

**MAINTENANCE DREDGING & BEACH REPLENISHMENT,  
LYME REGIS & WEST BAY HARBOURS, WEST DORSET  
Archaeological Desk-based Assessment**



**Report No. 53327/1/1**

**October 2010**



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## Archaeological Desk-based Assessment

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# **MAINTENANCE DREDGING & BEACH REPLENISHMENT, LYME REGIS & WEST BAY HARBOURS, WEST DORSET**

## **Archaeological Desk-based Assessment**

### **1 Introduction**

#### **1.1 Project Background**

In 2009 an application was made by West Dorset District Council (hereafter referred to as 'the Client') under the Food and Environment Protection Act 1985 (FEPA) for a license to undertake dredging works at Lyme Regis and West Bay harbours ((Figure 1, hereafter 'the Sites'). Further to this, the Marine Management Organisation (MMO) requested that comments on the proposals be sought from a range of statutory consultees. As a result of this, English Heritage have advised the Client that further consideration should be given to the significance and potential archaeological impacts of the proposals.

West Dorset District Council has therefore commissioned Terrain Archaeology to undertake an archaeological desk-based assessment of the sites at Lyme Regis and West Bay (centred on NGR SY33919154 and NGR SY46139034 respectively) (Figure 1).

A desk-based assessment, as defined by the Institute for Archaeologists *Standard and guidance for archaeological desk-based assessment* (1994, as revised), is "a programme of assessment of the known or potential archaeological resource within a specified area or Site. It consists of the collation of existing written, graphic and photographic information in order to identify the likely character, extent, quality and significance of the known or potential archaeological resource."

This document presents a preliminary archaeological assessment of the Site. Further stages of archaeological works may be required, following consultation with English Heritage.

Terrain Archaeology would like to thank the following for their help and cooperation during this project: Ben Murray (WDDC), Claire Pinder and Gordon Le Pard (Dorset County Council), and the West Bay Harbourmaster.

#### **1.2 Aims and Purpose of the Assessment**

The principal aim of this desk-based assessment is to assess the evidence for known and potential archaeological sites and areas of archaeological or historical interest (also known as 'Heritage Assets') within the Application Site and its immediate local context. The identified sites and areas will be classified in terms of their perceived local, regional or national archaeological significance.

The desk-based assessment will provide data to model the likely survival and loss of archaeological deposits across the area and identify areas of potential significance. This data may be used to prepare a specification for succeeding archaeological site investigations and recording.

The study will assess the likely impacts of the proposed development on the archaeological resource and provide data to formulate any required mitigation strategies to minimise the

impact of the proposed development on the archaeological resource.

## **2 THE SITES**

### **2.1 Lyme Regis**

#### **2.1.1 Location and Topography**

Lyme Regis lies on the coast at the end of the narrow steep-sided Lim Valley and is flanked by steep cliffs to the east and west. The town lies in a small bay between Church Cliff and the rocks of Broad Ledge to the east and the rocks at the Cobb to the west. To the west of the Cobb lies Monmouth Beach and another small bay, Chippel Bay. Lyme Regis harbour is centred on Ordnance Survey NGR SY339915. The landscape is extremely active and prone to many landslips and coastal erosion, which has led to many changes in the form of the coastline in the past. The current coast has been stabilised by extensive modern sea defences.

Lyme Regis currently has a tidal range of 4.5 m at the highest spring tides and a minimum of 1 m at the slackest neaps (Spencer & Co. 2002, 16). The harbour dries out at low water, with the exception of a deeper pool in the harbour mouth (Spencer & Co. 2002, 15).

#### **2.1.2 Geology**

Lyme Regis lies in a syncline of Lower Lias clays overlying Blue Lias limestones and shales. The Liassic clays occur almost at sea level in the area of the Cobb (West 2008).

### **2.2 West Bay**

#### **2.2.1 Location and Topography**

West Bay lies in the broad valley base of the River Brit at the point where it meets the sea. West Bay lies at about 3 m above Ordnance Datum and the ground rises up to the east and west to form West Cliff and East Cliff. To the north of West Bay are the low-lying fields of the River Brit floodplain. The west beach is a shingle beach backed by a sea wall and rock armour. East Beach is a shingle beach which forms the western end of Chesil Beach.

West Bay currently has a tidal range of 4.6 m at the highest spring tides and 0.9 m at the slackest neaps (Spencer & Co. 2002, 16). The inner harbour basin at West Bay largely dries out at low water.

#### **2.2.2 Geology**

The underlying geology comprises alluvium overlying Bridport Sands. East Cliff is formed of Bridport Sands capped with Inferior Oolite. West Cliff is formed mainly of Upper Fuller's Earth or Frome Clay capped by Forest Marble clay and shelly limestone (West 2010a & b).

## **3 PROPOSED WORKS**

### **3.1 Lyme Regis**

At Lyme Regis (Figure 2) the harbour approaches, harbour entrance and inner harbour itself (centred on NGR SY33919154) are accumulating sediment. It is thought that this recent increase in deposition and consequent shallowing is as a result of the completed Lyme

Regis Phase II coastal defence project. The rock armour extension to the south arm of the Cobb, by design, provides Lyme Regis with increased protection from storm events. This additional protection has had the effect of altering the erosion and deposition patterns of the harbour and its immediate approaches.

To manage this issue it is proposed to carry out a five-year maintenance dredging programme. This will take the form of periodic mechanical plant and equipment being mobilised on site to remove sediment back down to original bed levels. In no area will more than one metre depth of sediment be extracted.

Where sand dredged is suitable for beach recharge, it is proposed to replenish the town beach to the northeast of the harbour. This is a maintained beach that was last replenished with very significant quantities of imported beach materials, as part of the Phase II project. It is identified in the Beach management Plan for Lyme Regis that periodic replenishment of the main beach will be an ongoing requirement. It also states that the removal of sand from the harbour to place on the beach will defer the need for a more substantial marine re-nourishment exercise originally required every 5th year.

For coarser material not suitable for beach recharge, it is proposed to place the material to the southern side of the rock armour extension (part of the Phase II works) to the Southern Arm of the Cobb. This deposition area was the subject of a previous FEPA license and underwent excavation prior to the formation and construction of the rock armour structure.

## **3.2 West Bay**

At West Bay (Figure 7) the inner harbour, outer harbour and harbour entrance (centred on NGR SY46139034) are also accumulating sediment. The West Bay Harbour Improvement Scheme, completed in 2005, changed the characteristics of the harbour dramatically, offering increased storm protection and a harbour more accessible in a wide range of conditions. The original harbour design relied on the sluicing action of the River Brit to flush sediment from the inner harbour hence maintaining the required depth but this has never proved adequate. Sand and shingle from the sea/adjacent beaches and some of the river silt which washes through the inner harbour settles in the inner/outer harbour and its entrance.

To manage this issue it is proposed to carry out a five-year maintenance dredging programme. As at Lyme Regis, this will take the form of periodic mechanical plant and equipment being mobilised on site to remove the sediment back down to original bed levels. In no area will more than one metre depth of sediment be extracted, apart from the outer harbour where it is proposed to extract up to two metres of depth. These depths are still less than were extracted during the dredging and construction phase of the recent harbour improvement works undertaken under both FEPA license and Coast Protection Act (CPA) consent.

Where sand dredged is suitable for beach recharge, it is proposed to replenish the amenity beach to the west of the harbour. This is a managed beach that was last replenished with significant quantities of imported material as part of the West Bay Harbour Improvement Scheme.

# **4 PLANNING BACKGROUND**

## **4.1 Government Guidance**

The desk-based assessment represents the first stage of archaeological work associated with

potential development. The assessment was commissioned in line with Planning Policy Statement 5: Planning for the Historic Environment (PPS5), particularly Policy HE6: Information Requirements for Applications for Consent affecting Heritage Assets.

- HE6.1 Local planning authorities should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. As a minimum the relevant historic environment record should have been consulted and the heritage assets themselves should have been assessed using appropriate expertise where necessary given the application's impact. Where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation.
- HE6.2 This information together with an assessment of the impact of the proposal should be set out in the application (within the design and access statement when this is required) as part of the explanation of the design concept. It should detail the sources that have been considered and the expertise that has been consulted.
- HE6.3 Local planning authorities should not validate applications where the extent of the impact of the proposal on the significance of any heritage assets affected cannot adequately be understood from the application and supporting documents.

## 4.2 County Policies

County Policy concerning archaeology and the historic built environment is set out in the following policies in the *Replacement Bournemouth, Dorset, and Poole Structure Plan, Deposit Plan CSPR 3* (July 2004):

### Environment Policy F – Historic Built Environment

The architectural and historic heritage of Dorset should be enhanced by development that respects the character and setting of historic towns, villages, conservation areas and historic parks and gardens and stimulates economic regeneration through the restoration and re-use of historic buildings and sites and environmental improvement.

### Environment Policy G – Archaeology

Where nationally important archaeological sites and monuments, whether scheduled or not, and their settings are affected by a proposed development, there will be a presumption in favour of their physical preservation in situ. The need for the preservation of unscheduled sites of more local importance will be considered on merit.

## 4.3 Local Authority Policies

The *West Dorset Local Plan* (2004) expands upon national guidance, setting out the West Dorset District Council's policies with specific reference to cultural heritage and archaeology.

### Policy SA16 Historic Parks and Gardens of International and National Importance

Development that would adversely affect the historic character, appearance or setting of Historic Parks and Gardens identified by English Heritage in their register of "Historic Parks and Gardens" and shown on the Proposals Map will not be permitted.

### Policy SA17 Historic Parks and Gardens of Regional and County Importance

Development that would significantly adversely affect the historic character, appearance or setting of Historic Parks and Gardens of regional and county importance will not be permitted.

### Policy SA18 Demolition of Listed Buildings

Development requiring the total or substantial demolition of a building listed as being of special architectural or historic importance will not be permitted apart from in very exceptional circumstances and, in any case, not unless genuine attempts have been made without success to continue the present use or to find a suitable alternative use for the building.

### Policy SA19 Alterations, Extensions and Changes of Use of Listed Buildings

Alterations, additions to, or change of use of a Listed Building will not be permitted if they are likely to have an adverse effect on the historic or architectural special features or character of the building.

### Policy SA20 Settings of Listed Buildings

Development which would adversely affect the setting of a Listed Building will not be permitted.

### Policy SA21 Protection of Character or Appearance of Conservation Areas

Proposals for development within a Conservation Area, or outside but which would affect its setting or views into or out of the Area, will not be permitted unless they preserve or enhance the character or appearance of the Area by being appropriate in mass, proportions, use, detailed design and materials to the site and its surroundings.

### Policy SA22 Demolition within a Conservation Area

Where consent is granted for demolition which would lead to an unsightly gap in the street scene, the Council will exercise its powers to impose a condition on the consent to prevent implementation until a contract has been let for an approved replacement development.

Planning permission will not be granted for proposals involving the demolition of buildings which make a positive contribution to Conservation Areas other than where:

- i) the structural condition of the building is such that the repair and re-use is not feasible; and
- ii) the importance and acceptability of redevelopment proposals for the site override other material considerations.

### Policy SA23 Sites of National Archaeological Importance

Development will not be permitted which would have an adverse effect upon Scheduled Monuments or upon other archaeological sites of national importance and their settings.

Where nationally important archaeological remains, whether scheduled or not, and their settings are affected by proposed development there should be a presumption in favour of their physical preservation.

### Policy SA24 Sites of Regional or County Archaeological Significance

Development will not be permitted which would have an adverse effect upon a site of regional or county archaeological importance unless the need for the development clearly outweighs the intrinsic importance of the remains.

If planning permission is granted affecting a site of regional or county archaeological

significance, developers will be required to preserve the archaeology in situ or, if it does not merit permanent preservation, by record.

## 5 METHODS

A Written Scheme of Investigation was produced by Terrain Archaeology *Proposed Harbour Improvements, Lyme Regis and West Bay, West Dorset. Written Scheme of Investigation for an Archaeological Assessment* Terrain Archaeology Document No. 3327/0/1 (July 2010).

The assessment was undertaken broadly following the Institute for Archaeologists *Standard and guidance for archaeological desk-based assessment* (1994, as revised).

A circular Study Area, 700 m in diameter was defined for each area; that for Lyme Regis was centred on Ordnance Survey NGR SY34059173 (Figure 2) and that for West Bay on Ordnance Survey NGY SY46149034 (Figure 7). The Study Areas encompass the areas impacted by the proposed works and their close environs, in order to place the sites into the relevant local historical and archaeological context.

The desk-based assessment has involved detailed documentary work sufficient to establish the historic development of the Site and its immediate context and to allow an assessment of the historic topography, in relation to present day ground levels. It has included consultation of the major relevant archaeological databases (Dorset County Council Historic Environment Record and the National Monuments Record) to collate information on known archaeological and historical sites, Listed Buildings, Historic Parks and Gardens, and Scheduled Ancient Monuments.

A literature search of readily accessible published archaeological information, including appropriate national and local archaeological journals, together with a search of the on-line holdings of the Archaeology Data Service (<http://ads.ahds.ac.uk/catalogue>), the Heritage Gateway ([www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)) and the MAGIC website ([www.magic.gov.uk](http://www.magic.gov.uk)), has been undertaken to supplement and amplify the data from the major databases listed above. Relevant material held in the files of West Dorset District Council was also consulted.

Ordnance Survey maps, other historic maps, photographs, antiquarian books and other documentary sources, as available and appropriate, have been consulted at the Dorset History Centre and Dorset County Museum.

The significance of the heritage assets was assessed following the guidance set out in PPS5 *Planning for the Historic Environment: Historic Environment Planning Practice Guide* (March 2010). The approach to assessing the significance of archaeological remains used in this assessment follows Startin (1993). The designation of local, regional, national or international significance follows the IfA *Standard and Guidance for archaeological desk-based assessment*.

The significance of the impacts of the development upon heritage assets was assessed using the criteria set out in the DfT publication *Transport Analysis Guidance The Heritage of Historic Resources Sub-Objective* (TAG Unit 3.3.9) (June 2003). These criteria are summarised in Appendix 1.

A walk-over survey of the Sites and Study Areas was undertaken on 4 October 2010, to assess and record the condition of known sites and to note any previously unrecorded archaeological features. The present day topography and its implications for the potential survival of archaeological deposits were assessed at the same time.



