov.uk

F. References

West Bay/Bridport Harbour Conservation Area Appraisal, West Dorset District Council, 2003, available at <http://www.dorsetforyou.com/conservation/west>

G. Maps

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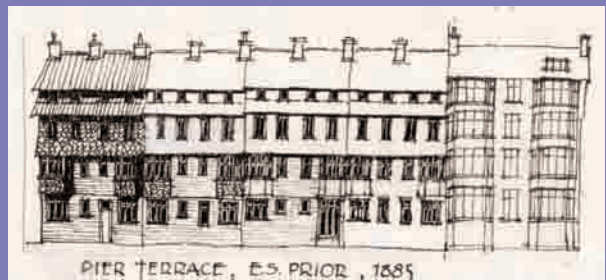
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West Bay Bridport Harbour

Conservation Area Appraisal Supplementary Planning Guidance



January 2003



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1. Approaches & Aims

West Dorset District Council is required by Section 71 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 to formulate and publish proposals for the preservation and enhancement of Conservation Areas. At the time of the designation of the Bridport Harbour (West Bay) Conservation Area in 1972, there was minimal appraisal of its qualities. This Character Appraisal, therefore, intends to define the Conservation Area's "special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance", which is the basic definition of a Conservation Area.



The designation of a Conservation Area introduces control over certain demolition and changes to buildings and features and the lopping or felling of trees above a particular size.

The special qualities of Bridport Harbour are appraised in terms of historical evolution, settlement pattern and building uses, and by analysis of the 'townscape' of the Conservation Area. Building materials and local building traditions are examined, as are problems and detriments. The Conservation Area boundary is re-assessed and the whole document summarised at the end.

It is the Conservation Area and its positive qualities that the Council is committed to preserve and enhance, and where possible, necessary improvements will also be sought or encouraged.

Therefore, the primary aims of the Character Appraisal are: -

- Providing a basis for monitoring and controlling change;
- Identifying threats to the Conservation Area's 'special interest' and providing the basis for further work where the need for enhancement has been identified;
- Guiding the assessment of planning applications in the area;
- Assessing whether there is a need to review the Conservation Area boundary;

It is recognised that the views of the local Community and other interested parties are essential and should be taken into account before any additional controls or enhancement schemes are implemented.

In November/December 2002, the Community was consulted on this Appraisal, including the changes to the Conservation Area boundary.

Following public consultation, the District Council's Environment Overview and Scrutiny Committee adopted the West Bay Conservation Area Appraisal on 28 January 2003 as Supplementary Planning Guidance to the Adopted West Dorset District Local Plan.

2. Setting

Bridport Harbour is the historic core of West Bay, which is a small coastal settlement, 2 kilometres south of the town of Bridport. The main vehicular link between the town and the port is West Bay Road with its ribbon of modern development, whilst the natural link is the River Brit and its significant area of undeveloped floodplain.

The A35 bypass acts as a form of severance between Bridport and West Bay, but its visual impact from West Bay is limited.

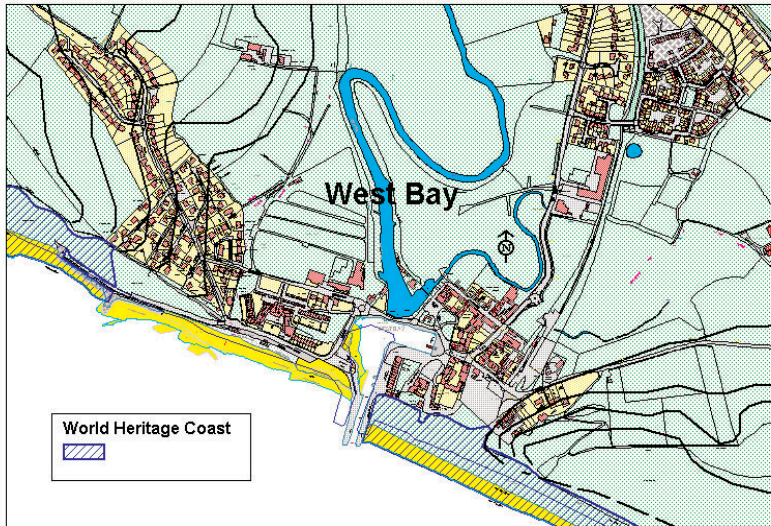


Fig 1. Map of West Bay - not to scale.



Fig 2. Location Plan - not to scale.

It is from the shoreline that the influence of local topography on the extent of West Bay is apparent. West and East Cliff form dramatic end-stops to the built form, although the transition to the magnificent scenery of the World Heritage Coast is interrupted by the West Cliff housing estate up to the 40 metres contour. Most of the settlement is constrained by either the river floodplain or steep coastal slopes.

Cliff top views reinforce the understanding of the topographical setting, and from such vantage points, the Harbour piers command the attention being the means through which the river meets the sea.



Fig 3. Panoramic View from East Cliff.

3. Historical Background & Archaeology

Medieval Bridport grew prosperous as the result of its rope industry and its seaward port. Around 1740, a new Harbour was constructed on the site of the present one and between 1823 - 45 were major improvements. The port was small to medium size, but merited a small Custom House. Bridport became a full 'bondport' in 1832, suggesting that secure, bonded warehouses had already been built at its port.

In 1779, there is the first reported launch of a ship from the 'Old Shipyard', to the west of the inlet. Shipbuilding was a significant activity throughout the Napoleonic Wars. The last boat was built in 1879. In its heyday, the shipyard employed up to 300 men.

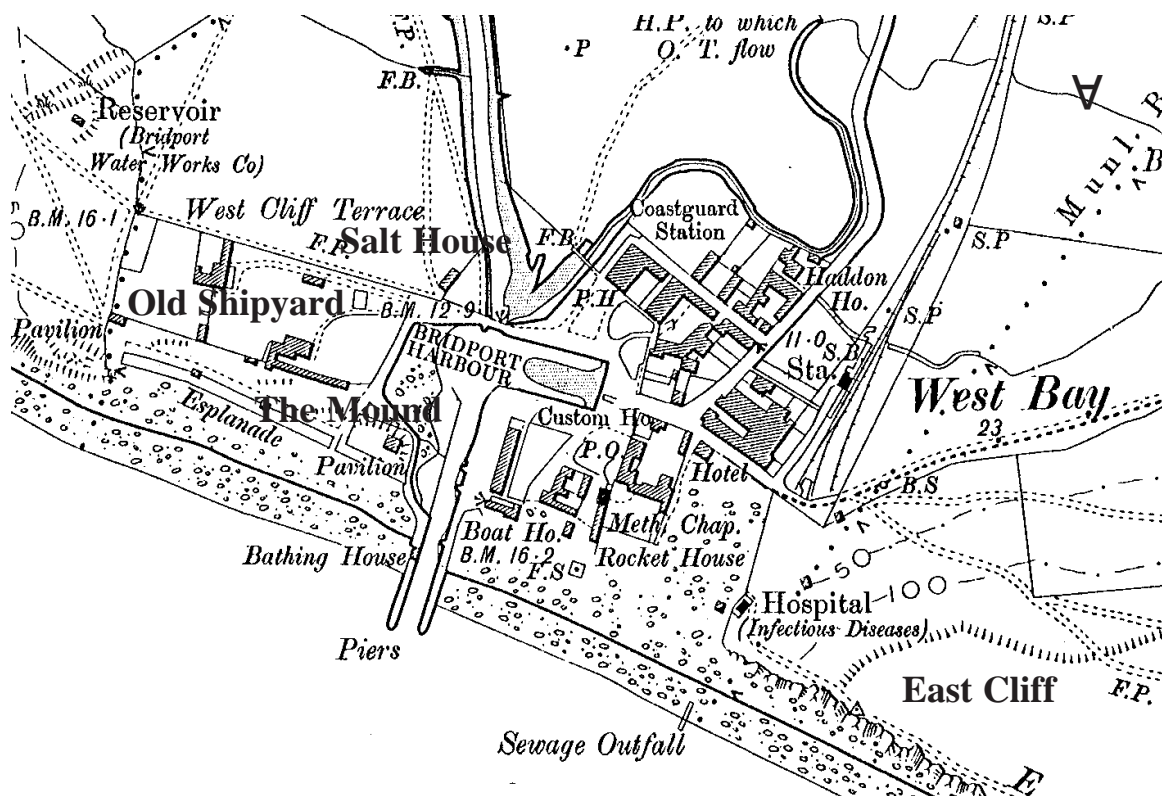


Figure 4. O S Map, 1903 Edition - not to scale.

As represented by the early 19th century Salt House, fishing was another important port activity, and continues to the present-day.

In 1857, the railway arrived at Bridport and the Harbour went into decline and lost its customs status. In 1884, the railway was extended near to the port and in the following year, the Harbour Commissioners constructed a road around the west side of the Harbour, to provide access to West Beach. At this time, the settlement was renamed West Bay.

This new name marked the birth of West Bay as a seaside resort and in 1887, the West Bay Land and Building Company built Pier Terrace as a speculation, thereby introducing a new type and scale of building. The same year saw the opening of the Esplanade along West Beach and the pavilion on The Mound and the resort was enhanced by improvement to its public houses and hotels. In 1914, the West Cliff estate was sold for residential development.

The Pavilion was washed away in 1942 and the Old Shipyard was re-developed into holiday units in the 1970s. The post-war period also saw the increased commercialisation of the core, with the conversion of older buildings into shops, cafes and tourism-related uses. The use of the car increased, causing a major impact on the area around the Harbour and in the vicinity of East Beach.

Based on present information, the archaeological significance of Bridport Harbour is difficult to quantify, especially before the 18th century, because the exact positions of earlier harbours are not known. More known archaeological interest appears to lie with the development of the port in the 18th and 19th centuries. The 'West Bay Dorset Historical Report', by Keystone Historic Building Consultants (2000), examines the history of the Harbour in some detail and suggests, "if the piers are opened up extensively for remedial works, an archaeological watching brief is recommended to record and note anything of interest". This is being carried out during the Harbour Improvement Scheme works of 2002-2004.



Fig 5. Aerial View of West Bay circa 1920s.

As evidenced by the photographic archive, the shipbuilding industry was a major historic element. Developments in West Bay that entail substantial ground disturbance may affect earlier harbours or archaeological remains associated with such harbours. Many of the buildings and structures in West Bay are of archaeological interest and redevelopment could affect their historic significance. Where a planning application is likely to have archaeological implications, the application should be accompanied by an appropriate archaeological assessment and/or evaluation report. For information on this matter, the 'Advice & Management' Archaeologist at Dorset County Council should be consulted.