## 6 LYME REGIS STUDY AREA RESULTS

### 6.1 Archaeological and Historical Background

The origins of Lyme Regis are unclear and much of the evidence of its earliest beginnings has probably been destroyed by coastal erosion. The prehistoric and medieval coastlines have been lost to a combination of Holocene sea-level rise and terrestrial landslip, exacerbated by historic quarrying of the coastal ledges and cliffs. The earliest recorded find is a Palaeolithic handaxe, but this is almost certainly an *ex situ* find. A scattering of Roman pottery and coins have been found within the town and the rather doubtful identification of a Roman building at Belmont on Pound Street indicate some activity of this date in the area. It has been suggested that Lyme was part of a large salt-producing estate in the Roman period (Barker 2005). Certainly, salt was important to Lyme in the earliest medieval period. The earliest documentary references to Lyme date from AD 774, when King Cynwulf granted land on the west bank of the River Lim to the Bishop of Sherborne “in order that salt may be obtained there, both as a seasoning for food and for ritual use” (Penn 1980, 72). Saltworking at Lyme was still important in the 11<sup>th</sup> century. The Domesday survey indicates that Lyme (Lym) was divided into three manors: the King’s servant William Belet held land east of the river, whilst St Mary’s, Glastonbury held the manor of Colway and land west of the river was owned by the Bishop of Salisbury (Thorn & Thorn 1983). Saltworkers are mentioned in connection with Colway manor and the manor east of the river (Keen 1987). The Domesday entry for the Bishop of Salisbury mentions fishermen (Thorn & Thorn 1983). The form of the settlement of Lyme in the 11<sup>th</sup> century is unclear but was probably still a dispersed settlement.

Some time between the 11<sup>th</sup> and 13<sup>th</sup> century, Lyme developed as a town and seaport of some importance (Fowles 1982). It was granted a royal charter by Edward I in 1284, becoming a free borough with trading privileges and a degree of self-government. It was also bestowed with the title Regis at this time (Fowles 1982). Lyme became a prosperous trading town in the 13<sup>th</sup> and 14<sup>th</sup> centuries, but by the mid 14<sup>th</sup> century it entered a period of decline, partly as a result of the Black Death, the French wars, landslips and destruction caused by storms (Roberts 1834, 54). There was a revival of the fortunes of Lyme Regis from the late 15<sup>th</sup> to the mid 17<sup>th</sup> century, when it became the fourteenth most important port in the country (Keystone 1994a). Lyme’s decline as a port begins in the late 17<sup>th</sup> century and by the mid 18<sup>th</sup> century it was in a very poor state. However, the rise in the popularity of sea bathing from the mid 18<sup>th</sup> century saw Lyme reinvent itself as a fashionable watering-place (Fowles 1982).

Much of Lyme’s wealth during the medieval period rested on its possession of an artificial sea wall (The Cobb), which provided anchorage on a notoriously dangerous stretch of coastline. There are references to a Cobb at Lyme as early as 1294 and it may have been built as early as 1250. In 1313 the Cobb was described as built of wood and rocks. The Cobb also served, to some extent, to protect the town from marine erosion: In 1377 a devastating storm demolished the greater part of the Cobb and swept away some 77 dwellings in the town, along with the quay and various warehouses. Its replacement was built to a different plan, setting the template for the modern harbour. This work was, in turn, destroyed by storms and in 1481 the burgesses of Lyme petitioned Edward IV that the town was being ‘wasted by the tides and the overflowing of the sea’. With Royal favour, the Cobb was repaired, after which it was described as of stone ‘for the succour of ships’ by Leland in 1540 (Legg 2003, 23), although an illustration of about 1539 indicates a wooden pile-clad structure, probably with a rubble core. After the mid 16<sup>th</sup> century, the nearby estuaries at Charmouth and Bridport Haven were downgraded to the status of

creeks and placed under Lyme's jurisdiction, ensuring the latter's ascending importance (Legg 2003, 23).

Roger North, writing in about 1680, describes the Cobb as 'demi-lune' with a bar (a precursor of the modern North Wall) in the middle of the concave. The timber and rubble Cobb was re-built in stone by the 18<sup>th</sup> century but, since that time, has suffered major episodic storm damage and has been rebuilt, extended or (in the case of the spur-like Southern Arm) has contracted in a piecemeal fashion: A complex history of rebuilding and repair is attested throughout the later 18<sup>th</sup> and earlier 19<sup>th</sup> centuries, including after catastrophic storms in 1792, 1817 and 1824. The present Victoria Pier extension was added about 1842-52 and the modern North Wall was put in place in 1849, somewhat east of the position of the earlier 'bar' noted by North (see above). In 1853 a tramway was constructed from the cliffs behind Monmouth Beach to the Cobb to transport stone quarried from the cliffs to the harbour for shipping (Draper 2001). Although the basic plan of Lyme Regis harbour has changed little since 1857, significant maintenance work continues to the present day: In 1939 the end of the North Wall was piled after subsidence and in 1950-51 a major programme of pressure grouting was undertaken on the sea wall of the Southern Arm. The Beacon Rocks were added to the end of the Cobb in 1970. In 1986-87 the Victoria Pier extension was reconstructed and widened, and its core extracted and replaced with concrete (Keystone 1994a).

In 2005 the Phase II Environmental Improvements included the removal of the Beacon Rocks and their replacement with a realigned and lengthened stone barrier.

## 6.2 Gazetteer of Recorded Heritage Assets and Archaeological Material

The locations of the recorded heritage assets are shown on Figure 2.

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
1	SY339915	DHER: 1 068 094 / NMR SY 39 SW 8	Medieval to post-medieval	The Cobb. Stone sea-wall of mediaeval origin; Cobb shown in sixteenth century sketch. Before end of eighteenth century, wall was dry-built; a small section of this kind of walling remains in the east face of the Victoria Pier. Complete rebuilding took place between 1783 and 1829 especially after the great gales of 1824, which destroyed a great part of the walls (rebuilding of 1825-9 in ashlar). Victoria Pier added between 1842 and 1852. North Wall constructed in 1849.		Listed Building Grade I
2	SY339915	DHER: DO13134 / NMR: --	Post-medieval	Buildings on the Cobb. Early to mid 19 <sup>th</sup> century, rebuilt after destruction in 1824 storm. Two storey range in two sections. Left hand section with slate gabled roof and pebbledash front. Right hand section with corrugated roof and rendered front.		Listed Building Grade II
3	SY338915	DHER: MDO20577 / NMR: --	Post-medieval	A tramway was constructed in 1853 to transport stone quarried from the cliffs behind Monmouth Beach to the Cobb for shipment	Draper 2001	



Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
4	SY338916	DHER: 1 068 047 / NMR: --	Post-medieval	Remains of a substantial wall found during trenching work in 1985. It may have been the wall erected round Cobb hamlet that was destroyed in the great storm of 1824.	Fowles 1985; Roberts 1834, 175	
5	SY340919	DHER: 1 068 074 / NMR: --	Post-medieval	Lucy's Jetty. Built about 1820.	Wilson <i>et al.</i> 2007	
6	SY342920	DHER: 1 068 071 / NMR: --	Post-medieval	Cobb Gate Jetty. Stone jetty built 1840.	Wilson <i>et al.</i> 2007	
7	SY338916	DHER: 1 068 066 / NMR: --	Post-medieval	Lifeboat station by the Cobb.		
8	SY336915	DHER: 1 068 065 / NMR: --	Post-medieval	Rifle Range on Monmouth Beach marked on 1 <sup>st</sup> Edition Ordnance Survey 25-inch map.		
9	SY337816	DHER: DO13135 / NMR: --	Post-medieval	Customs House. Built 1845-6, altered and converted to housing.		Listed Building Grade II
10	SY337917	DHER: DO13136 / NMR: --	Post-medieval	Undercliff, Cobb Road. House, Late 18 <sup>th</sup> - early/mid 19 <sup>th</sup> century, two storeys and attic, three window bays, Blue lias ashlar front. Long and short quoins.		Listed Building Grade II
11	SY337917	DHER: DO13016 - DO13020 / NMR: --	Post-medieval	Cobb Terrace. A row of former Coastguard cottages built in the mid 19 <sup>th</sup> century.		Listed Building Grade II
12	SY337917	DHER: DO13139 / NMR: --	Post-medieval	Theo's Cottage, Cobb Road. House, late 18 <sup>th</sup> to early/mid 19 <sup>th</sup> century, two storeys, two window bays, slate roof and stuccoed front.		Listed Building Grade II
13	SY337917	DHER: DO13137 - DO13138 / NMR: --	Post-medieval	6 Cobb Road. House of late 18 <sup>th</sup> or early 19 <sup>th</sup> century date, two storeys, with cast iron railings bounding garden.		Listed Building Grade II
14	SY337917	DHER: DO337917 / NMR: --	Post-medieval	7 Cobb Road. House with 19 <sup>th</sup> century front.		Listed Building Grade II
15	SY337917	DHER: DO13014 / NMR: --	Post-medieval	Westfield, Cobb Road. House, late 18 <sup>th</sup> - early/mid 19 <sup>th</sup> century, two storeys, slate roof, stuccoed front.		Listed Building Grade II
16	SY337917	DHER: DO13012 - DO13013 / NMR: --	Post-medieval	Harbour View and Hillside, Cobb Road. House, 18 <sup>th</sup> to early/mid 19 <sup>th</sup> century, two storeys and attics, slate hipped roof, bay windows. Harbour View has shingle cladding to front and Hillside has colourwashed rendered front.		Listed Building Grade II
17	SY337916	DHER: DO12546 / NMR: --	Post-medieval	12 Cobb Road. House, late 18 <sup>th</sup> to mid 19 <sup>th</sup> century, two storeys with slate roof, slate cladding.		Listed Building Grade II
18	SY337916	DHER: DO12602 / NMR: --	Post-medieval	The Old Watch House, Marine Parade. The former Watch House, 19 <sup>th</sup> century, converted to shops.		Listed Building Grade II

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
19	SY337916	DHER: DO12601 / NMR: --	Post-medieval	Old Bonded Store, Marine Parade. Former Bonded Warehouse, built 1830, converted to shops and flats.		Listed Building Grade II
20	SY337917	DHER: DO12600 / NMR: --	Post-medieval	Cobb House Flats, Marine Parade. Four storey building with slate gabled roof and rendered front.		Listed Building Grade II
21	SY338917	DHER: DO12598 – DO12599 / NMR: --	Post-medieval	19-20 Marine Parade. Late 18 <sup>th</sup> to mid 19 <sup>th</sup> -century house, three storeys with slate cladding to upper floors.		Listed Building Grade II
22	SY338917	DHER: DO12603 / NMR: --	Post-medieval	24 Marine Parade. Late 18 <sup>th</sup> to 19 <sup>th</sup> -century house of three storeys and roughcast front.		Listed Building Grade II
23	SY338917	DHER: DO12604 / NMR: --	Post-medieval	Royal Standard Inn, 25 Marine Parade. Late eighteenth to early nineteenth century fronts. Two gable ends to street with one window bay to each of them. First and second floors roughcast; ground floor stuccoed.		Listed Building Grade II
24	SY338917	DHER: DO12605 / NMR: --	Post-medieval	26 Marine Parade. Late 18 <sup>th</sup> to early 19 <sup>th</sup> -century house, three storeys, stuccoed and roughcast front.		Listed Building Grade II
25	SY338917	DHER: DO12606 / NMR: --	Post-medieval	27 Marine Parade. Late 18 <sup>th</sup> to early 19 <sup>th</sup> -century house, ground floor stuccoed.		Listed Building Grade II
26	SY338917	DHER: DO12607 / NMR: --	Post-medieval	28 Marine Parade. Late 18 <sup>th</sup> to early 19 <sup>th</sup> -century house, ground floor stuccoed.		Listed Building Grade II
27	SY338917	DHER: DO12608 / NMR: --	Post-medieval	Bay Cottage and premises occupied by Jane's Café, Marine Parade. Late 18 <sup>th</sup> to early 19 <sup>th</sup> -century house, hipped slate roof, roughcast front.		Listed Building Grade II
28	SY339914	DHER: 1 068 094 / NMR: --	Post-medieval	Sea Wall at Cobb Hamlet. Late 18 <sup>th</sup> or early 19 <sup>th</sup> -century stone rubble sea wall, painted with tar.	RCHME 1952	Listed Building Grade II
29	SY340919	DHER: DO12595 / NMR: --	Post-medieval	Library Cottage, Marine Parade. Early to mid 19 <sup>th</sup> -century with later alterations and additions. Originally two cottages which were turned into one by the architect Arnold Mitchell. Two storeys. Two window bays. Matched roof. Slate hung. Two 18 <sup>th</sup> century rainwater-heads imported from elsewhere and attached to either side of the front.		Listed Building Grade II
30	SY340920	DHER: DO12594 / NMR: --	Post-medieval	11 Marine Parade, built as an early 19 <sup>th</sup> -century bath house, later converted to house, 3 storeys.		Listed Building Grade II
31	SY340920	DHER: DO12593 / NMR: --	Post-medieval	9 Marine Parade, early 19 <sup>th</sup> -century house with stuccoed front and thatched roof.		Listed Building Grade II
32	SY340920	DHER: DO12592 / NMR: --	Post-medieval	Benwick Cottage, 8A Marine Parade, early 19 <sup>th</sup> -century house with stuccoed front and thatched roof.		Listed Building Grade II

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
33	SY340920	DHER: DO12591 / NMR: --	Post-medieval	Harville Cottage, 8 Marine Parade, early 19 <sup>th</sup> century house with stuccoed front and thatched roof.		Listed Building Grade II
34	SY341920	DHER: DO12590 / NMR: --	Post-medieval	Madeira Cottage, 7 Marine Parade. House built 1815-1819, of two storeys and attic, thatched roof, weatherboarded and stuccoed front.		Listed Building Grade II
35	SY341920	DHER: DO12585 – DO12586 / NMR: --	Post-medieval	4-6 Marine Parade. House built c. 1840. Slate-hung front.		Listed Building Grade II
36	SY 341 920	DHER: DO12584 / NMR: --	Post-medieval	1 Marine Parade. Formerly the Alcove Café. An early 19 <sup>th</sup> century house with later additions		Listed Building Grade II
37	SY34129145	DHER: 9 000 0870 / NMR: SY 39 SW 63	Post-medieval	Unidentified English cargo vessel lost at Lyme Regis, 1674.		
38	SY34129145	DHER: 9 000 0871 / NMR: SY 39 SW 64	Post-medieval	Unidentified cargo vessel lost at Lyme Regis, 1674.		
39	SY34129145	DHER: 9 000 0524 / NMR: SY 39 SW 36	Post-medieval	Solebay. British sixth rate ship of the line lost at Lyme Regis in 1709.		
40	SY34129145	DHER: 9 000 0883 / NMR: SY 39 SW 85	Post-medieval	Unidentified cargo vessel stranded near Lyme Regis after being driven out of the Cobb in 1744.		
41	SY34129145	DHER: 9 000 0166 / NMR: SY 39 SW 38	Post-medieval	Eliza and Antonia. Cargo vessel lost near Lyme Regis, 1758.		
42	SY34129145	DHER: 9 000 0758/ NMR: SY 39 SW 66	Post-medieval	Grand Power of God. Craft driven on shore near Lyme Regis and dashed to pieces in 1766.		
43	SY34129145	DHER: 9 000 0576 / NMR: SY 39 SW 71	Post-medieval	English craft lost at Lyme Regis, 1817.		
44	SY34129145	DHER: 9 000 0595 / NMR: SY 39 SW 72	Post-medieval	Volante. Lost at Lyme Regis in 1817.		
45	SY34129145	DHER: 9 000 0385 / NMR: SY 39 SW 81	Post-medieval	Mary. English craft wrecked at Lyme Regis, 1817.		
46	SY34129145	DHER: 9 000 0872 / NMR: SY 39 SW 67	Post-medieval	Unidentified British vessel lost near Lyme in a storm in 1818.		
47	SY34129145	DHER: 9 000 1142 / NMR: --	Post-medieval	Eliza. A fishing smack about to be launched was swept off its stocks in a storm in 1824 and wrecked at Lyme Regis harbour.	Le Pard 1999	
48	SY34129145	DHER: 9 000 0093 / NMR: SY 39 SW 68	Post-medieval	Caroline. British trawler sunk at the mouth of the Buddle, 1824.		

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
49	SY34129145	DHER: 9 000 0606 / NMR: SY 39 SW 41	Post-medieval	William and Ann. British schooner lost near Lyme Regis, 1836.		
50	SY34129145	DHER: 9 000 0749 / NMR: SY 39 SW 42	Post-medieval	Colyton Union. English schooner stranded at Lyme Regis in 1846.		
51	SY34129145	DHER: 9 000 0135 / NMR: SY 39 SW 43	Post-medieval	Daphne. English schooner wrecked 100 yards east of North Wall of Lyme Regis harbour in 1852.		
52	SY34129145	DHER: 9 000 0508 / NMR: SY 39 SW 45	Post-medieval	Sarah. Channel Island schooner broke from moorings, ran ashore and broke in pieces at Lyme Regis in 1852.		
53	SY34129145	DHER: 9 000 0008 / NMR: SY 39 SW 46	Post-medieval	Adele. Channel Island craft stranded at Lyme Regis, 1852.		
54	SY34129145	DHER: 9 000 0173 / NMR: SY 39 SW 49	Post-medieval	Elizabeth Ann. English smack came on shore at Lyme Regis during a gale in 1860, later refloated.		
55	SY34129145	DHER: 9 000 0229 / NMR: SY 39 SW 65	Post-medieval	George. English smack wrecked on the rocks off Lyme Regis, 1862.		
56	SY34129145	DHER: 9 000 0443 / NMR: SY 39 SW 50	Post-medieval	Panda. English schooner sunk in Lyme Regis harbour. One of four vessels that drifted out of the Cobb on 8 January 1867.		
57	SY34129145	DHER: 9 000 0038 / NMR: SY 39 SW 51	Post-medieval	Ann and Emily. English schooner sunk in Lyme Regis harbour. One of four vessels that drifted out of the Cobb on 8 January 1867.		
58	SY34129145	DHER: 9 000 1321 / NMR: --	Post-medieval	Vulcan. A schooner sunk in Lyme Regis harbour. One of four vessels that drifted out of the Cobb on 8 January 1867.		
59	SY34129145	DHER: 9 000 0170 / NMR: SY 39 SW 52	Post-medieval	Elizabeth and Ann. English cargo vessel sunk in the Cobb on 8 January 1867.		
60	SY34129145	DHER: 9 000 0529 / NMR: SY 39 SW 60	Post-medieval	Speck. English brigantine sunk in Lyme Regis harbour. One of four vessels that drifted out of the Cobb on 8 January 1867.		
61	SY34129145	DHER: 9 000 0114 / NMR: SY 39 SW 53	Post-medieval	Collingwood. British craft broken up on the beach in 1871.		
62	SY34129145	DHER: 9 000 0208 / NMR: SY 39 SW 62	Post-medieval	Flying Fish. English schooner stranded at the entrance to the Cobb, 1881.		
63	SY34129145	DHER: 9 000 1533 / NMR: SY 39 SW 61	Post-medieval	Lily. English smack wrecked Lyme Regis harbour, 1881.		
64	SY34129145	DHER: 9 000 0750 / NMR: SY 39 SW 54	Post-medieval	Edward and Mary. English smack lost in a storm in Lyme Regis harbour entrance in 1883.		
65	SY34129145	DHER: 9 000 0579 / NMR: SY 39 SW 55	Post-medieval	Union. English smack lost in 1883 during a storm.		

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
66	SY34129145	DHER: 9 000 0176 / NMR: SY 39 SW 56	Post-medieval	Emma. Norwegian schooner wrecked outside Lyme Regis harbour in 1891.		
67	SY3444691600	DHER: 9 000 1243 / NMR: --	Post-medieval	Mary Ann. A schooner that sank just east of the Cobb in 1851. It may have been salvaged.		
68	SY34129145	DHER: 9 000 1287/NMR: --	Post-medieval	Sarah. A sailing vessel that sank off Lyme Regis in 1885.		
69	SY34129145	DHER: 9 000 0521 / NMR: SY 39 SW 73	Modern	Simon Peter. English cutter driven ashore and sank when moored at Lyme Regis, 1901.		
70	SY34129145	DHER: 9 000 0174 / NMR: SY 39 SW 34	Modern	Emily and Elizabeth. English yawl built 1879, foundered at moorings in 1909.		
71	SY34129145	DHER: 9 000 0360 / NMR: SY 39 SW 35	Modern	Livonia. English ketch, built 1873, stranded at moorings in 1910.		
72	SY340919	DHER: DO12597 / NMR: --	Modern	Sundial, 12 Marine Parade. House built 1903 by Arnold Mitchell, Four storeys. Two window bays. Blue lias rubble and dressings in contrasting stone. Sundial built into wall between first and ground floors.		Listed Building Grade II
73	SY341920	DHER: DO12589 / NMR: --	Modern	6A Marine Parade. House built 1934-5 with stuccoed front and thatched roof.		Listed Building Grade II

### 6.3 Baseline Heritage Assets and Archaeological Material

There have been two archaeological investigations undertaken in the study area. In 1985, John Fowles recorded the remains of a substantial wall during sewerage works just west of the Lifeboat house at the Cobb (Fowles 1985). In 2005-6, there was a programme of archaeological observations and recording during the Phase II Environmental Improvements, which recorded elements of the historic coastal defences of Lyme, including Cobb Gate Jetty, Lucy's Jetty, the sea walls and an earlier jetty at Beacon Rocks (Wilson *et al.* 2007).

Seventy three Heritage Assets have been recorded from the Study Area (Figure 2). The majority of these are all buildings or structures dating to the 18<sup>th</sup> or 19<sup>th</sup> century, or records of wrecks dating from the medieval to the modern periods. The numbers in square brackets below relate to the gazetteer number, as listed in Section 6.2.

#### 6.3.1 Prehistoric (500000BC–AD42)

No prehistoric sites or findspots have been recorded from the Study Area. However, a Palaeolithic handaxe is recorded as having come from Lyme Regis (Roe 1968, 50). The exact findspot is not known.

#### 6.3.2 Roman and Early Medieval (AD43–AD1066)

No Roman remains have been recorded in the Study Area, but a scatter of Roman finds has been found in Lyme Regis.

### 6.3.3 Medieval (AD1066–AD1540)

The only recorded medieval structure in the Study Area is the Cobb [1]. The Cobb was first mentioned in the 13<sup>th</sup> century when it appears to have been a timber and stone structure (Keystone 1994a). However, it is unlikely that any of the original medieval work survives. The access to the Cobb from Lyme Regis was along the beach (the 'cart road') from Cobb Gate.

It is unclear whether there was a settlement at Cobb Hamlet at this date, which may have been an area for shipbuilding. In 1294 Edward I ordered Lyme to build a galley of 120 oars, but in the event, a galley of 54 oars was built between 1294-1296 by at least eighteen shipwrights which suggests there was a reasonably well developed shipbuilding industry in Lyme at this date (Friel 1986).

### 6.3.4 Post-Medieval (AD1540–1901)

There are 67 recorded monuments dating to the post-medieval period. These can be broadly divided into three groups – monuments associated with the harbour and coastal defences [1-8], 18<sup>th</sup> and 19<sup>th</sup> century houses and other structures in Cobb hamlet and along Marine Parade [9-36] and records of wrecks [37-68].

The monuments around the harbour include the Cobb itself [1] and the buildings on the Cobb [2]. The present form of the Cobb is largely post-medieval in date and is the result of a large number of different repairs and rebuildings normally following storm damage. The detailed history of the Cobb is set out in Keystone (1994a) and will not be reproduced in detail here. The medieval timber and stone structure appears to have been remade in stone by the early 18<sup>th</sup> century. At this date the Cobb was not fully connected to the land as indicated by a 1723 drawing of the Cobb by William Stukeley, which shows a semi-circular stone structure with a long pier projecting seaward off it (the Southern Arm). At least two phases of earlier jetty projecting beyond the current end of the southern arm were exposed and recorded during the removal of the Beacon Rocks as part of the Phase II Environmental Improvements Scheme. The earlier of these jetties is thought to date to 1697 (Wilson *et al.* 2007). A number of episodes of repair and rebuilding took place between 1783 and 1829, sometimes resulting in changes in its shape or width. The Victoria Pier was built in 1841-2 and was extended in 1848. The North Wall added in 1849. After numerous attempts, the Cobb was connected securely to the shore in 1857.

The current buildings on the Cobb [2] date to the early/mid 19<sup>th</sup> century and were built following the destruction of the great storm of 1824. There were buildings on the Cobb by the 1690s (Keystone 1994a).

A tramway [3] was built in 1853 to transport stone quarried from the cliffs behind Monmouth Beach on to the Cobb for shipment (Draper 2001). This ran along the Cobb, but was supported by wooden piles where it curved round on to the Landing Quay. A number of these wooden piles still exist (Plates 2-3).

A Lifeboat Station [7] was constructed in Cobb Square in 1887, replacing an earlier one further west (still surviving as public conveniences), but it was closed in 1937. The current lifeboat station was opened in 1967.

A rifle range [8] formerly ran along Monmouth Beach westwards from the Cobb in the late 19<sup>th</sup> century. No trace of it is now visible.

A number of elements of the historic coastal defences of Lyme lie within the Study Area. The remains of a sea wall built to protect Cobb hamlet, probably built in the 18<sup>th</sup> century, have been found underground near the Cobb [6] and what may be part of the same wall still survives to a significant height at the east end of Cobb hamlet [28]. The Marine Parade sea wall was originally built in 1811 but was washed away in a storm in 1812 and a new



wall and walk built by about 1826. In front at a lower level is the Cart Road Sea Wall probably built in the mid 19<sup>th</sup> century. Two stone jetties were constructed on the beach to try to protect the beach from the effects of coastal erosion. Lucy's Jetty [5] was built about 1820 when H. T. De la Beche raised a subscription to build it to try to stem the movement of sand and pebbles. It has three phases of construction and repair (Wilson *et al.* 2007). It is now buried beneath the shingle and sand. Cobb Gate Jetty [6] was built in 1840 to replace an earlier structure and four phases of construction and repair have been identified (Wilson *et al.* 2007). It too is now buried beneath shingle and sand.

There are nineteen buildings dating to this period recorded as Heritage Assets in Cobb hamlet, all are designated Grade II Listed Buildings [9-27]. These are all dated to the 18<sup>th</sup> or 19<sup>th</sup> centuries and include some buildings associated with the harbour and port such as the Customs House [9], the Old Watch House [18], the Old Bonded Store [19] and the Coastguard cottages of Cobb Terrace [11]. The remaining buildings are houses or commercial premises.

There are eight buildings of post-medieval date recorded as Heritage Assets along Marine Parade, all are designated Grade II Listed Buildings [29-36]. These are all domestic houses of early to mid 19<sup>th</sup> century date. 11 Marine Parade [30] was originally built as a baths for sea bathing in 1805 (Roberts 1834, 182).

Thirty two wrecks, dating from 1674 to 1884, are recorded in the Study Area [37-68]. However, caution should be exercised over this number as most are simply recorded as lost at Lyme Regis or near Lyme Regis and the precise location is not known and so have been given a generic location just off Lyme Regis harbour (Figure 2). Many of these wrecks may have occurred outside the Study Area. A few accounts of wrecks give a more precise location in the harbour [56], at the harbour mouth [64] or 100 yards east of the North Wall [51]. It must be noted that the recording of a wreck does not necessarily imply the existence of remains, as some strandings were floated off again or completely salvaged.

In May 2009 during routine maintenance dredging work in the harbour, two 19<sup>th</sup> century bronze wheels from a gun carriage or powder magazine carriage or trolley were discovered (<http://www.dorsetforyou.com/393118>).

### 6.3.5 Modern (AD1901–present)

There are five records of monuments dating to the modern period, three wrecks [69-71] and two buildings on Marine Parade [72-73].

## 6.4 Cartographic Evidence

A rapid search of selected historic maps was undertaken as part of this assessment. This was not an exhaustive examination of all the cartographic evidence available, but covers most of the major phases of development of the area.