4. Evolution

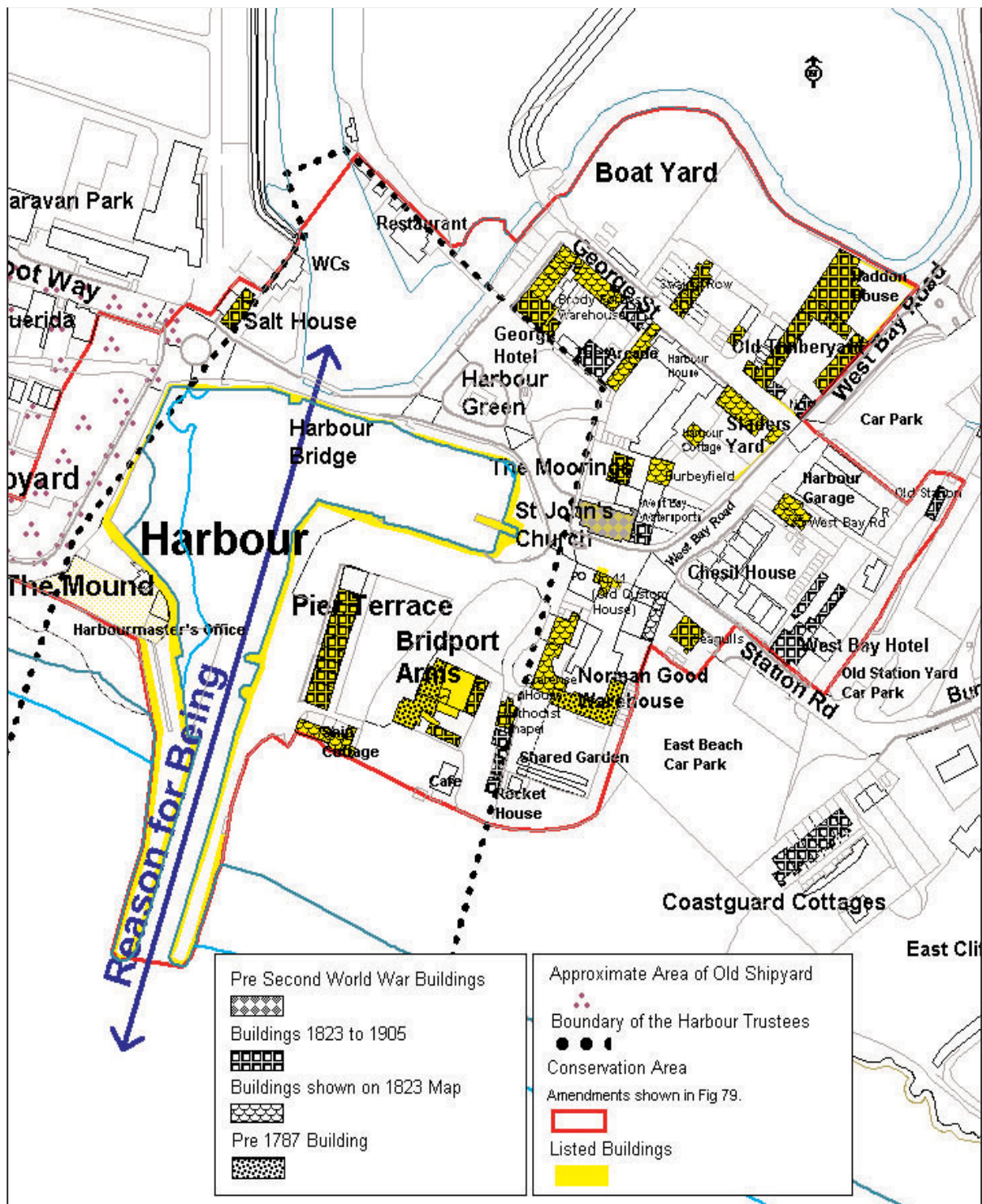


Fig 6. Map of Evolution - not to scale - line of harbour boundary based on best available information.

A sense of the port's raison d'être (reason for being) is provided from a vantage point on Harbour Bridge - under which the river flows, to be taken out to sea directly between the Harbour piers. The visual continuity and straight axis of 'river entry, Harbour and sea' will change when the Harbour Improvement Scheme is complete, as the new harbour arm will block the view of the sea from the Bridge. Instead, it will be The Mound, with its former Pavilion and community use that will offer, albeit laterally, a view of 'river, Harbour and sea'.

Old 19th century maps, suggest that land ownership largely determined the pattern and the rate of development. They show an ownership boundary, "... of the premises of the Trustees of the Harbour...", which surrounds the Harbour basin, running just west of the Harbour, up to and over the river, then alongside the north frontage of Harbour Green and lastly due south against the western boundary of Messrs Norman Good's warehouse. Around the harbour basin, this Harbour Boundary created a large open space, which has almost been preserved until the present-day. This ownership boundary has resulted in a concentration of housing and commercial developments to the east and north-east of the Harbour.

The 1740 Harbour improvement, and the development of the Shipyard suggest an 18th century core around the west and east edge of the improved port. The Shipyard has almost disappeared but at one time, there were thirteen houses and a ropewalk within its boundaries as well as slipways and construction sheds.

Evidence of earlier layout is limited. The Bridport Arms possibly has 17th century construction and it is conceivable that the Bridport Arms was the centre of early development. The former Bonded Stores (Messrs Norman Good's warehouse) has stone mullioned windows that may signify a 17th century building, since in Dorset, 'Tudor' details appear until quite late. The store may even relate to the first improvement of the Harbour in 1740 and is shown on an Admiralty Chart of 1812.

The majority of the Listed Buildings are late 18th - early 19th century of various types: warehouses and other maritime structures; individual dwellings probably related to professional or managerial occupants; and smaller houses or terraces, conceivably occupied by the shipyard workforce and other maritime trades.

West Bay Road was properly made in 1819 and it is likely that George Street preceded the Harbour improvement in 1824. Haddon House was built around 1839, suggesting a later northern addition.

The next evolutionary phase was the extension of the Bridport Railway in 1884 and the renaming of the settlement as West Bay. The Bridport Railway used the floodplain, running east of the river and West Bay Road. Then followed the construction of Pier Terrace and the Esplanade, which are the only built parts of a 19th century speculative masterplan.

The Moorings, and St John's Church signify a later creative flourish.



Fig 7. View out to sea from the Harbour Bridge - soon to change when the new harbour arm is complete.

5. Settlement Layout or Pattern

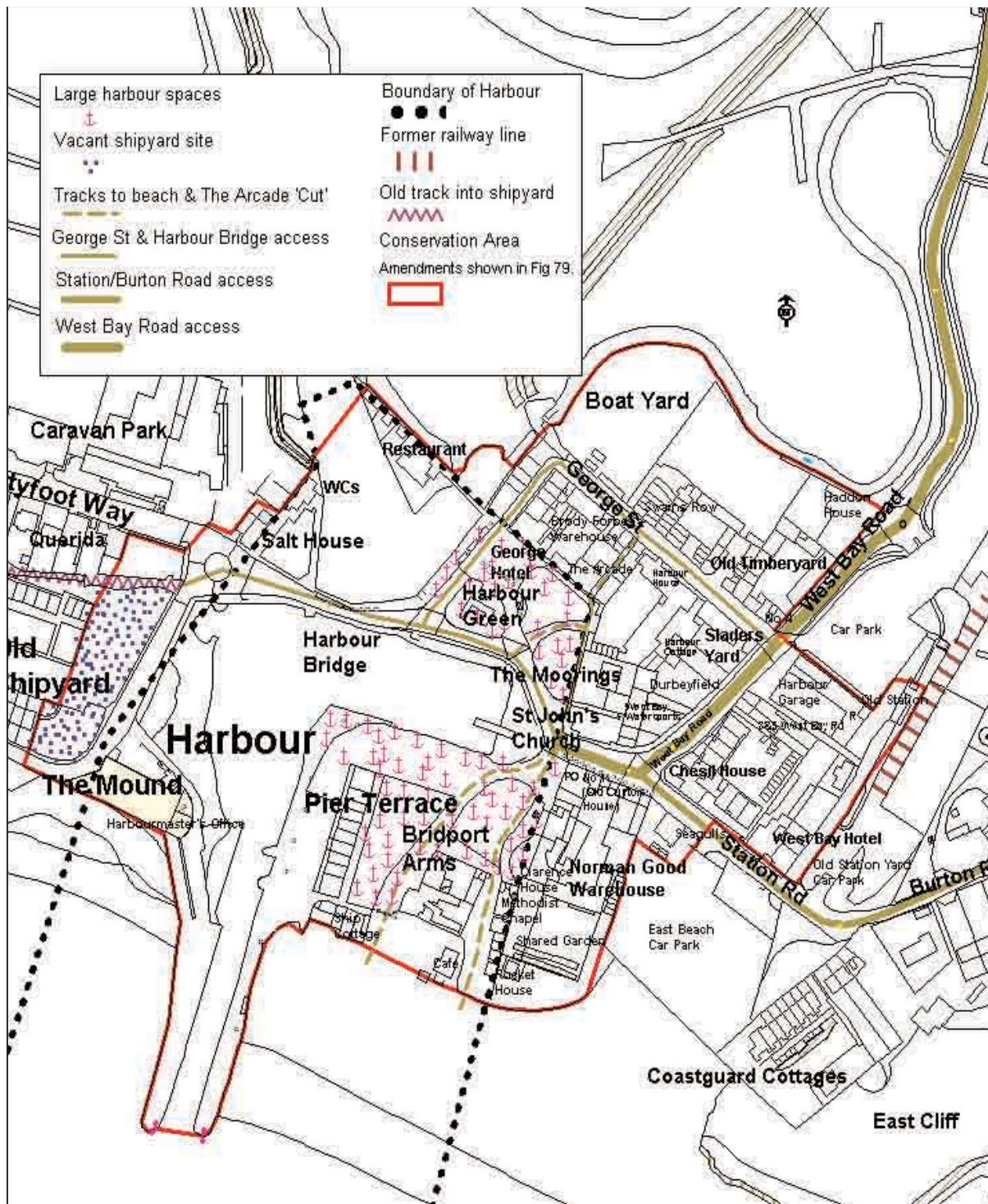


Fig 8. Map of Settlement Layout or Pattern - not to scale.

- It is the spacious Harbour area that defines the heart of the settlement and dictates its layout. The historic built-up areas (with former maritime uses) have had to relate to the specific needs of the Harbour area and to this day are still serving and benefiting from it. Therefore, with the exception of the Salt House, the track into the former Shipyard and its remnant boundary walls, the older road layout, buildings and structures lie to the east and north-east of the Harbour area.

West Bay Road is the main artery to and from the settlement and also forms a junction with Station Road or Burton Road, which is the only alternative road in and out. The presence of shops and St John's Church in West Bay Road, focus activity, but the road's true role is to connect with the Harbour area that remains the heart or major node of the settlement.

Off the West Bay Road, George Street, with its straight alignment and constant width, gave opportunity for port related expansion and was purposely planned to serve the Harbour area. It returns by a right angle to Harbour Green.

There are 3 other exits from the Harbour area: the road over the Harbour Bridge that was originally to the Old shipyard; and 2 small passages, on either side of the Bridport Arms and providing access to the beach.

The road pattern of the historic settlement, including the Harbour area, still reflects the road and track layout shown on manorial Tithe maps of the 1840s.

The course of the railway forms an eastern edge to the settlement and today the old line is a cycle way to Bridport.



Fig 9. View southwards to open space between Pier Terrace on the west & Methodist Chapel on the east.

- Within the Harbour area are 2 large spaces: a southern space bounded by the Bridport Arms and the Methodist Chapel, the return angle of the West Bay Road shops and Pier Terrace; and a northern space formed by the west elevation of St John's Church, the boundary walls of The Moorings, The Arcade and the George Hotel, known as Harbour Green. These spaces are subdivided by historic tracks that ran over the operational area of the Harbour but Pier Terrace interrupted the once larger space to the south.



Fig 10. View northwards towards Harbour Green.

Inside the Harbour area, there has been assertive late 19th century holiday development in the form of Pier Terrace and the lost Pavilion on The Mound; and earlier development that met port and community needs and clung against the Harbour Boundary, such as the Methodist Chapel and Rocket House. Otherwise, the Harbour Boundary has protected the Harbour area well.

- Outside the Harbour area, after the main historic growth, there has been a process of infill and renewal, for example, The Moorings and St John's Church are 19th and 20th century inserts and Harbour House and Chesil House are examples of large-scale redevelopments of the 1960s and 1970s.



Fig 11. Building frontages outside the Harbour area: passageway, back of pavement, back of plot & Harbour Boundary.

Most buildings are set in rectangular plots of modest size. Building frontages tend to be either positioned at the back of plots, allowing long front gardens or yards, or hard on a highway or passageway (also known as a "cut"), or on the back edge of a pavement, or responding to the line of the Harbour Boundary. Exceptions are: -



Fig 12. Terrace of Swains Row.



Courtyard of Messrs Norman Good's.



Nos 3 & 5 West Bay Road.

- Terraced development at right angles to the street, such as Swains Row.
- Larger commercial/port related buildings on inner plot boundaries and forming internal courtyards. The Messrs. Norman Good's warehouse (former Bonded Stores) is such an example.
- Middle-class houses set behind the road-line to create front and back gardens, such as The Moorings and Nos. 3 and 5 West Bay Road and each having attractive front boundaries.



Fig 13. Chesil House and forecourt.



Chesil House and green verges.

The modern re-developments called Harbour House and Chesil House have replaced former port buildings but their frontages do not follow the line of the former buildings, resulting in set backs and front green verges that are contrary to character.

Lower East Cliff's isolation from the main settlement may have been the reason for a small hospital that preceded the Coastguards Cottages and Lookout of 1905 with their own specialist needs. This encouraged further development along the Burton Road.

Except for a vacant site adjoining the Harbour, the Old Shipyard, - which once stretched from the area of the Esplanade to Fortyfoot Way, - has become flats with associated parking and garaging.

Beyond the settlement's historic limits are the West Cliff Estate and caravan park.

6 Building Uses

Providing continuity with the community, maritime, and resort activities of the past are today's general mix of uses, which underpin the character of the Conservation Area. Apart from some modern residential redevelopment, the scale of use or its operations also remains consistent with the past. It is important that this mix of uses and the correct scale be retained and encouraged.