The earliest map consulted was the detail plan of the Cobb by Lieutenant Murdoch Mackenzie on a 1787 chart. This shows the Cobb with the ruins of the earlier extended end of the South Arm and a mass of stones adjacent on the north side. The precursor to the North Wall is shown and labelled Cross Wall. A timber yard and boat building shed are marked in Cobb Hamlet. A map probably dating to 1796 (reproduced in Wanklyn 1929) has a rather sketchy map of the Cobb but shows Cobb Hamlet in more detail (Figure 3). The South Arm of the Cobb is marked "The Wall as built by Hamilton". The precursor to the present North Wall is shown as a rather sinuous structure. The southeastern straight part is marked "North Wall" and the remainder is marked "Old Wall much need of Repair". A map dated 1813 (also reproduced in Wanklyn 1929) does not show any more

detail of the Cobb, but shows the destroyed remains of the first Marine Parade wall and walk marked "New Wall and Walk partly destroyed by the Tides".

The Lyme Regis Tithing Map of 1841 shows the Cobb in reasonable details, with rocks/destroyed jetty at the end of the Southern Arm and the earlier north wall (Figure 4). Another map of 1841, reproduced in Wanklyn (1929) suggests that only the southern part of the North Wall remained intact, the rest is shown dotted and may have only survived in a ruinous state (Figure 5).

The First Edition Ordnance Survey 25-inch map of 1889-90 is the first map to show both the tramway along the Cobb and the new (existing) North Wall built in 1849. Mooring posts are marked along the Landing Quay. The Lifeboat Station is shown just behind the point where the Cobb makes landfall. A rifle range is shown running along Monmouth Beach. The 1902 Second Edition 25-inch map is similar to the earlier edition, though the rifle range is no longer shown. There are few changes visible on the Cobb on the 1929 Ordnance Survey 25-inch map, though there are a number of new buildings shown in Cobb Hamlet (most of which are also on the 1902 map) (Figure 6).

The 1959 1:2500 Ordnance Survey map shows the slipway running down from the bottom end of Cobb Square, otherwise there is little change in the layout of the Cobb. It shows the layout of the town beach, the ledges and jetties prior to the 2005 improvement works.

## 6.5 Aerial Photographic Evidence

A rapid search of the easily accessible aerial photographs was undertaken as part of this assessment. This included the 1947 RAF vertical aerial photographs and more recent vertical aerial photographs taken in 2002 and 2005, available through Dorset Explorer ([www.dorsetforyou.com](http://www.dorsetforyou.com)).

The 1947 photos show the wartime layout of the harbour and beaches with lines of dragon's teeth visible along Monmouth Beach and around the landward end of the harbour. The sea is sufficiently shallow and clear to see the outline of the rock shelves below the water. No archaeological features are visible other than the remains of the earlier jetty which projects beyond the existing end of the southern arm of the Cobb, later covered by Beacon Rocks and recorded archaeologically in 2005 (Wilson *et al.* 2007).

The 2002 aerial photos show the situation of the Cobb, harbour and beach after the placement of the Beacon Rocks and before the 2005 environmental improvements. The photos do not show any features below the surface of the sea. No archaeological features are visible. The 2005 aerial photos show the study area during the Phase II improvement scheme with works being undertaken near Beacon Rocks and Cobb Gate Jetty. No archaeological features are visible below the surface of the sea

## 6.6 Photographic Evidence

A rapid search of the easily accessible photographs was undertaken as part of this assessment. These included all the photographs held by Dorset County Museum and a number of published books of old photographs, in particular Draper (2006a & b) and Fowles (1990). The photographs were examined principally to supplement the historic map evidence and, in particular, to see if there were any features visible within the harbour and approaches not recorded elsewhere. A number of photos dated from the later 19<sup>th</sup> century onwards show the Cobb and harbour and several were taken at low tide. None of these photos showed any evidence of any other features within the harbour and its immediate approaches. A number of late 19<sup>th</sup> century photos illustrate piles of stone stored on the foreshore/just offshore and marked by a timber post to the west of the Cobb.



## **6.7 Site Walk-over**

A site walk-over was undertaken, unfortunately the tide was fairly high and no features within the harbour were visible. The only feature noted was the timber posts forming the remains of the 19<sup>th</sup> century tramway (Plates 2-3).

## **6.8 Designations**

### **6.8.1 Scheduled Monuments**

Scheduled Monuments have Statutory Protection under the Ancient Monuments and Archaeological Areas Act, 1979 (as amended).

There are no Scheduled Monuments in the Study Area.

### **6.8.2 Listed Buildings**

There are 25 Listed Buildings designations within the Study Area, one Grade I and the remainder are Grade II.

The Cobb is a Grade I Listed structure and the buildings on the Cobb are Listed Grade II Buildings.

### **6.8.3 Historic Parks and Gardens**

No entries in the English Heritage Register of Parks and Gardens of Special Historic Interest fall within the Study Area.

### **6.8.4 Conservation Areas**

The majority of the Study Area and the Site lies within the Lyme Regis Conservation Area (Figure 2).

## **6.9 Ground Disturbance**

### **6.9.1 Previous Ground Disturbance**

The marine sediments in the main part of the harbour bed overlie relatively firm stable bedrock (Spencer & Co. 2002, 23), and sediments within the harbour are likely to have suffered extensive sluicing/ flushing from this bed on several occasions, particularly during several catastrophic storm-breaches of the Cobb in the 19<sup>th</sup> century (G. Le Pard, pers. comm.).

Additionally, occasional dredging has historically been undertaken in the harbour approaches and within the northeast and southwest corners of the harbour, where a bar of silt tends to build-up (Spencer & Co. 2002, 23).

The town beach to the northeast of the harbour is a maintained beach that was last replenished in 2005 as part of the Phase II project with very significant quantities of imported beach materials. This beach replenishment buried Cobb Gate Jetty and Lucy's Jetty.

The rock armour extension (part of the Phase II works) to the Southern Arm of the Cobb underwent excavation prior to the formation and construction of the present rock armour structure (Wilson *et al.* 2007).

### **6.9.2 Proposed Ground Disturbance**

It is proposed to carry out a five-year maintenance dredging programme. This will take the form of periodic mechanical plant and equipment being mobilised on site to remove

sediment back down to original bed levels. In no area will more than one metre depth of sediment be extracted.

Where sand dredged is suitable for beach recharge, it is proposed to replenish the town beach to the northeast of the harbour. For coarser material not suitable for beach recharge, it is proposed to place the material to the southern side of the rock armour extension (part of the Phase II works) to the Southern Arm of the Cobb.

## **7 WEST BAY STUDY AREA RESULTS**

### **7.1 Archaeological and Historical Background**

This summary is drawn primarily from the Bellamy 2008, Keystone (1994b) and Hannah (1986) unless otherwise stated.

Holocene sea-level rise and rapid coastal erosion have undoubtedly destroyed or submerged prehistoric and Roman coastlines, and the modern shoreline is unrepresentative of the ancient landscape. The form of the coastlines in the prehistoric and early historic periods is not known.

West Bay was formerly called Bridport Harbour prior to the coming of the railway in 1887 and has functioned as the harbour for Bridport since at least the medieval period. Bridport itself has Saxon origins and is recorded as having 120 houses and one moneyer in the Domesday Book (Thorn & Thorn 1983). It has been conjectured that an early harbour lay on the River Brit close to Bridport (Penn 1980) but no archaeological (or other) evidence has ever been found to support this. The presence of sluices on the Brit from at least the 13<sup>th</sup> century would have precluded ships from passing upstream (Hannah 1986), although a court record of 1279-80 implies that small boats plied the river as far upstream as Bridport at that date (Symonds 1912, 165-66).

The precise location and form of Bridport Harbour in the medieval and early post-medieval periods is not clear. Whilst there seems to have been considerable maritime activity at Bridport at this time, it does not seem to have been an important port, or necessarily to have possessed any significant, fixed harbour infrastructure. In 1274, the Hundred Rolls record a dispute over the collection of tolls in the harbour and a complaint by the burgesses of Bridport that the abbot of Cerne and the prior of Frampton (who owned the west bank of the Brit) were unlawfully taking 'all the wreck coming from the sea between the two cliffs on each side of the weir belonging to the borough of Bridport' (Hannah 1986, 27; Symonds 1912, 164-65). A statement by the burgesses of Bridport to the 1369 royal enquiry into the illicit export of gold and jewels that 'There is no landing of ships or boats at the said town or within five leagues thereof, nor any port, nor ever was' suggests that even by the mid-14<sup>th</sup> century there was no formal harbour on the Brit.

In 1386 it was ordered that all sea captains at Bridport intending to sail to Gascony to collect wine should first assemble at Plymouth before making the crossing together for protection (Hannah 1986, 28), and Royal licenses to levy tolls on goods entering and leaving via Bridport Haven were granted under Richard II in 1385 and 1388, with the proceeds to fund works on 'the completion of a harbour... at Bridport... where there was previously none' (Hannah 1986, 27). The 1392 Patent Rolls record that 'at great labour and expense' a harbour was begun. Nothing else is known of this work, and it may have been unsuccessful, as by 1446 plans were made to begin the harbour construction anew, this time with the Church offering indulgences in return for help to 'construct a harbour near the town'. Leland's description of 1538 suggests nothing that could be interpreted as an artificial harbour, and a contemporary map (dated 1539) illustrates little but a stretch of

shingle with two pole-beacons on the cliffs above. Bridport Harbour was relegated to the status of a creek, under the jurisdiction of Lyme Regis in 1558, no longer being regarded as navigable. A survey by Sir William Poulett in 1565 only records boats drawn up on the beach with a capstan, and comments that vessels could neither 'stay or discharge there'.

Silting of the mouth of the Brit and the blocking of the port by sand seems to have been a recurring theme. The Dorset Historic Towns Survey summarises the 16<sup>th</sup> to 18<sup>th</sup> century development of Bridport Harbour as "the familiar story of the choking of the harbour by sand and less than successful attempts at improving the port" (Bellamy 2008, 23). The preamble to the 1593 grant of fairs and markets to Bridport states that 'the Borough of Bridport [...] is an ancient Borough and mercantile town and formerly was a port of great celebrity and resort until the entrance and ascent of the same port were lately choked by the sand of the sea and almost blocked up, by reason of which the same Borough in commerce and merchandise is diminished and deteriorated and the buildings and edifices of the same Borough are in great decay ruin and dissolution (quoted in Short 1976, 1). Attempts were made to renovate the port in 1619 and 1670, at which time there are documentary references to repair of artificial walls and piers, but their location remains unknown, and by 1673 the harbour was choked by sand again. Further attempts were made to finance repairs in 1701 and 1722 (Hannah 1986), but it was not until the mid-1740s that John Reynolds (who had already completed similar works at Newhaven) completed the first antecedent of the modern West Bay harbour. An admiralty plan of 1787 (reproduced in Symonds 1912) details wooden piers forming the entrance to the basin with a sluice at the rear, wharves, storehouses, a public house (now the Bridport Arms) and building slips for a shipyard.

Accounts from 1756-7 mention labour costs for 'building the wall around the basin', suggesting either that this was not part of Reynolds' original work, or that they needed rebuilding within two decades (Keystone 1994b, 17). A series of improvements followed, including work by Francis Giles between 1823-27, resulting in an enlarged basin, a deepened harbour, strengthened (and possibly rebuilt) piers and improved sluices, and by John Coode in 1856, who replaced or encased the existing piers in a skin of Portland limestone. Bridport Harbour became a full bond port in 1832 and flourished until it lost its customs status in the 1880s, partly as a result of railway development. At this time it was again demoted to creek status, this time under Weymouth (Hannah 1986, 30).

There was a shipbuilding industry at West Bay that began some time after the construction of the mid-18<sup>th</sup> century harbour and grew to be a significant Dorset shipbuilding industry. The shipyard lay to the west of the harbour and remained operational until the end of the 1870s.

The settlement of Bridport Harbour in the late 18<sup>th</sup> century comprised little more than the shipyard, the Bridport Arms public house (formerly a farm), the storehouses of Norman Good's Yard and a few houses. The settlement began to expand in the early 19<sup>th</sup> century after a direct road to Bridport was constructed in 1819. New streets were laid out and a series of warehouses and houses for the workers, supervisors and merchants were built in the early-mid 19<sup>th</sup> century (Williams 2006).

The arrival of the railway in the 1880s led to the development of West Bay as a minor coastal resort. In 1887 the esplanade along West Beach was opened and a pavilion built on The Mound. Pier Terrace was built in 1887 by the West Bay Land and Building Company as part of a speculative masterplan to develop the resort, but this was never completed. The railway closed in 1930.

Between 2003-2004, Gifford undertook major redesign and construction works on the harbour as part of the West Bay Coastal Defences and Harbour Improvements Scheme. This involved strengthening of the east pier, along with removal of the former western pier

(Gifford 2004), its replacement with a new, larger western pier set to the west, This enlarged the outer harbour, and new coastal engineering created a new beach immediately to the west of the harbour (<http://www.gifford.uk.com/sectors-and-projects/ports-harbours-and-coastal/project/project/west-bay-coastal-defenses-and-harbour-improvements-scheme/>).

## 7.2 Gazetteer of Recorded Heritage Assets and Archaeological Material

The locations of the recorded heritage assets are shown on Figure 7.

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
1	SY45909030	DHER: 9 000 1444 / NMR: - -	Prehistoric	Submerged Forest recorded at West Bay. The remains comprise petrified wood and roots exposed on a clay sea bed.	Hutchins 1863	
2	SY46119020	DHER: 9 000 0885 / NMR: SY 49 SE 87	Medieval	Unidentified wreck stranded, 1280.	Larn 1997; Symonds 1912	
3	SY462 904	DHER: 1 016 075, 1 016 927 / NMR: SY 49 SE 82	Post-medieval	Bridport Harbour. The first records of a harbour at Bridport date from 1392, though the first structural evidence for the harbour dates from 1740-3. The harbour has undergone several periods of rebuilding and repairs.	Keystone 1994b	Listed Building Grade II
4	SY462903	DHER: 1 016 061 / NMR: --	Post-medieval	Site of former lime kiln, destroyed to make way for the construction of Pier Terrace in 1885.	Stanier 1993	
5	SY461904	DHER: 1 016 144 / NMR: --	Post medieval	Shipbuilding slips. Four to six building slips associated with shipyards on west side of Bridport Harbour, of late 18 <sup>th</sup> and 19 <sup>th</sup> century date.	Symonds 1912	
6	SY4616390304	DHER: MDO23907 / NMR: --	Post-medieval	Bathing House shown on the Ordnance Survey map of 1900, at the landward end of the west pier.		
7	SY463905	DHER: 1 016 159 / NMR: --	Post-medieval	Coastguard Station marked on 1890 Ordnance Survey 25-inch map. Precise location unclear		
8	SY462 903	DHER: 1 016 183 / NMR: --	Post-medieval	The Old Watch House was the original coastguard lookout before the new coastguard station was built in 1901. It became the Old-watch-house Café, which burnt down in 1970 and was replaced by the modern Old Watch House Café.	Stidwell 1995	
9	SY463903	DHER: 1 016 163 / NMR: --	Post-medieval	Rocket House marked on 1902 and 1929 Ordnance Survey maps. It was a former boat house which was used to house the equipment of the volunteer West Bay Rocket Crew.	Stidwell 1995	
10	SY461 905	DHER: 1 016 938 / NMR: --	Post-medieval	The Old Salt House. 19 <sup>th</sup> century salt store.		Listed Building Grade II

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
11	SY462902	DHER: 1 016 160 / NMR: --	Post-medieval	A flagstaff on a square plinth on the East Beach at West Bay. It was erected pre-1890 and survived until after the 1970s. Now gone.		
12	SY461903	DHER: 1 016 162 / NMR: --	Post-medieval	Possible slipway identified from the 1843 Symondsburys Tithe Map. However, its location may suggest that it is part of a sea defence around 'The Mound'.		
13	SY460905	DHER: 1 016 145 / NMR: --	Post-medieval	Site of Covered ropewalk on the north side of the shipbuilding yards on the west side of Bridport Harbour. The ropewalk was probably constructed in the early 19th century and had been demolished by the end of the century.	Symonds 1912	
14	SY462903	DHER: 1 016 902 – 1 016 911 / NMR: --	Post-medieval	Pier Terrace, The Harbour. Built 1884-5 by E S Prior.		Listed Building Grade II
15	SY462903	DHER: 1 016 046 / NMR: --	Post-medieval	Bridport Arms Hotel. It appears to have developed from a single house to the present range of buildings and yards between the 17th-20th centuries.	Brebner 2003	Listed Building Grade II
16	SY463903	DHER: 1 016 083 / NMR: SY 49 SE 76	Post-medieval	Good's Yard Warehouse is the earliest and largest warehouse in West Bay, built in the later 18th century, perhaps in 1771. It is a three-storey L-shaped stone building which forms part of a complex including a walled yard, several houses, a walled garden and a number of smaller 19th century buildings. This warehouse may have been used as a bonded warehouse during the period that Bridport Harbour was designated a bond port (1832-1881).	Williams 2006	Listed Building Grade II*
17	SY463903	DHER: 1 016 217 / NMR: --	Post-medieval	Site of saw pit in the centre of Good's Yard marked on 1890 and 1902 Ordnance Survey maps.		
18	SY463903	DHER: 1 016 004 / NMR: --	Post-medieval	West Bay Methodist Chapel. It was built in 1849 by Messrs Cox and Sons, Shipbuilders of West Bay. The walls are rubble stone, faced with stucco on the sides, and a pitched slate roof with coped gable ends. There is a projecting wooden north porch with concave canopy-shaped roof. The chapel was damaged during military exercises in preparation for D-Day in 1944. It closed in May 2007.	Stell 1991	Listed Building Grade II
19	SY463904	DHER: 1 016 897 / NMR: --	Post-medieval	Fountain on north wall of 11 West Bay. Erected mid 19th century.		Listed Building Grade II

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
20	SY463904	DHER: 1 016 896 / NMR: --	Post-medieval	The Old Custom House, 11 West Bay. 19 <sup>th</sup> century.		Listed Building Grade II
21	SY463903	DHER: 1 016 898 / NMR: --	Post-medieval	Clarence House, 13 West Bay. House, 19 <sup>th</sup> century.		Listed Building Grade II
22	SY464903	DHER: 1 016 832	Post-medieval	1-3 Station Road, West Bay. 19 <sup>th</sup> century house.		Listed Building Grade II
23	SY464904	DHER: 1 016 894 & 1 016 895 / NMR: --	Post-medieval	3 & 5 West Bay. 19 <sup>th</sup> century house.		Listed Building Grade II
24	SY464904	DHER: 016 931 / NMR: --	Post-medieval	Slader's Yard is an early 19 <sup>th</sup> century two-storeyed warehouse built of hammer-dressed stone with a half hipped corrugated iron roof, with a former enclosed yard to the south.	Jones and Williams 2002	Listed Building Grade II
25	SY464930	DHER: 1 016 930 / NMR: --	Post-medieval	6 West Bay. Early 19 <sup>th</sup> century house.		Listed Building Grade II
26	SY464904	DHER: 1 016 932 / NMR: --	Post-medieval	Wall from No 6 to garden of Harbour Cottage, West Bay, 19 <sup>th</sup> century former warehouse.		Listed Building Grade II
27	SY464904	DHER: 1 016 933 / NMR: --	Post-medieval	Harbour Cottage, 8 West Bay. 19 <sup>th</sup> century former warehouse.		Listed Building Grade II
28	SY463904	DHER: 1 016 934 / NMR: --	Post-medieval	Durleyfield, 10 The Harbour. 19 <sup>th</sup> century, former warehouse.		Listed Building Grade II
29	SY463905	DHER: 016 937 / NMR: --	Post-medieval	The George Hotel. Built early-mid 19 <sup>th</sup> century.		Listed Building Grade II
30	SY463905	DHER: 1 016 916 / NMR: --	Post-medieval	11 George Street. mid 19 <sup>th</sup> century house.		Listed Building Grade II
31	SY463905	DHER: 1 016 915 / NMR: --	Post-medieval	9 George Street. mid 19 <sup>th</sup> century house.		Listed Building Grade II
32	SY463905	DHER: 1 016 914 / NMR: --	Post-medieval	7 George Street. mid 19 <sup>th</sup> century house.		Listed Building Grade II
33	SY463905	DHER: 1 016 913 / NMR: --	Post-medieval	5 George Street. mid 19 <sup>th</sup> century house.		Listed Building Grade II
34	SY463 905	DHER: 1 016 912 / NMR: --	Post-medieval	Brody Forbes Warehouse, 3 George Street. A mid-late 19 <sup>th</sup> century warehouse of three storeys, formerly part of Gundry & Ewen's Yard. Converted into offices.	Williams 2006	Listed Building Grade II
35	SY463904	DHER: 1 016 935 / NMR: --	Post-medieval	Fisherman's Locker, 14 West Bay Road. 18 <sup>th</sup> century		Listed Building Grade II
36	SY463936	DHER: 1 016 936 / NMR: --	Post-medieval	St Andrew's Cottage. 18 <sup>th</sup> or 19 <sup>th</sup> century house		Listed Building Grade II
37	SSY463905	DHER: 1 016 920 – 1 016 926 / NMR: --	Post-medieval	Swains Row, George Street. Mid 19 <sup>th</sup> century row of terraced houses.		Listed Building Grade II
38	SY464905	DHER: 1 016 919 / NMR: --	Post-medieval	2 George Street. Early 19 <sup>th</sup> century house.		Listed Building Grade II
39	SY464904	DHER: 1 016 918 / NMR: --	Post-medieval	35 George Street. Small two-storeyed warehouse of 18 <sup>th</sup> or 19 <sup>th</sup> century date.		Listed Building Grade II



Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
40	SY464905	DHER: 016 905 / NMR: SY 49 SE 172	Post-medieval	The Old Timberyard. A mid-19th century former flax warehouse standing end-on to George Street and with a series of outhouses and yard to east.	Jones and Williams 2002	Listed Building Grade II
41	SY464904	DHER: 1 016 917 / NMR: --	Post-medieval	Wall to Old Timberyard, George Street. Stone wall of enclosed yard to former flax warehouse, mid 19th century.		Listed Building Grade II
42	SY462903	DHER: 1 016 900 & 1 016 091 / NMR: --	Post-medieval	The Dinghy and Gull House, 20 The Harbour. 19th century.		Listed Building Grade II
43	SY462903	DHER: 1 016 899 / NMR: --	Post-medieval	Ship Cottage. 19th century		Listed Building Grade II
44	SY464902	DHER: 1 016 1039 / NMR: - -	Post-medieval	Isolation hospital, East Cliff. A small isolation hospital, set within a rectangular enclosure is shown on lower East Cliff, West Bay, Bridport on the 1890 and 1902 Ordnance Survey 25-inch maps		
45	SY46119020	DHER: 9 000 0962 / NMR: SY 49 SE 119	Post-medieval	Unidentified English barque stranded in Bridport Harbour creek, 1670.	Larn 1997	
46	SY4625090150	DHER: 9 000 1790 / NMR: - -	Post-medieval	Unidentified wreck in West Bay, 1674.	Hannah 1986	
47	SY4625090150	DHER: 9 000 1791 / NMR: - -	Post-medieval	Unidentified wreck in West Bay, 1678.	Hannah 1986	
48	SY46119020	DHER: 9 000 0479 / NMR: SY 49 SE 120	Post-medieval	Reine. French craft driven ashore near Bridport in 1751.	Larn 1997	
49	SY46119020	DHER: 9 000 0887 / NMR: SY 49 SE 89	Post-medieval	Unidentified sloop stranded at West Bay, 1753.	Larn 1997	
50	SY46119020	DHER: 9 000 0753 / NMR: SY 49 SE 121	Post-medieval	Deux Amie. French cargo vessel stranded near Bridport Harbour in 1773.	Larn 1997	
51	SY46119020	DHER: 9 000 0240 / NMR: SY 49 SE 169	Post-medieval	Good Intent. Cargo vessel driven on shore near Bridport, 1781.	Larn 1997	
52	SY46119020	DHER: 9 000 0214 / NMR: SY 49 SE 122	Post-medieval	Fox. English schooner driven on shore near Bridport, 1812.	Larn 1997	
53	SY46119020	DHER: 9 000 0256 / NMR: SY 49 SE 123	Post-medieval	Henrietta. British smack driven on shore near Bridport, 1812.	Larn 1997	
54	SY46119020	DHER: 9 000 0754 / NMR: SY 49 SE 124	Post-medieval	Trois Amis. French craft (chasse maree) lost near Bridport, 1817.	Larn 1997	

Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
55	SY 4625690134	DHER: 9 000 1122 / NMR: -	Post-medieval	Bee. Sloop lost in a storm at Bridport Harbour, 1824.	Larn 1997	
56	SY 4625690134	DHER: 9 000 1167 / NMR: -	Post-medieval	Fram. Schooner sunk in the great storm of 1824 at Bridport Harbour.	Larn 1997	
57	SY 4625690134	DHER: 9 000 1233 / NMR: --	Post-medieval	Lively. Sloop sunk in the great storm of 1824 at Bridport Harbour.	Larn 1997	
58	SY46119020	DHER: 9 000 0937 / NMR: SY 49 SE 199	Post-medieval	Unidentified craft wrecked off Bridport, 1828.	Larn 1997	
59	SY4625690134	DHER: 9 000 1235 / NMR: -	Post-medieval	Magnet. A sailing vessel that sank in Bridport Harbour in 1829.	Larn 1997	
60	SY46119020	DHER: 9 000 0927 / NMR: SY 49 SE 200	Post-medieval	Unidentified cargo vessel wrecked off Bridport, 1831.	Larn 1997	
61	SY46119020	DHER: 9 000 0553 / NMR: SY 49 SE 127	Post-medieval	Swallow. English craft lost near Bridport Harbour, 1832.	Larn 1997	
62	SY4635490194	DHER: 9 000 1269 / NMR: -	Post-medieval	Pauline. A brigantine that sank just east of Bridport Harbour in 1861.	Larn 1997	
63	SY46119020	DHER: 9 000 0070 / NMR: SY 49 SE 97	Post-medieval	Black Diamond. An Irish schooner with a cargo of oats came on to the beach on 20 November 1865 and broke up.	Larn 1997	
64	SY46119020	DHER: 9 000 0378 / NMR: SY 49 SE 98	Post-medieval	Maria Leocardie. English barque, sunk between the piers at West Bay in 1868.	Larn 1997	
65	SY46119020	DHER: 9 000 0140 / NMR: SY 49 SE 99	Post-medieval	Demetrius. An English brigantine stranded on beach in 1869 during a storm.	Larn 1997	
66	SY46119020	DHER: 9 000 0365 / NMR: SY 49 SE 100	Post-medieval	Louis et Eugenie. French Brig wrecked 200 yards west of Bridport Harbour in 1869.	Larn 1997	
67	SY46119020	DHER: 9 000 0331 / NMR: SY 49 SE 101	Post-medieval	Kennet. English cargo vessel wrecked at Bridport Harbour entrance in 1870.	Larn 1997	
68	SY 4625690134	DHER: 9 000 1150 / NMR: -	Post-medieval	Endeavor. Sailing brig lost in Bridport Harbour in 1879.	Larn 1997	
69	SY46119020	DHER: 9 000 0332 / NMR: SY 49 SE 103	Post-medieval	King George. English cutter driven ashore near Bridport Harbour in 1887.	Larn 1997	
70	SY46119020	DHER: 9 000 0433 / NMR: SY 49 SE 104	Post-medieval	Olive. English ketch stranded near Bridport Harbour in 1895.	Larn 1997	



Site No.	NGR	Dorset HER / NMR Ref.	Period	Description	References	Designation
71	SY46119020	DHER: 9 000 0342 / NMR: SY 49 SE 86	Modern	Lancelot. The Lancelot was a spritsail barge carrying cement, which ran ashore in bad weather on 27th November 1909, just to the west of the harbour piers at West Bay. Her rigging was much damaged, but she was otherwise intact. At the next spring tide she was towed off the beach and round into West Bay harbour where she was repaired.	Larn 1997	
72	SY46119020	DHER: 9 000 0020 / NMR: SY 49 SE 128	Modern	Albion. English Schooner lost near the West Pier, Bridport Harbour, 1902	Larn 1997	
73	SY463 901	DHER: 9 000 0029 /NMR: --	Modern	Alioth. Swedish ketch wrecked onshore at West Bay, 100 yards off East Pier, 1923.	Larn 1997; Le Pard 2005	
74	SY463904	DHER: 1 016 086 / NMR: SY 49 SE 80	Modern	Church of St John built 1935-9 by architect W. H. Randoll Blacking. A single storey building, white rendered with ashlar quoins and dressings, pitched slate roof and a plain bell-cote at the west end.	Pevsner and Newman 1972	Listed Building Grade B
75	SY463904	DHER: 1 016 1030 /NMR: --	Modern	The Moorings. House built c. 1905 by E S Prior.		Listed Building Grade II
76	SY464902	DHER: 1 016 184 / NMR: --	Modern	Former Coastguard Station, East Cliff. Coastguard Station built in 1901 with attached officers' houses completed in 1905. Converted to housing.	Stidwell 1995	

### 7.3 Baseline Heritage Assets and Archaeological Material

There have been five archaeological investigations undertaken in the study area. These include an evaluation and subsequent watching brief on the former west pier during the West Bay Coastal Defence and Harbour Improvements Scheme in 2003-4 (Gifford 2003; Gifford 2004), a watching brief adjacent to the Old Salt Store in 2006 (Slator 2007) and a building survey and watching brief at the Bridport Arms Hotel (Brebner 2003; Bellamy 2004).