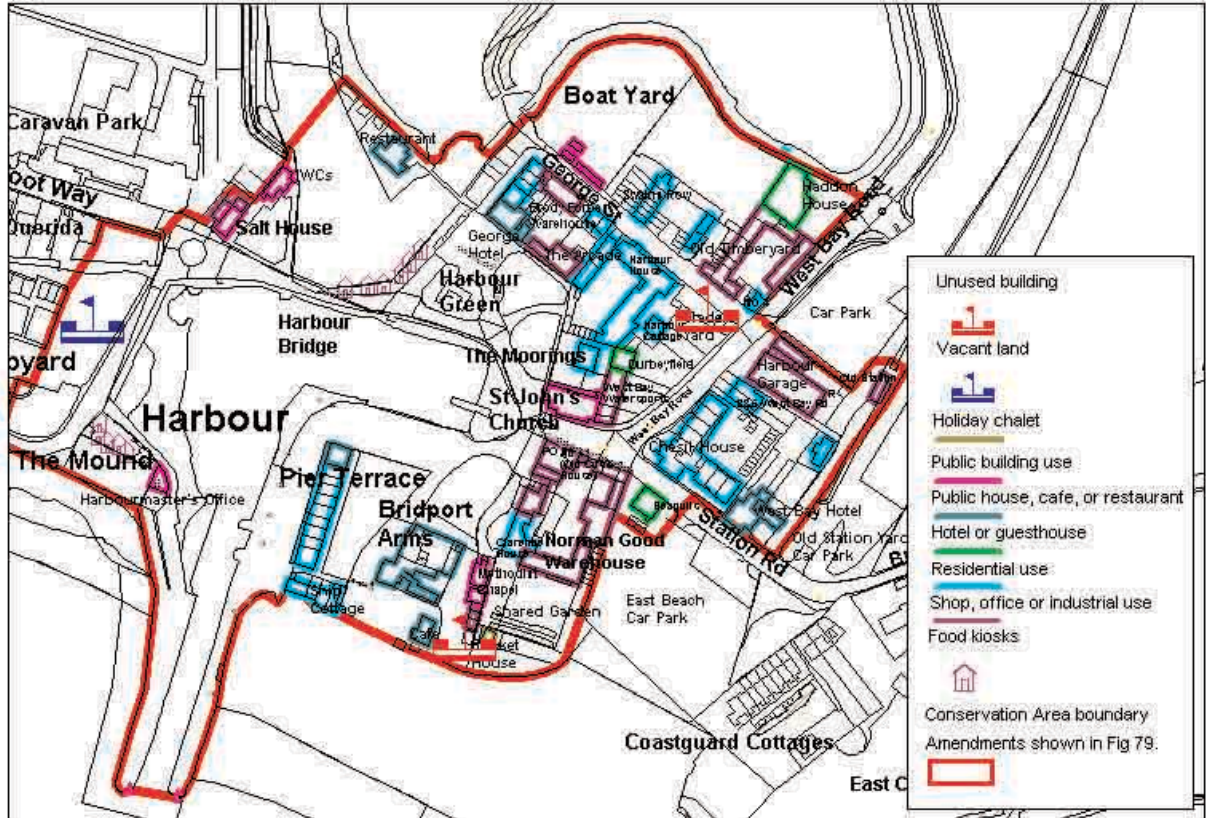


Fig 14. Map of Building Uses - not to scale.

Most of the original housing survives, although a few have been converted to hotels and guesthouses. Shops appear to be part-conversions of houses, as well as purpose-built. Pier Terrace has acquired a modern café extension, and several food kiosks serve the Harbour area. The public houses continue and there is a small amusement arcade facing Harbour Green. St John's Church and the Methodist Chapel also remain active.

The former maritime-related uses have experienced the most radical changes: the retirement flats of Chesil House and Harbour House have replaced port buildings and 2 warehouses in George Street have become offices and an art gallery. The Messrs Norman Good warehouse is a 'sand and gravel' company and the Salt House is an office and exhibition space. Sladers Yard, on George Street is presently unused, but has planning permission for conversion to retail. Fishing and boat repair are still very much in evidence around the Harbour and there is a Boatyard at the top of George Street.

Although, the varied uses and activity generated by the occupancy of the buildings in the Conservation Area form an essential part of the identity and vitality of the historic settlement, the Harbour remains the central focus with its pleasure and fishing boats.

7 Building Materials & Local Building Styles

○ Building Materials

Walling

The historic stone buildings of West Bay are mainly built from Forest Marble, a strong, grey, shelly limestone. The Forest Marble was quarried locally from sources like Bothenhampton. Much walling and dressed stone has an orange tint, possibly due to weathering, or the use of local Inferior Oolite limestone in combination with Forest Marble.

The 1740 Harbour was built from Forest Marble, as was the rebuilt 1823 structure. The Harbour has been the subject of many repairs over the years with a mixture of large ashlar blocks, timber revetments and concrete.



Fig 15. Former Station.

Unlike the various warehouses, Pier Terrace and the former Railway Station both employ a rock faced stone finish, providing a more assertive appearance to their architecture.

Another prevalent building material is a smooth render or stucco, as seen on the Bridport Arms and 18th century buildings, such as Durbeyfield, and 19th century buildings, such as Swains Row and the George Hotel. At the Methodist Chapel, the render is lined to imitate ashlar stonework.

Roughcast or pebbledash also appear, for example, at Gull House and the Dinghy, and at Pier Terrace.



Fig 16. Examples of rendered buildings & appropriate signage.

Around the Harbour, judicious use of colour and off white finishes to render has helped establish visual highlights and focal points. Added to this are instances of attractive fixed trade and building names and the clock of St John's Church. The present balance of such finishes and appropriate signage needs to be protected.

In the Conservation Area, there is very little exposed brickwork apart from on chimneys, but the 20th century introduced the untraditional materials of concrete block and artificial stone. The latter is prevalent at Chesil House.

Roofing

Roofs show the use of a wide range of materials. The Bridport Arms and humbler early cottages have thatched roofs with typical Dorset laced ridges. Water reed appears to be the main material, although long straw may have been the traditional covering. Slate is prevalent on most of the buildings in the historic settlement but corrugated iron appears on many of the former maritime warehouses and sheds. Pier Terrace has interlocking clay pantiles but unfortunately most of the later 20th century development has concrete tiled roofs.



Fig. 17. Laced thatch ridges.

Boundary Walls

There are a number of stone boundary walls of random rubble coursing with coping stones or cemented tops. The Moorings has pebbles set into mortar as a suitably maritime finish. The wall to the south of the former Messrs Norman Good's warehouse has squared, coursed blocks.

Roads & Paving

There is a predominance of tarmac or concrete on roadways and footpaths. Older Forest Marble setts emerge from the tarmac at the Harbour and it is possible that more stone paving exists below modern finishes.

○ Local Building Styles

West Bay is a heterogeneous mixture of building styles and materials but there are a number of local details rather than obvious 'traditions'. These traditions are illustrated on the 2 pages that follow: -

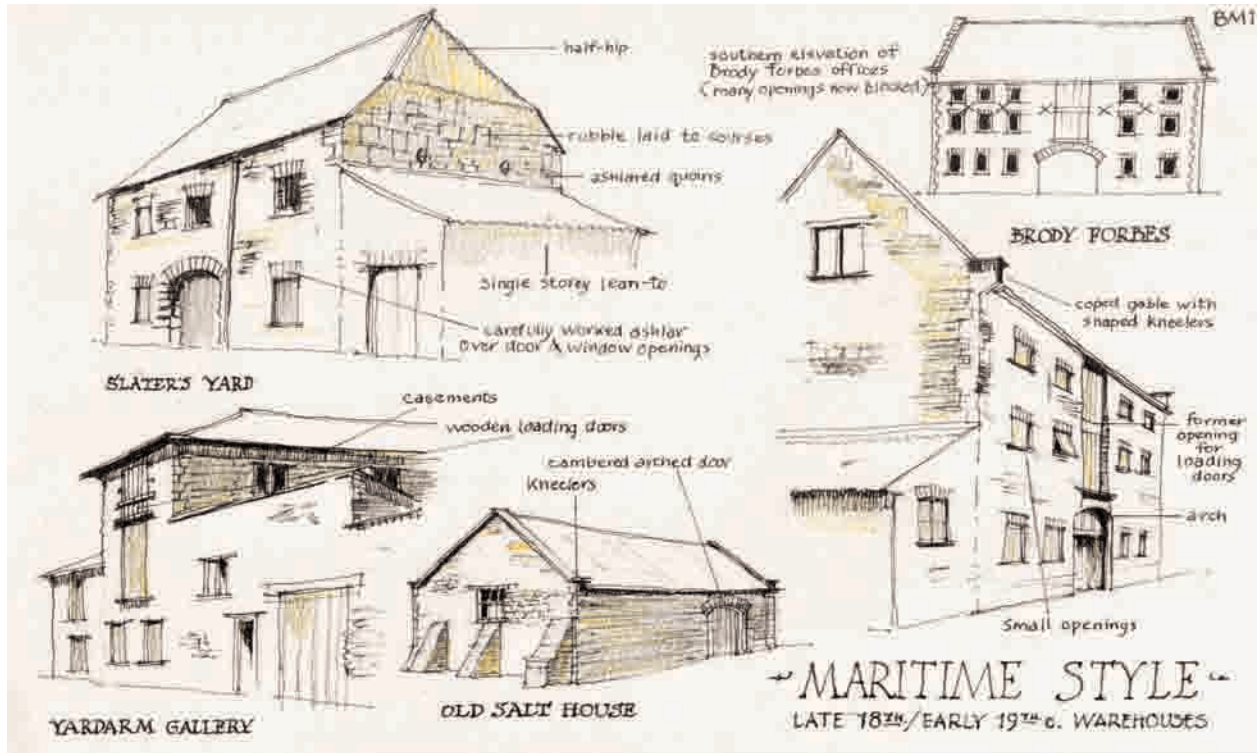


Fig 18. 'Maritime Style' - thick-walled, stone shed of up to 3 storeys, with small window openings and doorways, often with segmental-arched heads: roofs are either fully gabled or with half-hips.

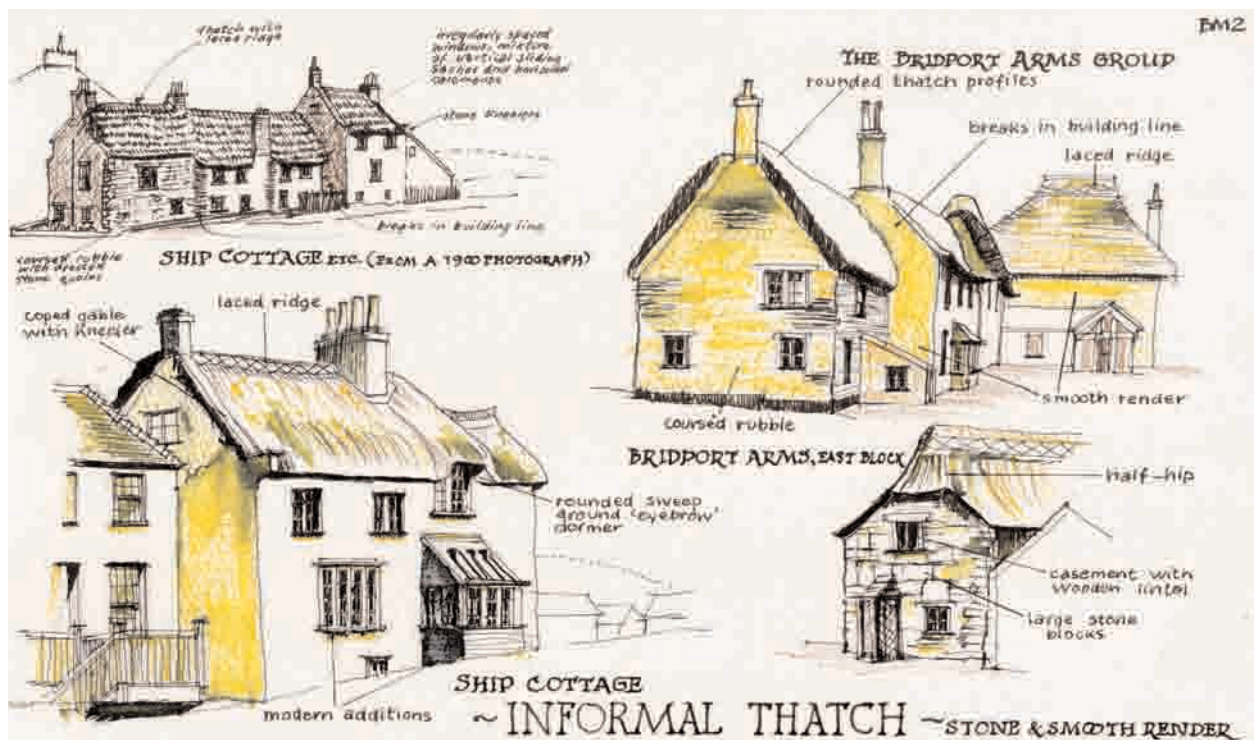


Fig 19. 'Informal Thatch Style' - rows or groups of stone or render with varying roof lines. The Bridport Arms and the Ship Cottage row have varied building lines, which produce a break-forward of elevations and the exposure of parts of flank walls.