Seventy six Heritage Assets have been recorded from the Study Area (Figure 7). These are mainly Listed Buildings dating to the 18<sup>th</sup> or 19<sup>th</sup> centuries, wrecks dating from the 17<sup>th</sup> to early 20<sup>th</sup> century and a small number of features associated with the harbour. The numbers in square brackets below relate to the gazetteer number, as listed in Section 7.2.

#### 7.3.1 Prehistoric (500000BC–AD42)

The remains of a submerged forest of prehistoric date have been recorded from West Bay, just off the West Beach. This was first mentioned by Hutchins in 1774 when he says “Some years since, on an extraordinary reflux of the sea at Bridport mouth, nine or ten stumps and roots of large trees, two or three feet in diameter, and three feet high, appeared, but were never seen since” (Hutchins 1863, 17).

### 7.3.2 Roman and Early Medieval (AD43–AD1066)

No Roman or Saxon remains have been recorded in the Study Area. However, immediately to the west of West Bay a number of Iron Age and Roman remains have been discovered eroding out of West Cliff, including a burial with a bronze mirror handle (Farrar 1954).

### 7.3.3 Medieval (AD1066–AD1540)

The only recorded remains of medieval date in the Study Area are an unidentified wreck stranded at West Bay in 1280 [2]. West Bay was certainly used as a harbour during the medieval period, but it is not clear what form this took and whether there was a deliberately constructed wharf or jetty. Indeed, it is not clear whether the mouth of the River Brit was in the same position as it is at present.

### 7.3.4 Post-Medieval (AD1540–1901)

There are 68 recorded monuments dating to the post-medieval period. These can be broadly divided into three groups – monuments associated with the harbour and coastal defences [3-13], 18<sup>th</sup> and 19<sup>th</sup> century houses and other structures in West Bay [14-44] and records of wrecks [45-60].

The monuments around the harbour include the harbour itself [3] and the sites of former structures associated with the harbour such as a lime kiln [4], shipbuilding slips and a covered ropewalk associated with the shipbuilding industry to the west of the harbour [5, 13] and a bathing house on the old West Pier [6]. The old Salt Store [10] still survives in the northeast part of the harbour. Very little is known of the form of the harbour before the 1740s, when the ancestor of the present harbour was constructed in 1740-3, with two parallel piers, L-shaped basin and sluices on the River Brit. The harbour was reconstructed in 1824, the piers were rebuilt and the eastern part of the harbour enlarged and deepened. The piers were repaired/rebuilt by John Coode in the later 1850s with the rubble hearting encased in dressed stone. The west Coode pier survived largely intact until it was demolished in 2004 (Gifford 2004). There were numerous subsequent repairs until the major changes to the piers and the construction of the outer harbour in 2003-5. The shipbuilding yards and slips were levelled and a roadway and harbour wall constructed around the western part of the harbour over the slips (Keystone 1994b).

There are also a number of records relating to the coastguard and rescue, including the site of the former Watch House [8] and the rocket house [9], which still survives.

The earliest surviving buildings in West Bay include parts of the Bridport Arms Hotel [15], which date from the 17<sup>th</sup> century onwards and the Good's Yard warehouse [16], built in the later 18<sup>th</sup> century, which has many original features surviving (Williams 2006). A series of other warehouses dating to the early-mid 19<sup>th</sup> century survive on the northern side of the harbour and on George Street [24, 27, 28, 34, 39, 40].

The other recorded buildings include the former Methodist Chapel [18] built in 1849 and a range of smaller and larger houses and commercial properties mainly of early-mid 19<sup>th</sup> century date [20-23, 25, 29-33, 35-38].

Thirty two wrecks, dating from 1674 to 1884, are recorded in the Study Area [45-60]. However, caution should be exercised over this number as most are simply recorded as lost at Bridport Harbour or West Bay and the precise location is not known and so are given a generic location just off West Bay harbour (Figure 7). Many of these wrecks may have occurred outside the Study Area. A few accounts of wrecks give a more precise location between the piers [64], at the harbour entrance [67] or 200 yards west of the harbour [66]. A small number of wrecks to the east of the harbour have a more precise location given [55, 56, 57, 59, 62, 68]. It must be noted that the recording of a wreck does

not necessarily imply the existence of remains, as some strandings were floated off again or completely salvaged.

### 7.3.5 Modern (AD1901–present)

There are six records of monuments dating to the modern period, three wrecks [71-73] and three buildings in West Bay [74-76]. None of the wrecks appear to have occurred within the area of the proposed works. The buildings are St John's Church which was built in 1935-9 in a style with some Arts and Crafts influences [74]. Adjacent is The Moorings a fine example of an Arts and Crafts house built in about 1905 by E. S. Prior [75]. The former coastguard station and cottages was built in 1901-5 at East Cliff and is now converted to housing [76].

## 7.4 Cartographic Evidence

A rapid search of selected historic maps was undertaken as part of this assessment. This was not an exhaustive examination of all the cartographic evidence available, but covers most of the major phases of development of the area.

The earliest map consulted was the detail plan of Bridport Harbour by Lieutenant Murdoch Mackenzie on a 1787 chart (Figure 8). This shows the harbour layout following the 1740s scheme of John Reynolds, with two parallel wooden piers, the east pier being much shorter than the west, the sluice at the rear of the harbour controlling the waters of the River Brit. It shows four building slips associated with the shipyards on the west side of the harbour and also shows the course of the harbour wall around the eastern and northern sides. At this time the line of the east and west beaches were at about the same level. The plan also illustrates the small number of buildings at Bridport Harbour at this time. Two early 19<sup>th</sup> century plans of the harbour also survive, including James Green's Plan of Bridport Harbour with Improvements Proposed, dated 1823, which show the harbour in more detail including improvements and alterations of the piers – the east pier had been extended to the same length as the west pier.

The 1839 Burton Bradstock Tithe Map (Figure 9) and the 1843 Symondsbury Tithe Map show some details of the harbour and also illustrate details of the expansion of settlement in West Bay by this date. They locate the position of the lime kiln, crane house and harbourmaster's house. Both Tithe Maps show the east and west beaches at about the same level.

An Admiralty chart of 1855 (reproduced in Keystone 1994b, fig 15) shows the harbour basin in detail including water depths and also shows a line of piles or walkway continuing the line of the west pier into the inner basin of the harbour. This chart shows the level of the west beach as being much lower than the east.

The First Edition Ordnance Survey 25-inch map of 1889 (surveyed in 1887) shows the harbour arrangements following the reconstruction work of Coode in the late 1850s. It shows the position of various mooring posts and capstans and shows the plank walkway continuing the line of the west pier into the inner harbour. The recently constructed Pier Terrace is shown but the Esplanade is not. The Second Edition of this map, published 1902 (Figure 10), shows little change to the harbour, but it shows the esplanade and the Pavilion on The Mound and a bathing house on the root of the west pier. The west beach is shown at a slightly lower level than the east beach.

The 1962 1:2500 Ordnance Survey map shows the layout of the harbour prior to the 2003-5 works which altered the layout of the piers and outer harbour. The main visible change to the layout of the harbour from the earlier OS map is the arrangement and alignment of the root of the west pier. The west beach is shown at a lower level than the east beach.

In addition to these maps and charts, a number of charts and plans are illustrated in the Keystone report on West Bay (1994b) that show the repairs and coastal protection works undertaken during the later 20<sup>th</sup> century.

## **7.5 Aerial Photographic Evidence**

A rapid search of the easily accessible aerial photographs was undertaken as part of this assessment. This included the 1947 RAF vertical aerial photographs and more recent vertical aerial photographs taken in 2002 and 2005, available through Dorset Explorer ([www.dorsetforyou.com](http://www.dorsetforyou.com)).

The 1947 photos show the layout of the harbour very similar to that illustrated on the 1962 Ordnance Survey 1:2500 map. A series of timber groynes are visible along the west beach. No features can be seen below water level.

The 2002 photos show the final form of the harbour prior to its rebuilding. Rock armour is shown along the root of the west pier and along part of the west beach. No features can be seen below the water level.

The 2005 photos show the current arrangement of the harbour following the 2003-5 rebuilding. No features of possible archaeological significance can be seen below sea level.

## **7.6 Photographic Evidence**

A rapid search of the easily accessible photographs was undertaken as part of this assessment. These included all the photographs held by Dorset County Museum and a number of published books of old photographs and postcards, in particular Stidwell (1995) and Atterbury (2003). The photographs were examined principally to supplement the historic map evidence and, in particular, to see if there were any features visible within the harbour and approaches not recorded elsewhere. There is a particularly good range of photographs of West Bay dating from the 1880s onwards. These photos record changes in the beaches and the harbour and record many of the episodes of storm damage, as well as several phases of repair. These photos, though fascinating, fall beyond the brief for this report and much of the information has been discussed in the Keystone report (1994b).

The photographs which show the west beach and the inner harbour and piers have been examined to determine whether there are any features within the area of the proposed works, which may be of archaeological or heritage significance. No such features were identified.

## **7.7 Site Walk-over**

A site walk-over was undertaken on 4<sup>th</sup> October 2010. No additional features were noted.

## **7.8 Designations**

### **7.8.1 Scheduled Monuments**

Scheduled Monuments have Statutory Protection under the Ancient Monuments and Archaeological Areas Act, 1979 (as amended).

There are no Scheduled Monuments in the Study Area.

### **7.8.2 Listed Buildings**

There are 29 Listed Building designations within the Study Area. These include one Grade II\* building (Messrs Norman Good's Warehouse), one Grade B (St John's Church) and the remainder are Grade II.

One Listed Building, The Harbour (Grade II), is part of the Site.

### **7.8.3 Historic Parks and Gardens**

No entries in the English Heritage Register of Parks and Gardens of Special Historic Interest fall within the Study Area.

### **7.8.4 Conservation Areas**

The Site and the Study Area partly lies within West Bay Conservation Area (WDDC 2003) (Figure 7).

## **7.9 Ground Disturbance**

### **7.9.1 Previous Ground Disturbance**

West Bay Inner Harbour has been subject to periodic sluicing to remove accumulated sediment since the 18<sup>th</sup> century at least. This has been supplemented by dredging of the basin with mechanical plant in more recent years. Parts of the harbour, particularly the area of 'The Mound' have been severely affected by storm damage that has swept away parts of the land and harbour. The historic maps show that the West Beach has been gradually retreating and the current beach is several tens of metres further back than the late 19<sup>th</sup> century beach.

The most significant ground disturbance occurred during the 2003-5 West Bay Coastal Defence and Harbour Improvement Scheme. This included the demolition of the West Pier and the construction of a new West Pier in a different position, the strengthening of the East Pier, a new West Cliff Sea Wall and West Beach rock armour groyne and the replenishment of the West Beach. The works in the harbour disturbed the sediments in the harbour to depths in excess of 1-2 m.

### **7.9.2 Proposed Ground Disturbance**

It is proposed to carry out a five-year maintenance dredging programme. This will take the form of periodic mechanical plant and equipment being mobilised on site to remove sediment back down to original bed levels. In no area will more than 1m depth of sediment be extracted apart from the outer harbour where it is proposed to extract up to two metres depth of silt.

Where sand dredged is suitable for beach recharge, it is proposed to replenish the amenity beach to the west of the harbour.

## **8 IMPACT ASSESSMENT**

### **8.1 Introduction**

The heritage assets may potentially be affected by development through a variety of causes. Major development is most likely to impact upon cultural heritage through direct disturbance of deposits during construction or through secondary impacts resulting from the construction works. It may also contribute to the long-term deterioration of the physical setting of an archaeological feature or Listed Building.

The criteria selected to assess the archaeological potential of the identified resource for this assessment report are Rarity and Significance. *Rarity* relates to the heritage feature in terms of its representational value (some features are very rare either nationally or within their locality, others are relatively common and typical and so are important characteristics of a period or region, etc). The fragility and vulnerability of the heritage features are also a consideration, since while there may be numerous surviving examples of a site or attribute they might all be so fragile or under such threat that widespread losses could entirely change the level of survival of the whole class. It has to be borne in mind in this section that the heritage is not a replaceable or substitutable resource. *Significance* relates both to designations, indicating the levels of significance of each heritage feature, and additional information incorporated to appraise significance within its context, particularly for those features that are not covered by statutory or other designations. Heritage features will be gauged at scales of local, regional or national significance. See Appendix 1 for more detail.

## 8.2 Lyme Regis

Each Heritage Asset is not considered separately within this assessment, but is grouped together by type, character and location (Table 1).