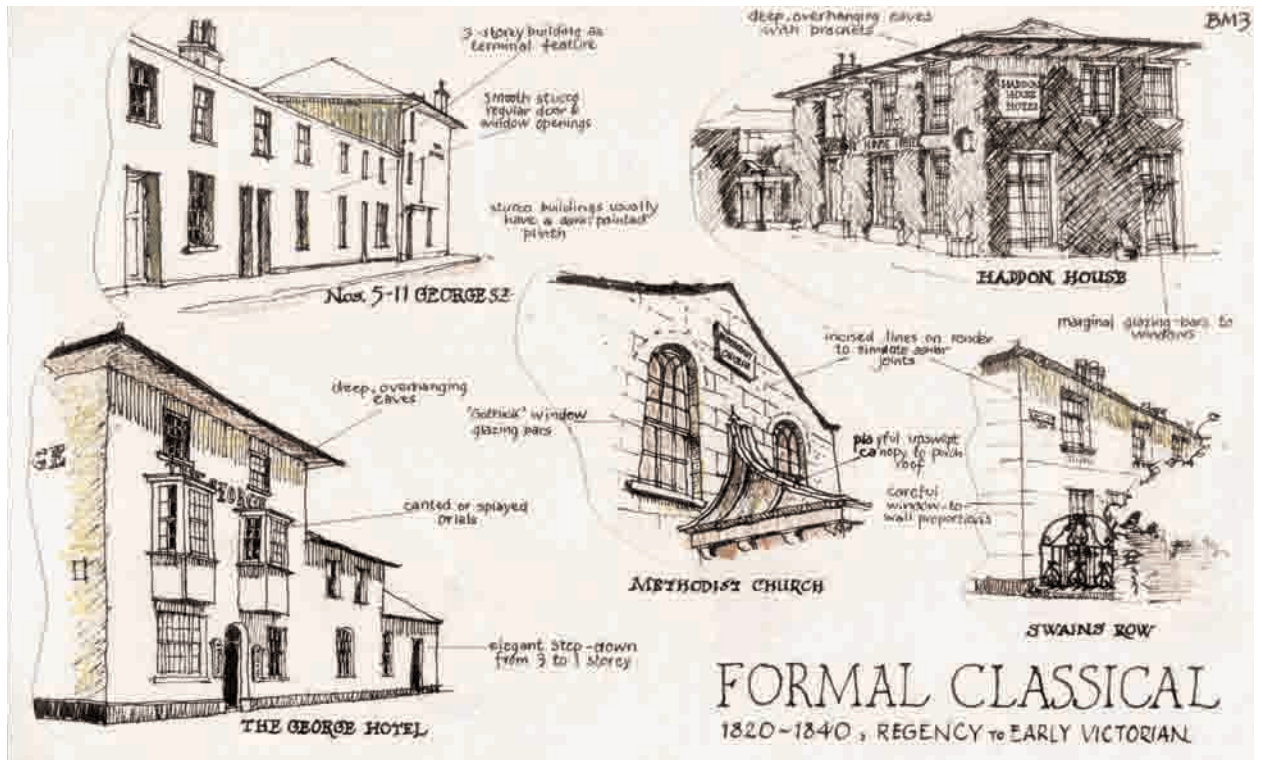


Fig 20. 'Formal Classical Style' - regular terraces of rendered 2 storey houses with vertical sash windows and square-headed door openings, for example, Nos. 5-11 George Street.

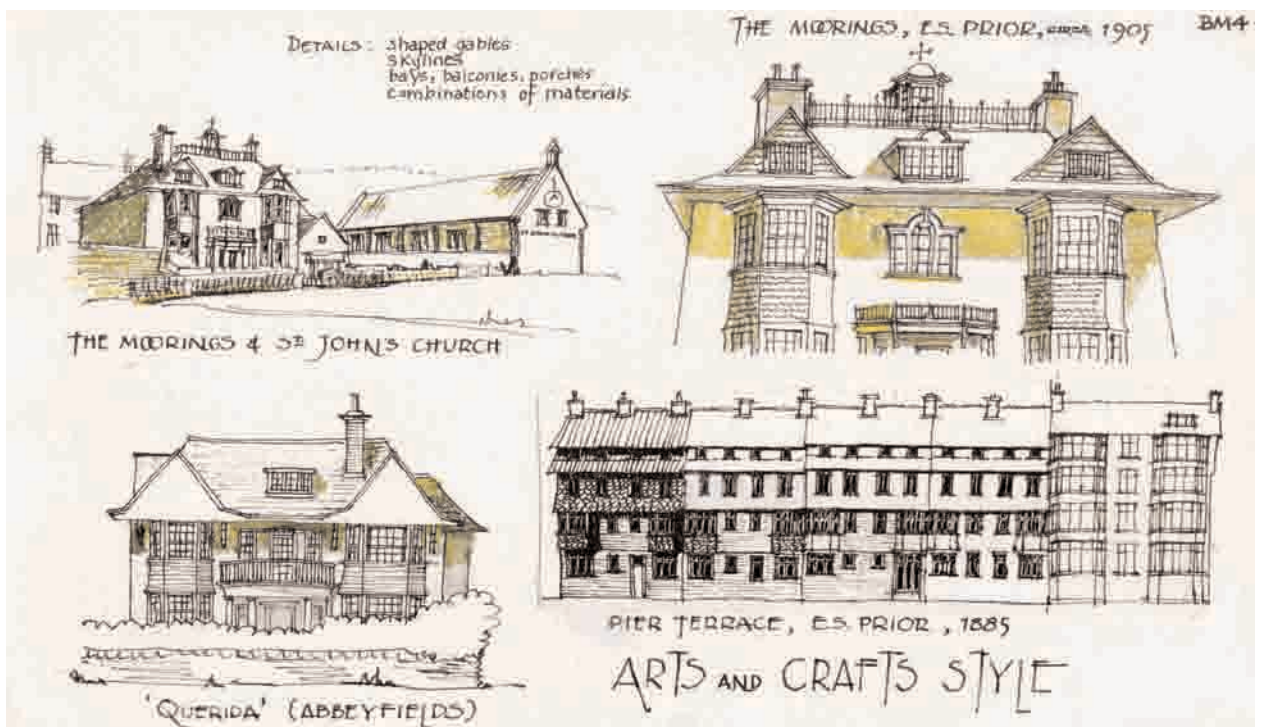


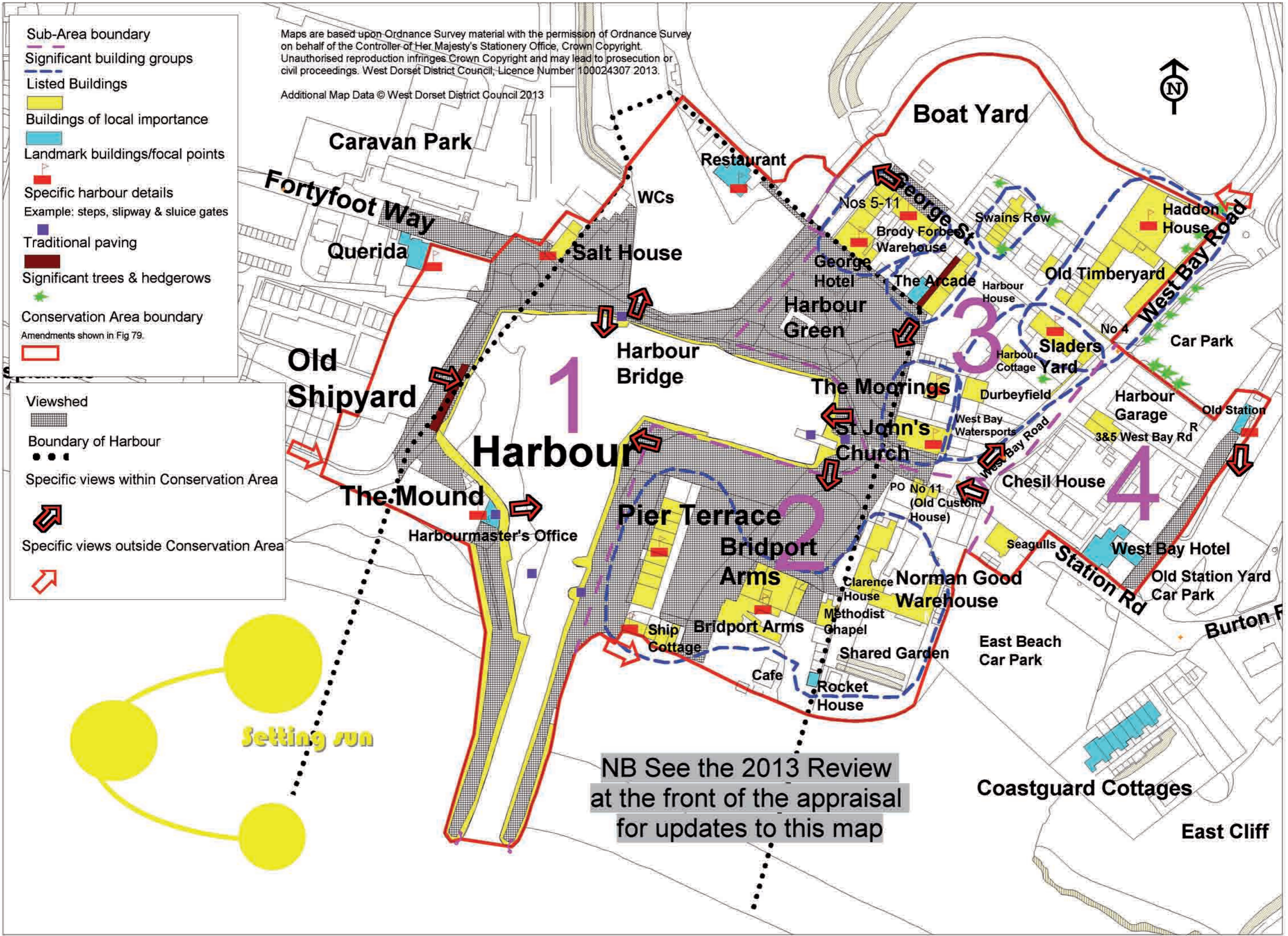
Fig 21. 'Arts and Crafts Style' - a strong influence with the appearance of eclectic detailing, for example, Pier Terrace, or early Classical influence, such as The Moorings. The architect Randall Blacking uses a more stripped-down Scottish tradition with rendered walling (similar to Scottish harling) and stone features at St John's Church.

8 Townscape Description

In order to be able to consider the character and appearance of the Conservation Area in greater detail, it has been divided into 4 Sub-Areas as follows: -

1. The Harbour and its immediate margins.
2. The area south-east of the Harbour and south of St John's Church.
3. The area west of West Bay Road and north-east of the Harbour, including, Harbour Green.
4. The area east of West Bay Road.

The 4 Sub-Areas are indicated on the following pull out Map of Townscape Description. This is then followed by a description of each of the 4 areas. There will be some descriptive overlap between Sub-Areas.



- Sub-Area boundary
- Significant building groups
- Listed Buildings
- Buildings of local importance
- Landmark buildings/focal points
- Specific harbour details
Example: steps, slipway & sluice gates
- Traditional paving
- Significant trees & hedgerows
- Conservation Area boundary
Amendments shown in Fig 79.