### 8.2.1 Potential Impacts

The assessment of the potential impacts of the proposed development on the identified heritage features is as follows:

Impact Receptor	Rarity	Significance
Impacts upon potential buried archaeological remains within Lyme Regis Harbour	Local	Local
Impacts upon potential buried archaeological remains in Lyme Regis Harbour Entrance and Navigable Approaches	Local	Local
Impacts upon potential buried archaeological remains on the town beach	Local	Local
Impacts upon the setting of the Cobb.	National	National
Impacts on the setting of the Listed Buildings of Cobb Hamlet and Marine Parade	Local	Local

Table 1: Lyme Regis Harbour Impact Receptors

#### 8.2.1.1 Impacts upon Potential Buried Archaeological Remains within Lyme Regis Harbour

There is one record of a later 19<sup>th</sup> century wreck within the harbour and a report of the discovery of two bronze carriage or trolley wheels from within the sediment in the harbour. Also, some of the timber uprights from the superstructure to carry the mid 19<sup>th</sup> century tramway still survive in the southwest part. The other possible remains that may survive within the harbour are the lowest parts of the earlier north wall, which may have been built as early as 1690. The position of this wall is known from historic maps, but no trace of it is marked on any of the later maps and nothing is visible on any of the historic photographs. It is unclear whether anything of this wall survives and, if so, it is likely to be only the foundations or very lowest courses. As its position lies in the middle of the present harbour it seems unlikely that anything was left *in situ* to cause a hazard to shipping. It is also highly unlikely that there are any significant remains of the wreck surviving, given subsequent dredging works in the harbour. The scouring action of a number of severe storms in the 18<sup>th</sup> and 19<sup>th</sup> centuries (and earlier) that have caused breaches in the Cobb make it unlikely that any significant early remains survive within the harbour. There is a



potential for the survival of some small historic finds accidentally lost overboard to survive within the harbour sediments, but these are unlikely to be numerous, particularly given the periodic maintenance dredging of the silts in the harbour.

Given that there are unlikely to be archaeological remains surviving at a level that would be impacted by the proposed dredging and that the effects of scouring the harbour during historic storm damage to the Cobb and previous dredging works are likely to have removed most of the historic silts, it is considered unlikely that a significant number of historic finds remain within the material it is proposed to remove by the dredging works. It is also considered that any potential heritage assets in this area would be of local significance. Therefore, it is considered that the impact of the proposed works on the potential archaeological remains in the harbour would be **negligible**.

#### 8.2.1.2 *Impacts upon Potential Buried Archaeological Remains in Lyme Regis Harbour Entrance and Navigable Approaches*

There is one record of a late 19<sup>th</sup> century wreck in the harbour entrance and no certain record of any other historic features or finds within the navigable approaches. It seems unlikely that any significant wreckage remains *in situ* as this would cause a hazard to shipping, though potentially a scatter of smaller debris and objects may survive. However, the harbour entrance has been subject to periodic dredging to remove material silting up the harbour mouth. This will have potentially removed most historic material from this area. It is considered that any potential heritage assets in this area would be of local significance.

The proposed deposition of coarser arisings along the southern side of the rock armour extension to the Southern Arm of the Cobb may impact on potential archaeological remains in this area through burial and compaction. However, this area underwent excavation prior to the formation and construction of the rock armour extension and the archaeological remains were investigated and recorded at that time (Wilson *et al.* 2007).

The impact of the proposed works in the Harbour Entrance and Navigable Approaches is considered to be **negligible**.

#### 8.2.1.3 *Impacts upon Potential Buried Archaeological Remains on the Town Beach*

The only records of archaeological remains or heritage assets are the buried structures of the 19<sup>th</sup> century Lucy's Jetty and Cobb Gate Jetty, which were covered over during the replenishment of the beach with imported materials as part of the Phase II Environmental Improvements in 2005. The proposed works are to replenish the beach with suitable material dredged from the harbour and approaches. The works will not physically impinge on any known structure or potential undisturbed archaeological stratigraphy. Therefore, the impact of the proposed works in the on the town beach upon any potential buried archaeological remains is considered to be **negligible**.

#### 8.2.1.4 *Impacts upon the Setting of the Cobb*

The potential impact on the setting of the Cobb during the dredging operations will be temporary and short-lived, with plant and machinery operating on and adjacent to the Cobb. Once the works are completed, there will be no visible change above sea level. Therefore, the significance of the impact of the proposed on the setting of the Cobb is considered to be **negligible**.

### 8.2.1.5 Impacts upon the Setting of the Listed Buildings of Cobb Hamlet and Marine Parade

The Heritage Assets in Cobb Hamlet and along Marine Parade will not be directly impacted upon by the proposed works. However, the deposition of beach recharge material on the town beach and the deposition of other arisings adjacent to Beacon Rocks will have an impact on the setting of the Listed Buildings in Cobb Hamlet and on Marine Parade. The town beach is a maintained beach and has been subjected to replenishment in the past; most recently it was replenished with very significant quantities of imported beach materials during the Phase II Environmental Improvements in 2005. The proposed works are designed to maintain the form and appearance of the beach, so in the long term there is likely to be little alteration to the setting. Therefore, the significance of the impact of the proposed development is considered to be **negligible**.

### 8.2.2 Assessment of Impact Effect

Overall, the direct impact of the proposed works on potential archaeological remains and on the setting of designated historic assets is considered to be **negligible**. This is based on an assessment of both the recorded and potential archaeology of the area and the likely survival of this archaeology, taken together with the fact that the proposed works are unlikely to impinge below previously disturbed levels.

## 8.3 West Bay

Each Heritage Asset is not considered separately within this assessment, but is grouped together by type, character and location (Table 2).

### 8.3.1 Potential Impacts

The assessment of the potential impacts of the proposed development on the identified heritage features is as follows:

Impact Receptor	Rarity	Significance
Impacts upon potential buried archaeological remains within West Bay Inner Harbour	Local	Local
Impacts upon potential buried archaeological remains within West Bay Outer Harbour	Local	Local
Impacts on potential buried archaeological remains on West Beach	Local	Local
Impacts upon the setting of the Listed Buildings of West Bay	Local/Regional	Local/Regional

Table 2: West Bay Harbour Impact Receptors

#### 8.3.1.1 Impacts upon Potential Buried Archaeological Remains within West Bay Inner Harbour

There are no recorded archaeological features within the inner harbour, though potentially remains of earlier harbour arrangements and the lower end of the shipbuilding slipways may survive. However, given the regular sluicing of the harbour over several centuries to remove sediment and the more recent removal of sediments by dredging, the potential for the survival of archaeological features, unless deeply buried beneath the silts, is considered to be low. There is a potential for the survival of some small historic finds accidentally lost overboard to survive within the harbour sediments, but these are unlikely to be numerous,



particularly given the periodic maintenance dredging of the silts in the harbour and are most likely to survive close to the edge of the harbour wall, which is not dredged. There are occasional reports of finds made within the silts, but these appear to be most likely brought down by the River Brit and deposited in the harbour (Gifford 2004).

Given that there are unlikely to be archaeological remains surviving at a level that would be impacted by the proposed dredging and that the effects of sluicing and previous dredging works are likely to have removed most of the historic silts, it is considered unlikely that a significant number of historic finds remain within the material it is proposed to remove by the dredging works. It is also considered that any potential heritage assets in this area would be of local significance only. Therefore, the impact of the proposed works on the potential archaeological remains in the harbour is judged to be **negligible**.

#### *8.3.1.2 Impacts upon Potential Buried Archaeological Remains within West Bay Outer Harbour*

There is a single record of a 19<sup>th</sup> century wreck in the area of the outer harbour. There is unlikely to be any surviving remains of this wreck, as it would have caused a serious hazard in entering and leaving the harbour. Also, this is the area most affected by the 2003-5 improvement works. The former west pier was demolished and removed and in excess of two metres depth of material was removed from this part of the harbour as part of the works. The demolition works were subject to an archaeological watching brief which recorded elements of the mid 19<sup>th</sup> century pier and surviving remains of earlier piers within it (Gifford 2004). Given that the proposed works would not impinge to as great a depth as the 2003-5 works, it is unlikely to affect any potential archaeological remains in this area. Therefore, the significance of the impact of the proposed development is judged to be a **negligible**.

#### *8.3.1.3 Impacts upon Potential Buried Remains on West Beach*

There are no recorded remains from the west beach. The historic maps have demonstrated that the current level of the beach is significantly lower than it was in the 18<sup>th</sup> and early 19<sup>th</sup> centuries. This would imply there is little potential for the survival of archaeological remains in this area. The works in this area also do not require any below ground disturbance. Therefore, the significance of the impact of the proposed development is considered to be **negligible**.

#### *8.3.1.4 Impacts upon the Setting of the Listed Buildings of West Bay*

The potential impact on the setting of the listed buildings in West Bay during the dredging operations will be temporary and short-lived, with plant and machinery operating on and adjacent to the harbour. Once the works are completed, there will be no visible change above sea level. The recharge of the west beach is sufficiently distant from most listed buildings to not directly affect their setting. In any case the nature of the recharge works would not alter the overall character of the beach. The last time the beach was replenished was during the 2003-5 improvement scheme. Therefore, the significance of the impact of the proposed on the setting of the Listed Buildings of West Bay is considered to be **negligible**.

### **8.3.2 Assessment of Impact Effect**

Overall, the direct impact of the proposed works on potential archaeological remains and on the setting of designated historic assets is considered to be **negligible**. This is based on an assessment of both the recorded and potential archaeology of the area and the likely survival of this archaeology, taken together with the fact that the proposed works are

unlikely to impinge below levels disturbed by the 2003-5 West Bay Coastal Defence and Harbour Improvement Scheme.

## 9 MITIGATION

### 9.1 Lyme Regis

The overall impact of the proposed works is considered to **negligible**. No mitigation measures are proposed for the actual dredging works, given the assessed negligible impact, combined with the physical and practical difficulties of recording any potential archaeology during these dredging works.

There is some potential for the removal of small historic artefacts deposited accidentally in the harbour to be removed with the beach recharge material and deposited on the town beach. In order to recover these items, the material should be monitored to enable any archaeological material to be recorded and recovered as necessary. This should not be done immediately after deposition, but after the sediment has been washed one or two times by the tide. Studies by English Heritage have indicated that it is very difficult to spot archaeological material immediately after it has been spread on the beach – it only becomes visible after having been washed by the tide (Gordon Le Pard pers. comm.).

### 9.2 West Bay

The overall impact of the proposed works is considered to **negligible**. No mitigation measures are proposed for the actual dredging works, given the assessed negligible impact, combined with the physical and practical difficulties of recording any potential archaeology during these dredging works.

There is some potential for the removal of small historic artefacts deposited accidentally in the harbour to be removed with the beach recharge material and deposited on the town beach. In order to recover these items, the material should be monitored to enable any archaeological material to be recorded and recovered as necessary. This should not be done immediately after deposition, but after the sediment has been washed one or two times by the tide. Studies by English Heritage have indicated that it is very difficult to spot archaeological material immediately after it has been spread on the beach – it only becomes visible after having been washed by the tide (Gordon Le Pard pers. comm.).

## 10 CONCLUSIONS

The proposed dredging and beach recharge works at both Lyme Regis and West Bay are considered to have a **negligible effect** on the baseline heritage assets of these two areas. There are few recorded archaeological features or finds within the areas affected by the proposed works and in both areas the survival of *in situ* archaeological material is not very likely. Lyme Regis harbour has been subjected to severe scouring effects of major storms which have breached the harbour defences on numerous occasions since the medieval period. The inner harbour at West Bay has undergone periodic sluicing to remove sediment build up. In both harbours, there has been periodic dredging to remove sediment in more recent times. In the case of West Bay, the recent Coastal Defence and Harbour Improvement Scheme has disturbed part of the area proposed for dredging and to a much greater depth than that proposed for the current works.

No mitigation works are recommended for the dredging works themselves. However, it is recommended that the beach recharge material be searched after deposition to record and remove any archaeological material that may have been disturbed by the dredging works.

## 11 SOURCES CONSULTED

### 11.1 Cartographic Sources

- 1787 Chart by Lt Mackenzie with detailed inset plan of the Cobb and West Bay
- 1796 Map of the Cobb and Cobb Hamlet reproduced in Wanklyn 1929.
- 1809 Ordnance Survey 1-inch map, First Edition, Sheet 22.
- 1811 Ordnance Survey 1-inch map, First Edition, Sheet 17.
- 1813 Map of the Walk and The Cobb in 1813 (reproduced in Wanklyn 1929)
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- 1839 Burton Bradstock Tithe map (Dorset History Centre T/BBK)
- 1841 Lyme Regis Tithe Map (Dorset History Centre T/LR)
- 1841 Plan of Lyme Regis and Environs (reproduced in Wanklyn 1929)
- 1843 Symondsburys Tithe Map (Dorset History Centre T/SYM)
- 1889 Ordnance Survey 25-inch map, Dorset Sheet XXXVI.12. First Edition.
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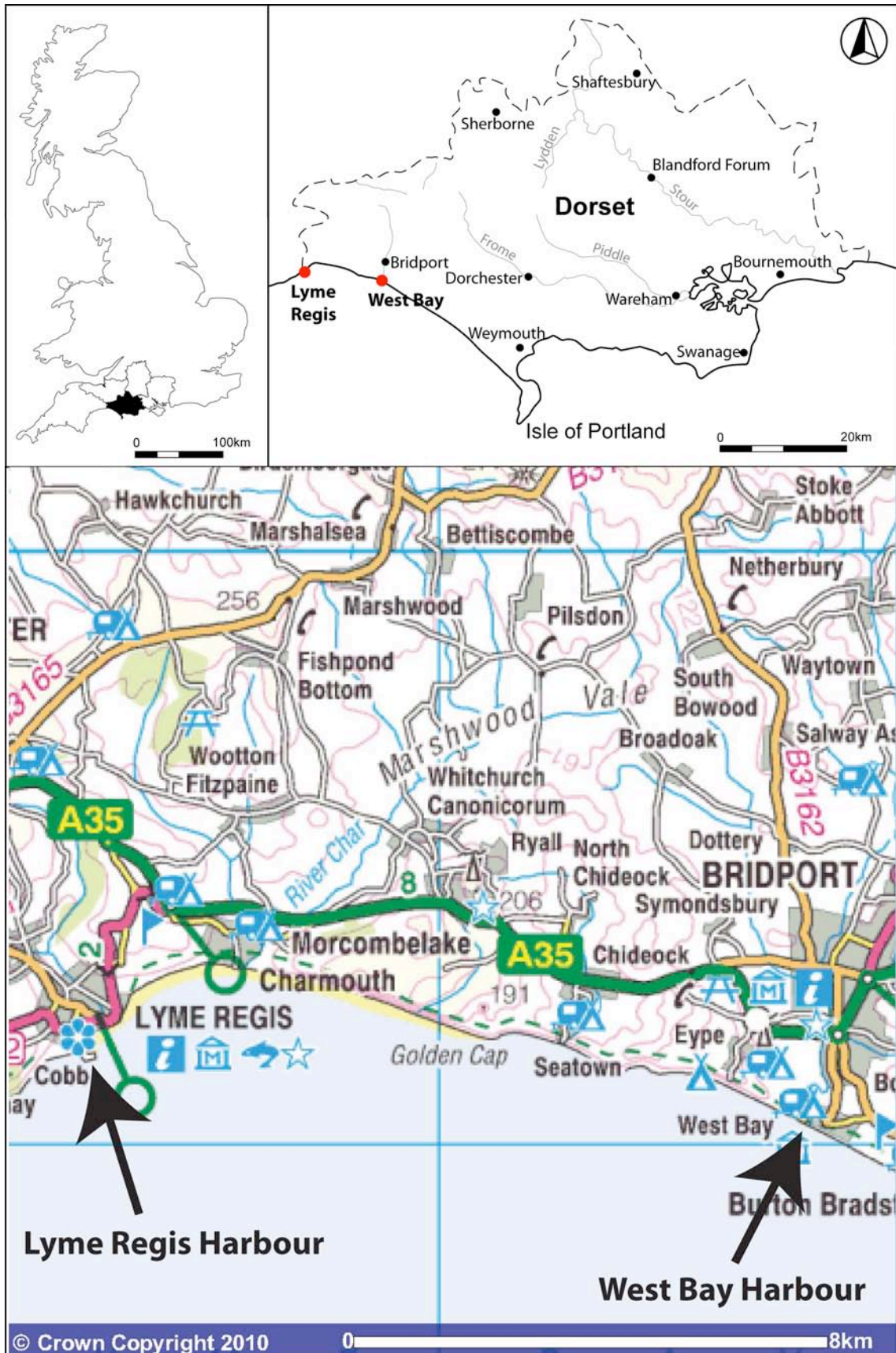