- Viewshed
- Boundary of Harbour
- Specific views within Conservation Area
- Specific views outside Conservation Area

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Additional Map Data © West Dorset District Council 2013

NB See the 2013 Review at the front of the appraisal for updates to this map

Setting sun

8.1 Sub-Area 1: Harbour & Immediate Margins

- The listed Harbour structure is mainly the 1824 harbour improvement, but with subsequent additions and repairs. It is of considerable visual interest, forming an attractive hard edge to the area of enclosed water. The 2 parallel piers lead the eye to the open sea and incoming tides and rough seas provide the excitement of moving water. The piled rock and timber and metal supports lead to smoother, ashlar inner Harbour walls with their regularly-spaced timber revetments, some with angled



Fig 23. Images of Sub-Area 1.

additional buttressing. Seawater, mud and moving, moored and beached boats combine to provide variety and interest, along with the rush of the river through the sluices, the retail kiosks and the smell of salt and fish. The enjoyment of the rising and setting sun over the Harbour is a local pastime as is angling off the slipway and the piers.

Other details further delight: railings, ladder steps, slipways, a curving flight of stone steps, cranes and objects such as stored boats, lobster pots, nets and other boat gear, for example, by the slipway and in front of Pier Terrace, reinforce the strong maritime character. Areas of Forest Marble setted paving emerge from the tarmac of the quayside.



Fig 24. Images of strong maritime & riverine character.

- Within the Sub-Area, the major spaces are expanses of seawater, quayside and river, different in nature but physically conjoined. These are all visible from the quay, The Mound, the piers and the Harbour Bridge.



Fig 25. The quayside & Harbour entrance with East Cliff in the distance.



Fig 26. Viewing East Cliff from east pier.

Often confined to a linear progression due to the beach and water's edge and parked and moving cars, the popular pedestrian route follows the edge of the Harbour including crossing the Bridge. The quayside and piers open up a sequence of

changing views where retaining walls, neighbouring buildings, (such as Pier Terrace), eye-catching trade signage on rendered buildings, shingle beach, Esplanade, West and East Cliffs, nearby Bridport and more distant foreshore and cliff dominate or recede or slip in and out of view. From the inner Harbour and slipway, there are glimpses of beach and sky to either side of the Bridport Arms. Besides specific views, the extent of viewshed, - an area that can offer either 1 or a number of important views, - is indicated on Fig 22, the Map of Townscape Description.



Fig 27. East and north-east views enjoyed by pedestrians on the quayside.

Fig 28. View east from Esplanade.

East and north-east views are enclosed by an apparently continuous edge of buildings, from the urbane, George Hotel block, the impressive Moorings and the quieter element of St John's. The varied roofscape and colours of West Bay Road and the terrace towards the Methodist Chapel, the Bridport Arms, the bulk of Pier Terrace and the pink gable of Ship Cottage complete the enclosure. East Cliff forms a backdrop to most of this, although its background role with the piers in the foreground and Pier Terrace and the pink gable in the middle ground is one of the most dramatic groupings - observed from the esplanade too. Such eastward panoramas and views reveal many of the special character elements of the Conservation Area.



Fig 29. View westwards from slipway. Fig 30. View of the caravan park from East Cliff.

- When viewed from the east side of the Harbour and especially in the vicinity of the slipway, the gap created by the vacant Old Shipyard site allows 1960s development to obtrude. The rising West Cliff Estate suburbanises West Cliff and the caravan park is visually intrusive on the floodplain and hillside.



Fig 31. Left to right: view westwards from near Harbour Green, seasonal boat hire and young persons' canoeing club.

- In terms of use, views and soft edges, the river is an important contrast, but the caravan park imposes on the river's amenity and reed banks.



Fig 32. Left to right: Harbourmaster's Office, the Salt House & the Abbeyfield Home called Querida.

- On the west side of the Sub-Area, there are 3 buildings that add interest and act as focal points: the Harbourmaster's office, which gives a fort-like character to The Mound and acts as a modest sentinel over the Harbour entrance; the Salt House which is a sturdy listed old store, and Querida, that adjoins the north-western boundary of the Conservation Area.



Fig.33. The Restaurant & the George Hotel as viewed from the riverside near the Salt House.

- Northwards, the nautical looking Riverside Restaurant acts as a focal point and sits well alongside the river and the neighbouring George Hotel. The temporary structures to the north-west of the Restaurant have been improved visually but are of sufficient quantity.
- Those unlisted properties that are significant focal points are considered 'buildings of local importance'.
- Apart from the isolated Fisherman's Green, the garden of Querida, and the riverbank, there is little vegetation in the Sub-Area. The Harbour edges are hard in character but some contrast is provided by the proximity of East Beach and the gradual colonisation of the quayside by marine plants.
- The predominant building materials are stone, iron and timber stanchions. Predominant textures are gritty and rough in Harbour structures. Colours are grey; the lighter, silvery hue of weathered timber; the rusty iron and the greens and blacks of exposed seaweed.

Artificial stone is used successfully for the public toilets that neighbour the Salt House, but the use of untraditional materials is less successful in development to the west of the Conservation Area. The familiar feature of the kiosks combine materials such as painted wood, plastic fascias and coloured awnings but with varied success.

8.2 Sub-Area 2: South-East of Harbour & South of St John's Church

This Sub-Area includes the Bridport Arms, which is the oldest known structure, the former Custom House and Bonded Stores, the only chapel and a leading work by a prominent Arts and Crafts architect.



Fig 34. Left to right: The Bridport Arms, the Ship Cottage Row, and the Methodist Chapel.

- The listed Bridport Arms with its thatched roofs, stone and rendered walls and mixture of windows has a pleasantly varied character. These various elements interlink to create changes in building and roofline. Stone walls help to bind the constituent parts together. This block is similar to a small row of 3 listed cottages, formerly called Gull House, The Dinghy and Ship Cottage, which run along the edge of the beach. There are no pavements and shingle comes up to the properties. The modest cottage facades are enlivened by changes in building line, details and embellishments.

This theme of rendered cottages is taken-up by the tall listed Clarence House and its lower northern neighbours which run in a continuous row to the Harbour Stores, on the corner of West Bay Road. Symmetrical window disposition, slate roofs and large chimneys provide a strong termination to easterly views.

In 1849, Messrs. Cox & Sons, owners of the shipyard, built the attractive listed Methodist Chapel. The Chapel's smooth rendered elevations and slate roof relate directly to neighbouring buildings. The delightful north elevation with its distinctive porch helps draw people towards the beach.

- South of the Chapel is the old Rocket House and although modest, it is a valid part of early lifesaving facilities and adds to the character of the Conservation Area.



Fig 35. Rocket House.



Fig 36. Pier Terrace & it's neighbours: the Ship Cottage Row & the Bridport Arms.

In terms of visual coherence, the rendered Bridport Arms, Methodist Chapel, Clarence House and the Ship Cottage row form a valuable building group. Pier Terrace is a profound building contrast, but despite this, it has established a familiarity with these neighbours.



Fig 37. South side of West Bay Road.



Fig 38. Clarence House & Harbour Boundary east.

- South of West Bay Road, - where it bends towards the Harbour, - there appears to be a solid rectangle of buildings, but behind them, there is an internal yard. The rectangle extends to the back edge of the pavement on West Bay Road, the back of the eastern section of the Harbour Boundary, to walled a shared garden on the beach side and to shingle on the east.

As well as modern shops, the West Bay Road frontage has a listed former Custom House that is heavily refurbished and an attractive listed granite drinking fountain. There is also a narrow entrance leading to the internal yard belonging to Messrs Norman Good's sand and gravel works.



Fig 39. View from East Cliff with the Shared Garden & Messrs Norman Good's former Bonded Stores in the foreground.

The eastern and southern sides of the rectangle are industrial in character. The listed Grade II* former Bonded Stores (now Messrs Norman Good) forms a strong southern arm of 3 storey stonework, with a hipped roof, mullioned windows and loading doors. A vaulted ground floor adds to the importance of this 18th century structure. From within the yard, the building elevations are relatively unspoilt, but the eastern elevation is a mixture of rendered walls and utilitarian sheds of brick and corrugated iron. The adjoining shared garden has stone walls of considerable character and a protective bund to the beach. The west wall follows the line of the Harbour Boundary. The shared garden and Stores are easily seen from East Cliff and the shingle bank of East Beach.

Clarence House abuts the south-west corner of the former Bonded Stores and along with the shared garden's walls and Stores forms part of a significant building group.



Fig 40. Pier Terrace & the pink gable of Ship Cottage Row.



Fig 41. View of Pier Terrace from West Cliff's footpath.

- The other major element is Pier Terrace, a large 3 and 4 storey block running north-south, parallel to the Harbour entrance and facing squarely across the basin. It is the work of E S Prior, and the only part built of his commissioned master plan of 1884-85 that was to establish West Bay as a pleasure resort. The ten terraced houses, with a rebuilt south end after a 1929 fire, show early Renaissance and West Country vernacular influences. The terrace's architectural importance lies in its technology and overall form rather than its subtlety of detail or architectural awareness of its neighbours. It introduced the large-scale lodging-house to West Bay and still dominates the Harbour. As a landmark, it is also very evident in longer views from East and West Cliffs.
- Those unlisted properties that are focal points are considered 'buildings of local importance'.
- In general, the Sub-Area's buildings have clear and firm edges or outlines, suggestive of the need to put up defences against the sea, the weather and the shingle beach.



Fig 42. Public car park in front of Clarence House.



Fig 43. Track between Methodist Chapel & Bridport Arms.

- The Sub-Area has interlinked, predominantly public spaces. Pier Terrace, the Bridport Arms, Clarence House and neighbours and the inner Harbour define the major space, which includes a private lawn belonging to Pier Terrace and a low embankment in front of Clarence House. The quality of this space is diminished by its use as a large car park. From this major space, and passing on either side of the Bridport Arms, are 2 smaller spaces or shingle tracks that connect to the beach.



Fig 44. Views northwards towards Harbour Green & the hills of distant Bridport.



Fig 45. Introductory Harbour view.

- The main views in this Sub-Area are northwards across the Harbour towards Harbour Green and the floodplain and westwards, in front of Pier Terrace, across the Harbour entrance. There is also the introductory view to the Harbour generally between St John's Church and the Harbour Stores. However, the river is insufficiently visible due to floodwall and food kiosks, the caravan park is all too apparent, and the gap on the Old Shipyard is highly observable.

The area by east pier provides sea and cliff views and shows the visual importance of the Coastguard Cottages against East Cliff. There is a lateral view of East Cliff from the front of the Ship Cottage row. From within the Sub-Area, the beach is visible on either side of the Bridport Arms. The top of East Beach's bank of shingle, allows views through

the Sub-Area towards the river and Bridport. Besides specific views, the extent of viewshed, - an area that can offer either 1 or a number of important views, - is indicated on Fig 22, the Map of Townscape Description.



Fig 46. Pier Terrace lawn: view northwards & view southwards. Fig 47. Shared Garden from East Beach.

- Apart from the shared garden, green elements are limited to the little used and private lawn of Pier Terrace and the bank in front of Clarence House. Under use of land and extensive car parking around the Harbour tends to contradict the historic open and working nature of the Harbour area, but at least the private lawn leaves views unhindered.

The walls and bund around the shared garden help protect this more fertile land from invasion from shingle, whilst elsewhere in the Sub-Area, the carry of shingle by weather and footfall allows the Sub-Area and beach to merge.

- Building materials are varied: grey, shelly Forest Marble and stone with orange hue, smooth cream or white render; grey slate roofs. The singular mixture of Pier Terrace: creamy, grey rock faced stone, or bluey grey slates and rippling orange pantiles. Modern shops on West Bay Road introduce concrete block, artificial stone and dark grey concrete tiles.

8.3 Sub-Area 3: West of West Bay Road & North-East of Harbour

- The improvement to West Bay Road and the construction of George Street encouraged growth in this Sub-Area, whilst the Harbour Boundary and river tributary restrained it.



Fig 48. Left to right: The Moorings & St John's Church; The Arcade; & Durbeyfield; Harbour Cottage & Sladers Yard.

The Sub-Area has no overall architectural coherence, being a mixture of 18th - early 19th century dwellings of a professional, well proportioned or 'polite' design and warehouses; but it does have a combination of good individual buildings and small groups. The most coherent groups are:

- Haddon House, the Old Timberyard or former warehouse, No. 4 West Bay Road and linking stone boundary walls; which are also visually linked with the group of the Old Timberyard, No. 4 West Bay Road, Sladers Yard and Gilly's in George Street.
- The Brody Forbes former bonded warehouse, Nos. 5 - 11 George Street and The George Hotel;
- The Arcade and St Andrew's Cottage and the former chandler's immediately to the west of them;
- The terrace of Swain's Row;
- West Bay Watersports, Durbeyfield, Harbour Cottage and the rear elevation of

- Sladers Yard, as seen from the southern end of West Bay Road;
- St John's Church and The Moorings, on the 'hinge-point' between West Bay Road and the Harbour.



Fig 49. From left to right: Durbeyfield, Haddon Hotel, the Old Timberyard & Sladers Yard.

These groups include the important buildings of:

- The Moorings, built in 1905 to designs by E S Prior and a recently listed landmark; and H Randoll Blacking's listed St John's Church, completed in 1936 and whose pleasing appearance and signage act as a focal point;
 - The 3 listed stone maritime warehouses in George Street of Sladers Yard, the Old Timberyard and the Brody Forbes former bonded warehouse, which are important representatives of early 19th century improvements to the port and retain a strong presence;
 - The listed buildings with symmetrical elevations of Durbeyfield, Harbour Cottage, No. 2 George Street and No. 6 West Bay Road and the grander Haddon House;
 - The pleasing appearance of the listed Arcade (Fisherman's Locker) and St Andrew's Cottage. The upper-room of Fisherman's Locker was a Victorian Mission Hall and still has its outside staircase;
 - The planned terrace of Swain's Row whose listed appearance is reflected in the listed Nos. 5-11 George Street and The George Hotel. The Hotel is a fine corner block and its attractive appearance and trade sign make it a focal point.
- The unlisted former chandler's that is north-west of The Arcade has merit and in 1912 was HM Custom House. Its wrought-iron side gate incorporates the same name. The shop is considered a 'building of local importance'.



Fig 50. Former chandler's.



Fig 51. West Bay Road near Haddon House.



Fig 52. West Bay Road near Harbour Garage.

- The main corridor is West Bay Road whose boundary enclosure is broken at the garage forecourt and weakened by the green verge and visibility splay by Chesil House. The road bends towards the Harbour, which helps to impel people to continue on in the absence of any strong reference suggesting a good destination beyond. The road is one of contrast, with varied ages and styles on its eastern side and an attractive line of mainly historic buildings on the western side. The latter's wide front yards afford an interesting oblique view northwards of gable ends, stone boundary walls, a tree and the strong punctuation mark of the rear elevation of Sladers Yard.



Fig 53. George Street, looking westwards.



Fig 54. The road connecting George Street & Harbour.

George Street is a subsidiary corridor that begins with a group of stone warehouses whose height and proximity to the highway create a sense of enclosure. The street has an almost continuous wall of buildings on its south side, but the north has a progression of gardens and a garage court, with only Swain's Row projecting right to the highway edge. George Street makes a right-angled turn south to link with the Harbour area. The turn affords views of the river and hills, but the caravan park, an unattractive group of huts and the utilitarian entrance to the Boatyard compromise the view. A more intimate access to the Harbour from George Street is through The Arcade that is a pedestrian "cut" of a type that is rare in West Bay.



Fig 55. The 'Cut'.

- The largest open space in the Sub-Area is known as Harbour Green. The Green adjoins the rear of the properties on the south side of George Street, which is also the line of the Harbour Boundary and then performs a near right angle turn southwards, - as does the Harbour boundary, - to St John's Church. In the corner of these 2 firmly enclosed sides is the Arcade "cut". To the west and south, the Green is bound by river and Harbour floodwall.

The best sequence of townscape experience is the walk up George Street, through the "cut" of The Arcade and into the expanse of Harbour Green where a variety of building line, heights and edge treatments, - with stone walls helping to bind elements together, - stretch from The George to The Moorings and St John's. This visual delight is aided by the pleasant rear elevation of Durbeyfield, but Harbour House with its horizontal lines, is unsettling.



Fig 56. View across Harbour Green towards the Bridport Arms & Pier Terrace after leaving The Arcade 'Cut'.

The Harbour views and vistas from the Green are of immense importance, and will be changed by elements of the Harbour Improvement Scheme and any development on the Old Shipyard site. Besides specific views, the extent of viewshed, - an area that can offer either 1 or a number of important views, - is indicated on Fig 22, the Map of Townscape Description.



Fig 57. The traffic island's planter obstructs Harbour views eastwards, which are indicated in the photograph to the right.

Harbour Green is the Sub-Area's main 'green' element and its sub-division reflects the historic paths or desire lines over the Harbour area. Although public, it has an air of lost maritime connection and recreational opportunity. A more contrived division is the modern traffic island with its unsympathetic planter. As a whole, the space is almost severed from the river by flood wall and tightly packed food kiosks and from the Harbour, by a flood wall and busy highway, which tends to break in two, the historic operational area of the east side of the Harbour.

Other open spaces and landscape features that benefit the area are: the small food garden of the seafood shop in George Street, and the front and rear garden of Haddon House whose northern screen of wall and trees, like the trees alongside the West Bay Road car par, provide a good entry feature. Other enjoyable green elements include the Swain's Row hedge, and the roses and other shrubs on the west side of The Arcade.

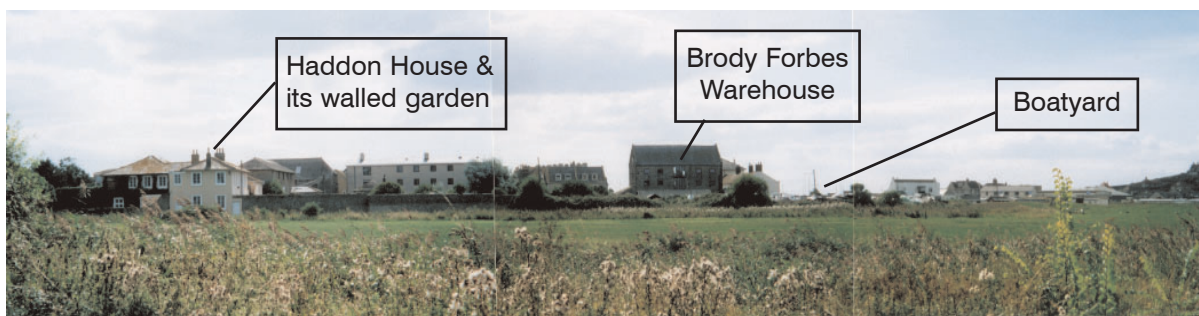


Fig 58. View southwards across floodplain to the Conservation Area & George Street.

- The Boatyard is a muddle but its use and location by the river complements the maritime history of the Sub-Area. Views of the boat masts benefits the West Bay Road entrance into West Bay as these, together with river margin and the Brody Forbes warehouse, set the coastal scene.

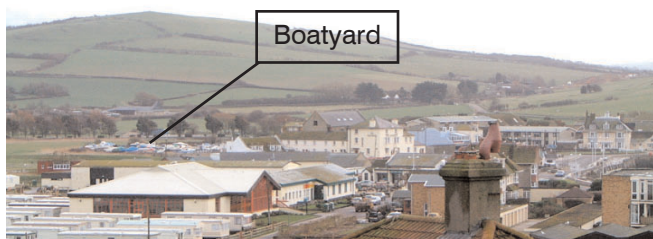


Fig 59. View from the coastal path on West Cliff. In the distance is the George Hotel with the Boatyard to the north of it.

Observable from West Cliff is the role the Boatyard plays in terms of scale - acting as a visual transition between the Conservation Area and the floodplain.

- Building materials are predominantly of stone with its grey and orange hues and gritty texture. Smooth white or cream stucco is also evident. Stucco and slate hanging is combined at The Moorings and stone and render at St John's. Roofs are usually of grey slate, although well-weathered corrugated iron or tin covers 2 of the George Street former warehouses. Boundary walls are of local stone with flat tops or a capping of stones-on-edge.

8.4 Sub-Area 4: East of West Bay Road

The Sub-Area has modest townscape quality or coherence. Buildings of quality or character tend to be separated by unsympathetic modern development.



Fig 60. View of the former Station from Station Road.



Fig 61. Station Road & old station yard access on the right.

- The Burton Road enters the Sub-Area and is the secondary route into West Bay - joining Station Road, which forms a broad junction with West Bay Road. This entry point is marred by the poor quality of the entrance to the old station yard car park and the all too common row of parked cars alongside its south side.
- With the closure of the railway line and loss of associated features and uses, the Station has little context and instead has large car parks beside it, which means that the Sub-Area's northern and eastern edges 'leak into space'. A wall along Station Road forms the Sub-Area's southern edge, but the sand and gravel operation and untidy car park adjoining this edge, disrupt the historic relationship with the beach.

Despite its lack of context, the unlisted Railway Station has merit and acts as a focal point that benefits the Sub-Area considerably. The Station is a handsome, rock-faced stone structure with splendid chimneys and a projecting canopy with iron spandrels and a decorative wooden valance. The platform survives and as do many other details such as palisade fencing, signs, rails and platform.

- Nos. 3 & 5 West Bay Road are listed semi-detached houses with an attractive wooden boundary fence. Either side of them are modern developments: the Harbour Garage and Chesil House. The historic character is diluted by these developments and, indeed, Chesil House replaced some stone sheds, related to the former coal-yards, of importance to the understanding of the port.



Fig 62. View towards Chesil House from the Harbour.



Fig 63. West Bay Hotel & Chesil House in Station Road.

- With its tall blocks of flats, Chesil House dominates the south-west corner of the Sub-Area and is clearly visible from the Harbour as well. In Station Road, its layout creates a shallow forecourt that weakens the road's boundary definition. The unlisted West Bay Hotel with its pleasing appearance then reasserts this definition and terminates the

road frontage. The Hotel's merit makes it of 'local importance'.



Fig 64. View towards Harbour from Station Road.



Fig 65. View of Coastguard Cottages from the Station.

In the Sub-Area, the most significant view is from the railway land towards East Cliff and the attractive Coastguard Cottages. Modern housing and the golf clubhouse are very apparent in this view and detract from the unspoilt nature of the World Heritage Coast.

A salient view of the Harbour starts at the Station Road junction and the nearer the approach to the Harbour entrance at the end of West Bay Road, the more important this view becomes. Besides specific views, the extent of viewshed, - an area that can offer either 1 or a number of important views, - is indicated on Fig 22, the Map of Townscape Description.

- In the Sub-Area, there is a little greenery, apart from the modest front gardens of Nos.3 & 5 West Bay Road and the Station planting. The screening to the northern car park is reasonably strong on its southern and western edges.
- For the purpose of historic record, it would be of interest to know whether there is a connection between the 'Nissen' style workshop of the Harbour Garage and West Bay's role in the Second World War.

9 Problems and Detriments

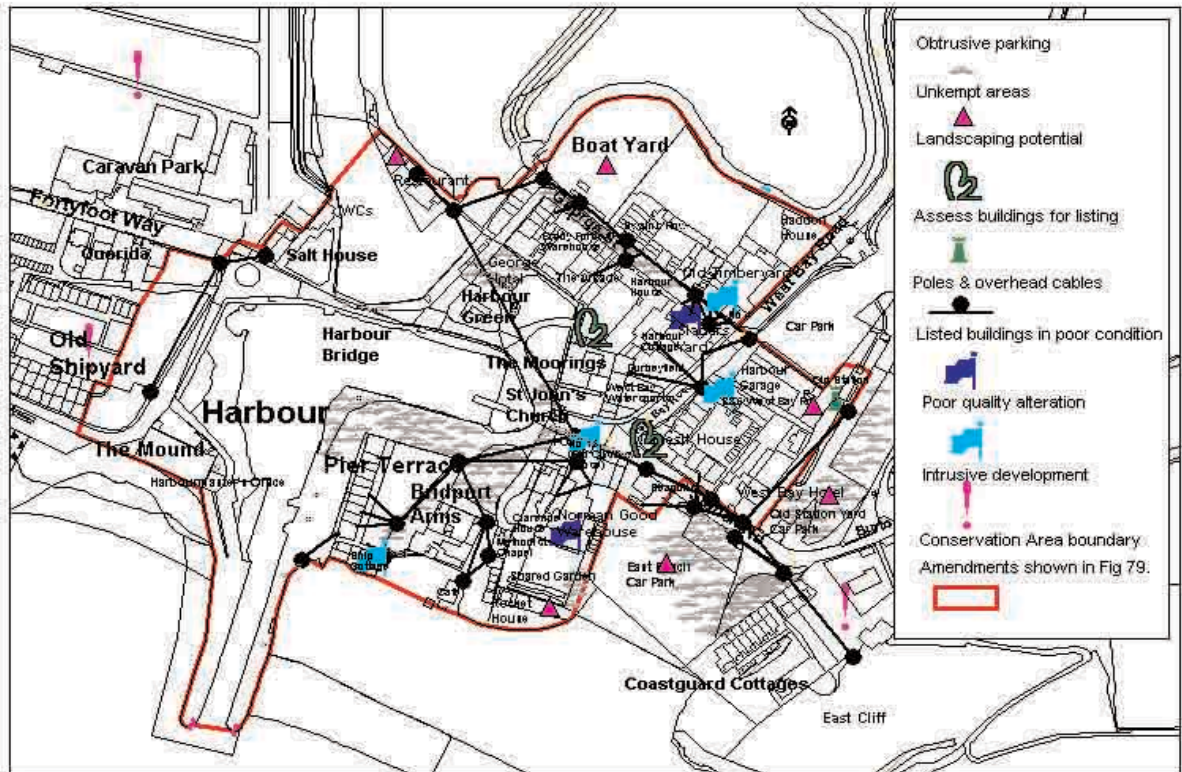


Fig 66. Map of Problems & Detriments - not to scale.

West Bay is not a consistently picturesque settlement with many set-piece groups of attractive buildings. It has, however, a visible, historic heart with some good, individual buildings and groups and the Harbour is an obvious focal point with added visitor attractions in terms of shops and eating facilities.

This multiple role of a residential, commercial and tourism creates a strong sense of place, but also contributes to some of the current problems and detriments.

- The visual intrusiveness of the caravan park and the development on West and East Cliffs, diminish the natural, coastal setting of the Conservation Area and the enjoyment of it. At present, matters are not helped by a lack of landscaping.
- The modern Shipyard development is indifferent to the adjoining Conservation Area and impacts on the Harbour and views generally.

A part of the former Shipyard is still an open site but is inside the Conservation Area and has a direct bearing on The Mound, the Harbour and views in general. The site has a current planning permission for 45 flats. More information in relation to this site is available in the West Bay Regeneration Framework dated September 2002.

- Temporary signs to businesses and attractions proliferate around the Harbour and in George Street leading to a cluttered appearance.
- Electricity poles and overhead wires are intrusive, particularly in George Street, Station Road, north of the Bridport Arms and near the slipway.

- Green public spaces are underused and consist of bare areas of grass with scattered litter bins and signs. The lawn of Pier Terrace is also bare and little used.
- The biggest functional and visual issue within the Conservation Area is that of vehicular movement and parking. The narrow access over the Harbour Bridge has been recognised as a problem in previous Local Plans, but it is not easily solvable, given the need to protect the water meadows to the north.

The issue for the Harbour and the historic core generally is that it is too accessible to large numbers of parked cars. These dominate several points directly behind East Beach; the Harbour area, including the West Bay Road entry, and The Mound; and even extend up to the edge of the quayside. Every view around the Harbour has a sea of cars and the views from East Cliff confirm their frequent presence.



Fig. 67

Areas away from the main visitor focus, like George Street, even have a continuous line of cars.

The need for parking and access in a coastal resort is surely accepted but there appears to be little discipline or control of parking.

The highway arrangements, road markings and trim underline the seeming priority given to traffic flow rather than the pedestrian environment and visual amenity, an example being the roundabout west of Harbour Bridge and in front of Querida.



Fig. 68

The West Bay Road and Station Yard car parks, which are better sited visually and strategically for traffic entering from the north, seem to be underused; whilst those around the Harbour, only 200-300 metres walk, are busy.

The varied design and landscape qualities of the West Bay Road, Station Yard and East Beach car parks tend not to complement the adjoining Conservation Area.

- The hard floorscape of the Conservation Area is mainly one of tarmac and concrete. The quayside has a small area of old setts but generally, its edge suffers from uneven and patched tarmac repairs.



Fig 69. Patch repairs.

Street furniture is prolific and a muddle of materials and styles, with an apparent accretion of objects over time. The Harbour area is a particular example of this. The new street lighting columns provide grounds for optimism in the future.



Fig 70. The Harbour House design kept the courtyard layout of former port buildings but its strong horizontal lines do not reflect the local context.



Fig 71. The mass and scale of Chesil House dominate the local context and this is very apparent in views from East Cliff.

There have been varied design standards for modern buildings in the Conservation Area. Some show an awareness of site, context, scale and local building traditions to achieve a moderate appropriateness, whilst others, either from partial or total lack of awareness constitute a design imposition, with Chesil House being a particular example.



Fig 72. Left to right: unlisted Seagulls in Station Road; & the listed No.11, Sladers Yard & No 6 in West Bay Road.

Similarly, there have been different standards of alteration to old buildings, some of which are listed. An inappropriate choice of window and door replacement is evident which depletes historic building quality - examples are the unlisted Seagulls in Station Road and the listed No. 11 West Bay Road.

Three listed buildings are in poor repair: Sladers Yard and the adjacent No 6 that are giving cause for concern; and Messrs Norman Good's warehouse. Several stone warehouses have corrugated tin roofs in place of the original slate.

Some of the commercial premises have shop fronts that do not fully appreciate the historic context and this has resulted in an erosion of character.

There are a number of poor boundary treatments to Listed Buildings. Sladers Yard has a decaying wooden fence on its West Bay Road boundary. A number of stone walls are in poor repair, lacking their copings. Pier Terrace has substandard dwarf concrete walling facing the quayside.

There are other detriments in, or adjacent to, the Conservation Area:

-
- The external state of repair of the Harbour Garage workshop is of concern and with its rear boundary of rusty fencing and parked vehicles is highly visible from the Railway Station;
- Part of the courtyard of Harbour House is rather bleak and has a row of garages facing on to it.
- The grassed margins bordering Chesil House are bare, and do not improve the unattractive West Bay/Station Road corner.
- The Boatyard entrance in George Street is unkempt and characterised by huts and poor boundaries. The Boatyard itself could be tidied further.
- The traffic island in front of the George Hotel is unsympathetic.



Fig 73. Harbour garage.

10 Conservation Area Boundary Review

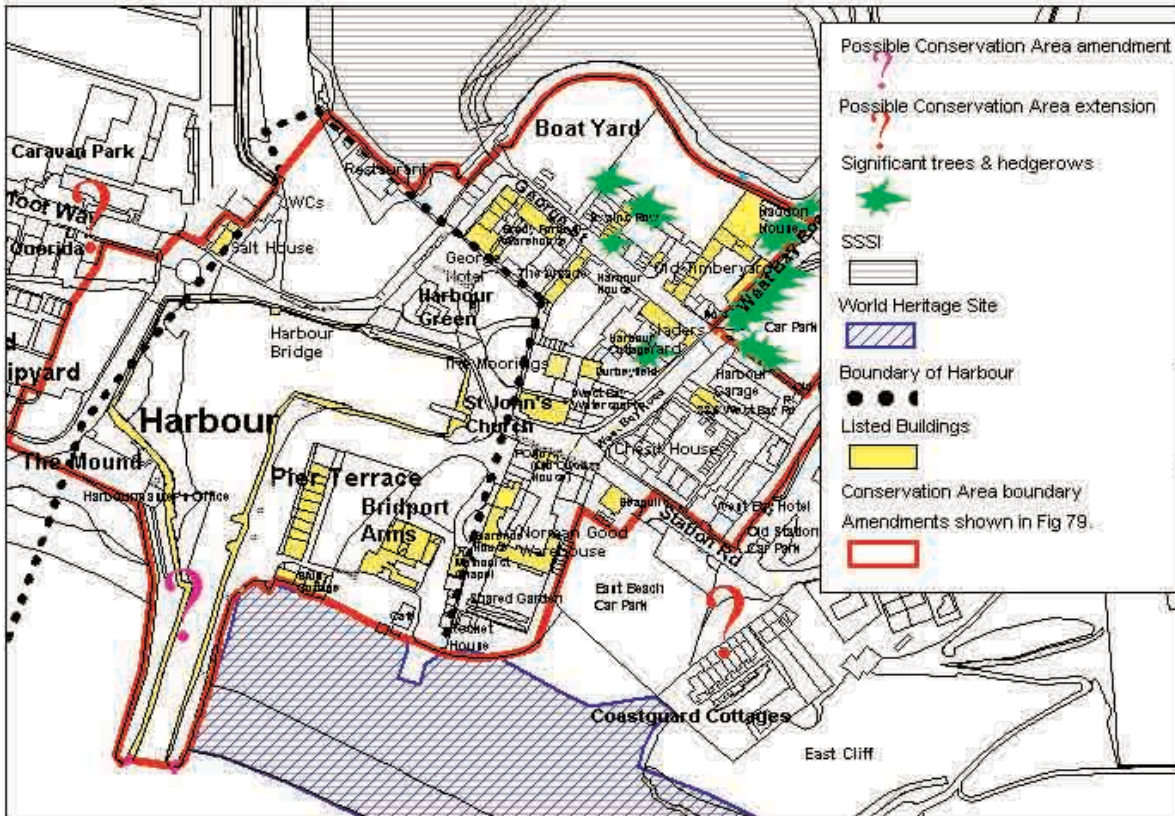


Fig 74. Map of Conservation Area Review - not to scale.

The designated Conservation Area boundary is drawn fairly tightly around the historic core and includes the main elements that have contributed to the development of Bridport Harbour as a port and a resort. The Harbour and its significant spaces; the river basin and sluices; the vacant site of the Old Shipyard; all of the listed buildings and their related street pattern and railway station are included within the boundary.

The Conservation Area boundary will be examined clockwise, starting with the piers: -



Fig 75. Plan of Harbour Improvement Scheme - construction period 2002 - 2004.

- The Conservation Area boundary follows the outline of the east and west Harbour piers, but upon completion of the Harbour Improvements, the west pier will have been shortened and this raised the issue of how this change should be reflected by the boundary. Following public consultation, it was decided that as the existing west pier is still in place and the new one yet to be completed, the boundary in the area of the west pier should be reviewed again once the new pier had been finished. Also, although at present, the new pier lies outside the Conservation Area, it was agreed that it would be of significant importance to the setting of the Conservation Area and the views to and from it.



Fig 76. Far left: Harbour view of Querida. Right: The Moorings opposite.

- On the west side, the boundary's part inclusion of the Old Shipyard is correct as the Shipyard was one of the major local industries for over one hundred years. This inclusion remains a key undeveloped site whose development will have a major impact on the character and quality of the Conservation Area. At this point however, the boundary excludes the adjacent Querida, a large detached early 20th century house that is a focal point and whose architectural elements reflect the Arts and Crafts influences of The Moorings on the opposite side of the Harbour. Local hearsay suggests that Querida has a connection with the architect E S Prior. Following public consultation, it was decided that Querida should be included in the Conservation Area.
- The boundary includes the historically important Salt House and the area of river or summer 'boating lake' east of it and is a combination that complements the Conservation Area, especially when viewed from the Harbour Bridge.
- The boundary continues northwards and then eastwards, basically following the line of the Harbour Boundary, and encompasses prime views of river, reed-beds and the wider setting of Bridport; as well as the Riverside Restaurant. The restaurant provides visual interest and reflects the importance of the riverbank. The area to the north of the river is designated a Site of Special Scientific Interest (SSSI) and is protected without the need to extend the Conservation Area boundary.

- The boundary runs along the bank of the tributary river and includes the predominantly open area to the north of George Street. The inclusion is an important transition between the built-up area and floodplain, as well as a natural edge to the Conservation Area; and gains a strong architectural termination in the form of Haddon House with its high riverside boundary wall.



Fig 77. The Coastguard Cottages & East Cliff viewed from East Beach.



Fig 78. Coastguard Cottages.

- The southern edge of the West Bay Road car park and the line of the former railway are practical routes for the boundary. It then runs along Station Road, around Seagulls, and onto embrace the former Bonded Stores, Bridport Arms, Ship Cottage row and the east pier. The boundary marks the limits of the built environment from the beach (also SSSI and World Heritage Site), but it neither includes the Coastguard Cottages, which form a visually strong group against East Cliff and had an important role in the settlement's maritime development, nor the gravel and car park area to the north-west of the Cottages - an area over which the Cottages and the Cliff behind it are viewed.

Following public consultation, it was decided that the Conservation Area boundary should not only be extended to include the Coastguard Cottages and the nearby gravel and car park area, but also part of East Cliff, - up to where it adjoins the Heritage Coast designation in the Adopted Local Plan, - at the rear of the Coastguard Cottages, The Steps and 1 & 2 East Cliff and then return downhill into Station Road and rejoin the existing Conservation Area boundary.

Conclusion to Boundary Review

The Conservation Area boundary has been extended in the vicinity of Querida and the Coastguard Cottages as approved by the District Council's Environment Overview & Scrutiny Committee on 28 January 2003. The changes to the boundary are shown on the following map.

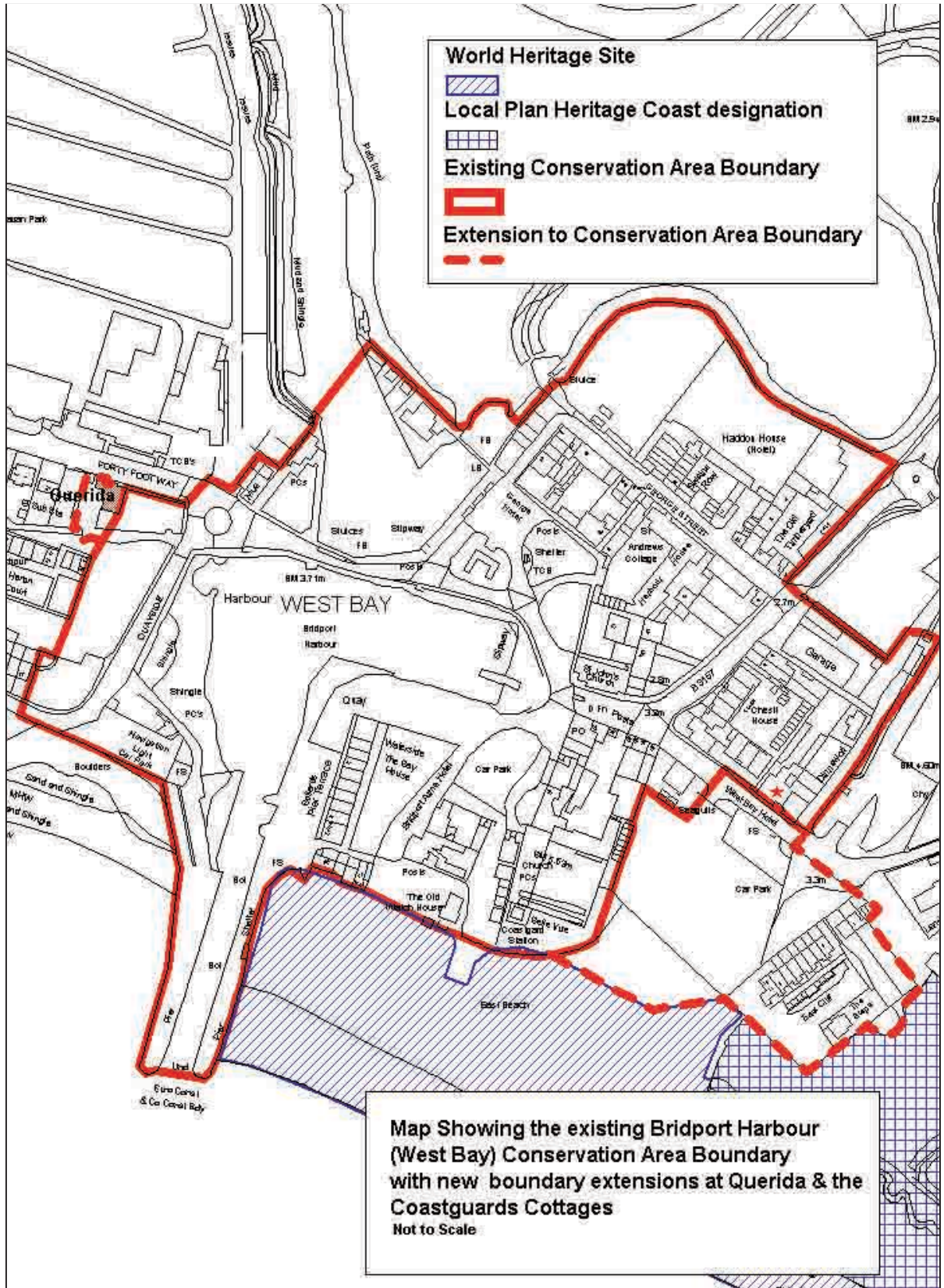


Fig 79. New boundary changes to the Conservation Area.

11 Summary of the Character Appraisal

The following tables summarise the Character Appraisal in terms of preserving or enhancing the Conservation Area, improving its nature or appearance and our understanding of it. Reference should also be made to relevant policies in the Adopted West Dorset District Local Plan (WDDLPL) the emerging new Local Plan and the West Bay Regeneration Framework Supplementary Planning Guidance (SPG).

This Summary should not be considered a substitute for the full report, which is required reading.

Aspect of Character	Objectives
SETTING (page 2)	From public areas, the cliff top and shoreline views of the Conservation Area should be maintained and enhanced.
HISTORY AND ARCHAEOLOGY (page 3)	With the assistance of the 'Advice & Management' Archaeologist at Dorset County Council, determine the need for an archaeological assessment and/or evaluation to accompany a planning application.
EVOLUTION (page 5)	Maintain and enhance the appreciation of the visual axis of the river entry, harbour and sea connection and the significance of The Mound in reinterpreting it. Ensure that the Harbour Boundary and the operational area it encloses, continues to be respected. Ensure that an historical investigation of the Bridport Arms is carried out if any development is proposed.
SETTLEMENT LAYOUT or PATTERN (page 7)	Maintain and enhance the historic road and track layout of the settlement, including those of the harbour spaces and the Arcade Cut. Ensure that the historic/visual link of the former railway line is retained and enhanced. Ensure that outside the Harbour Boundary, the traditional position of buildings on plots, - regarding routeways, boundaries, building type and local context, - is reinforced.
BUILDING USES (page 10)	Maintain the varied uses & activities, which support the identity and vitality of the historic centre. Ensure that the central focus of the harbour is maintained and enhanced.
BUILDING MATERIALS & LOCAL BUILDING STYLES (page 11)	Maintain the use of local and traditional materials and finishes of buildings, boundary walls, quayside and stone paving. Ensure that signage makes use of appropriate colours, styles and sizes that enhance rather than detract from the Conservation Area. Avoid the introduction of inappropriate details, materials and finishes that could be detrimental to the character and appearance of the Conservation Area. Maintain the 'Maritime', 'Informal', 'Formal' and 'Arts and Crafts' Styles of building as appropriate.

TOWNSCAPE DESCRIPTION (map page 18) which comprises 4 sub areas as follows:

Sub-Area 1: the harbour and its immediate margins (page 18)

Ensure that the variety, interest, details, textures, colours, smells, and movement around the harbour area and the enjoyment of the rising and setting sun from public areas are maintained or enhanced.

From public areas, ensure that views from inside and from outside the Sub-Area are maintained or enhanced, especially the extensive views and panoramas from the quayside, The Mound, piers, Harbour Bridge and the entry points from the Esplanade and Forty Foot Way.

Ensure that the character of focal points and landmarks is preserved. Not just confined to Sub-Area 1, these are: Harbourmaster's office, Querida, Salt House, Riverside Restaurant, George Hotel, Brody Forbes Warehouse, The Moorings, St John's Church, Pier Terrace, Bridport Arms and Ship Cottage row.

Ensure that the visual impact of the caravan site is ameliorated or softened whenever possible.

Ensure that the sentinel and symbolic role of The Mound is retained.

Ensure that the river and its banks are protected.

Sub-Area 2: south east of the harbour and south of St John's Church (page 21)

Ensure that the visual impact of the caravan site is ameliorated or softened by means of planting and landscaping.

Ensure that the views in or out of the area are maintained or enhanced, especially the introductory harbour view near St John's Church and views from the east pier, the Harbour area and East Beach.

Ensure that the character of focal points and landmarks is preserved or enhanced. Not just confined to Sub-area 2, these are: Harbourmaster's office, Querida, Salt House, Riverside Restaurant, George Hotel, Brody Forbes Warehouse, The Moorings, St John's Church, Pier Terrace, Bridport Arms and Ship Cottage row.

Ensure that a new suitable use is found for the old Rocket House that complements the character of the Conservation Area.

Ensure that the historical coherence and environmental quality of the Sub-Area's major open space is improved.

Ensure that the integrity of significant building groups (that include Pier Terrace, Bridport Arms, former Bonded Stores and others) is retained and enhanced.

Ensure that the visual connection with the river and historical relationship with Harbour Green is improved.

Sub Area 3: west of West Bay Road & north east of the harbour, including harbour green (page 24)

Ensure that the integrity of significant building groups (that include Haddon House, Swains Row, Sladers Yard, and The Arcade) is retained and enhanced.

From public areas, ensure that the views from inside and from outside the Sub-Area are maintained or enhanced, especially those from Harbour Green.

Ensure that the character of focal points and landmarks is preserved or enhanced. Not just confined to Sub-area 3, these are: Harbourmaster's office, Querida, Salt House,

	<p>Riverside Restaurant, George Hotel, Brody Forbes Warehouse, The Moorings, St John's Church, Pier Terrace, Bridport Arms, Sladers Yard and Haddon House.</p> <p>Ensure that the strong presence of port buildings and historic maritime connections are preserved or enhanced.</p> <p>Preserve or enhance the unlisted former chandler's shop that is north-west of The Arcade and which is of local importance.</p> <p>Ensure that the visual impact of the caravan site is ameliorated or softened whenever possible.</p> <p>Preserve or enhance the primary access role and improve the boundary enclosure of West Bay Road.</p> <p>Ensure that the 'townscape walk' from George Street to Harbour Green is preserved or enhanced.</p> <p>Ensure that the historical connections and environmental quality of Harbour Green are improved.</p>
<p>Sub Area 4: east of West Bay Road (page 30)</p>	<p>Through the West Bay Framework for Regeneration, ensure that the spatial and environmental qualities of the public car parks, the setting of the Conservation Area and the connection with East Beach are improved.</p> <p>Increase the Station's significance and improve its setting.</p> <p>Preserve or enhance the character of focal points and unlisted buildings of local importance. Not just confined to Sub-Area 4, these are: the Old Station, West Bay Hotel, Coastguard Cottages and Sladers Yard.</p> <p>Improve the boundary definition of Station Road and its junction with West Bay Road.</p> <p>Ensure that an investigation of the building history of the Harbour Garage is carried out if any development is proposed.</p> <p>From public areas, ensure that all views of East Cliff and Coastguard Cottages and the approach to the Harbour are preserved or enhanced.</p>
<p>PROBLEMS AND DETRIMENTS (page 30)</p>	<p>By means of suitable landscaping, aim to reduce the impact of hillside and floodplain development on the setting of the Conservation Area.</p> <p>Assess and ameliorate where possible the impact of vehicular movements, highway arrangements and car parking on the Conservation Area and its setting.</p> <p>Improve the standard of street furniture and pedestrian floorscape as and when opportunities arise.</p> <p>Assess and ameliorate the impact of overhead cables and where opportunities arise, investigate undergrounding.</p> <p>Ensure the timely and correct methods of, maintenance and repair of historic buildings, features and boundaries.</p> <p>As and when opportunities arise, improve the design standards of buildings, alterations and extensions, in keeping with character.</p> <p>Improve unkempt private and public spaces, - including the Boatyard, - and realise landscape potential throughout.</p>
<p>CONSERVATION AREA BOUNDARY (page 33)</p>	<p>Preserve, enhance or improve the boundary of the Conservation Area where, for example, it is defined on the ground by a boundary wall or physical feature.</p>

12 Bibliography

The following sources have been consulted in the preparation of this report:

- Chapter 1** 'Conservation Area Practice', English Heritage (October 1995).
'Conservation Area Appraisals', English Heritage (1996?).
- Chapter 3** 'The Evolution of Bridport Harbour', G W Hannah, DNHAS Proceedings.
'The West Bay Dorset Historical Report', Keystone Historic Building Consultants (2000).
- Chapter 4** Dorset County Records Office material, including 'Plan of Bridport Harbour Dorsetshire, with improvements by James Green Civil Engineer 1823'
- Chapter 5** RCHM Dorset, volume 1, West.
The 'greenbacks' of Listed Buildings for West Bay.
'The Buildings of England, Dorset', Newman and Pevsner (1972).
Aerial photograph from Dorset County Council, 2001.
- Chapter 6** 'Stone Quarrying', Jo Thomas, 'Discover Dorset' series, The Dovecot Press (1998).

All the sketches are the work of John Wykes.

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West Dorset District Council
South Walks House, South Walks Road,
Dorchester, Dorset DT1 1UZ

Tel: 01305 251010
www.dorsetforyou.com