Figure 1: Location Map.



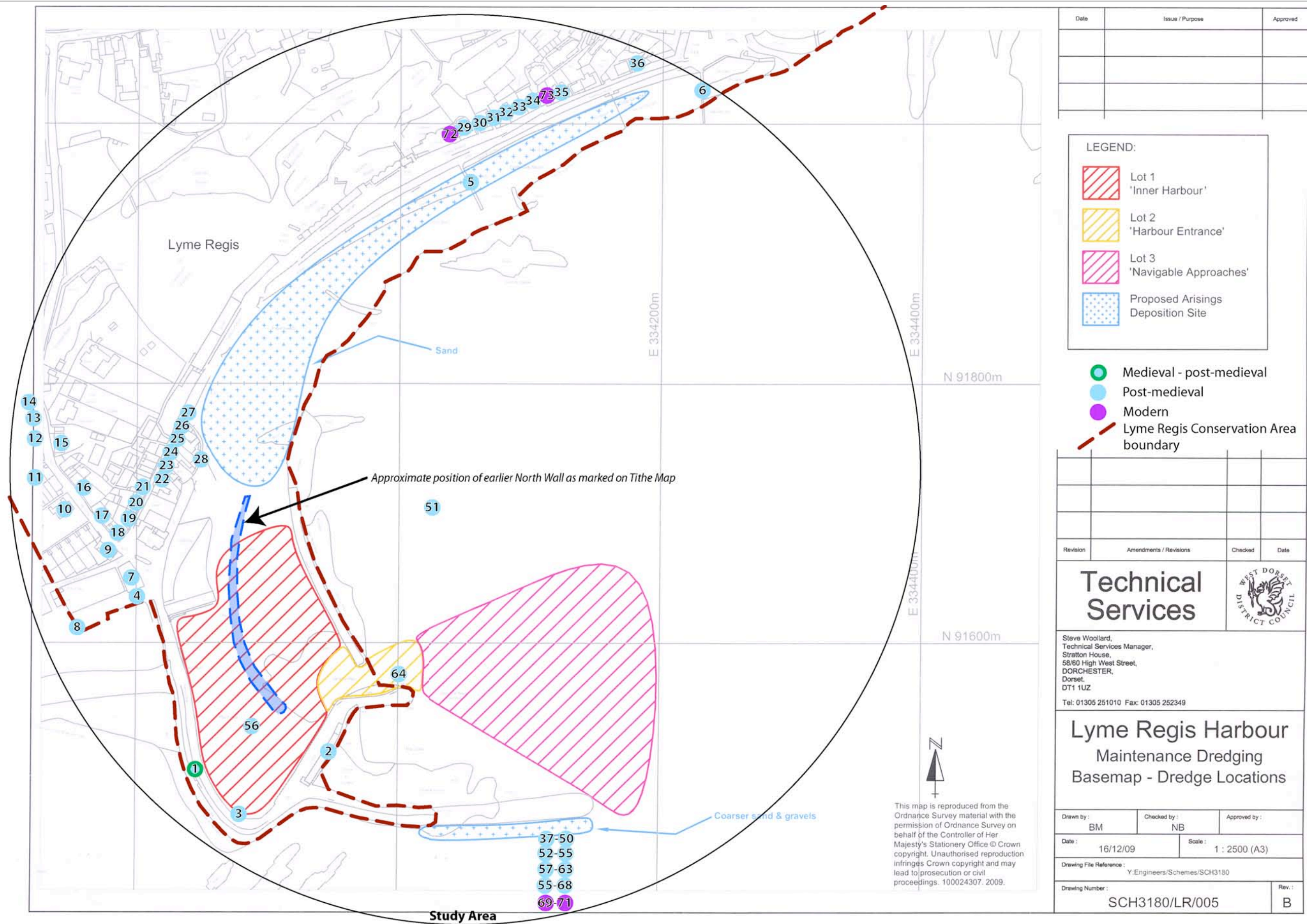


Figure 2: Location of Lyme Regis Study Area and proposed development areas, showing the location of the recorded heritage assets.





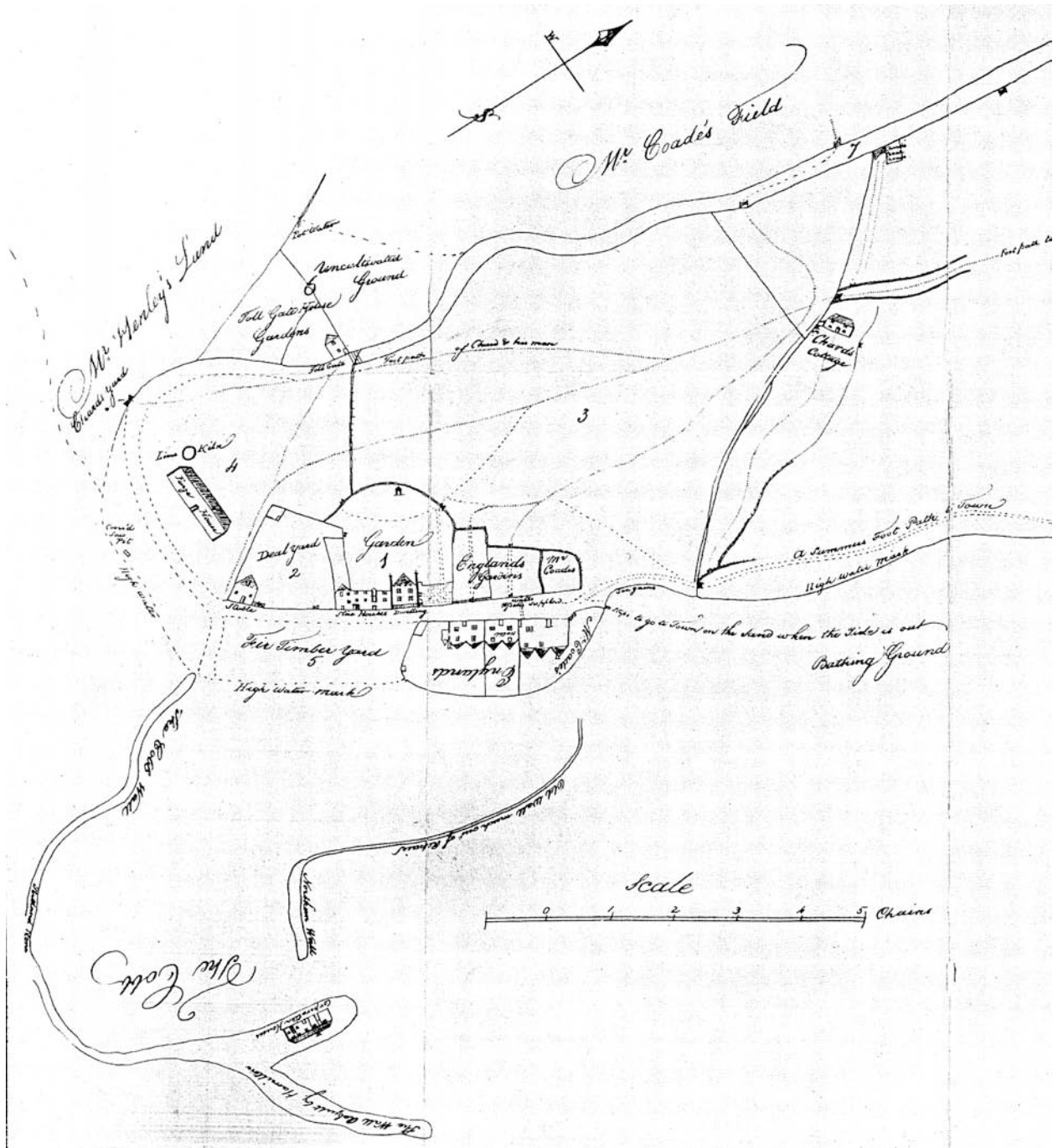


Figure 3: Map of the Cobb and Cobb Hamlet, c. 1796 (reproduced from Wanklyn 1929)



Figure 4: Extract from Lyme Regis Tithe Map, 1841 (Dorset History Centre copyright reserved).

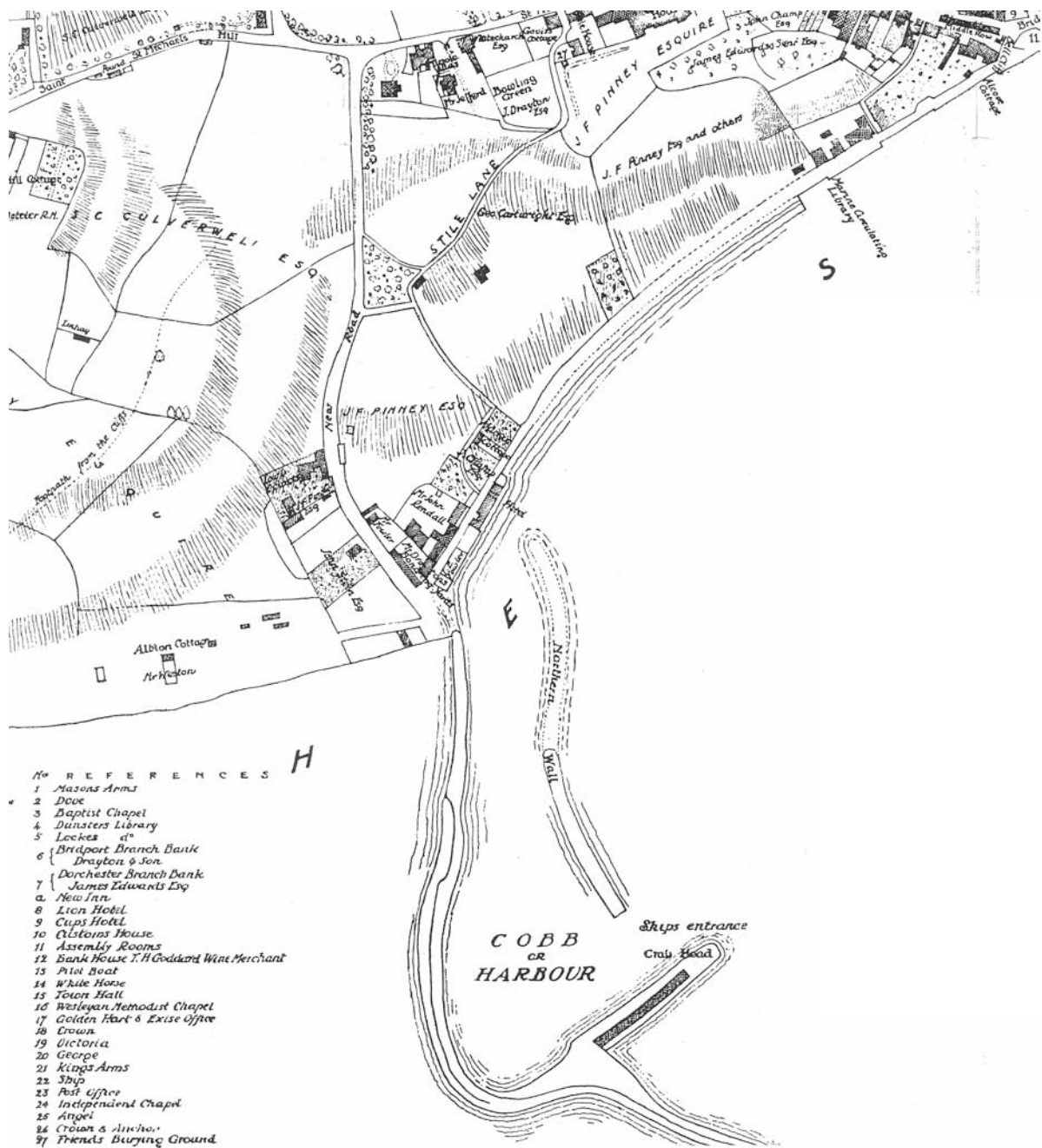


Figure 5: Extract from 1841 map of Lyme Regis and Environs (reproduced from Wanklyn 1929)



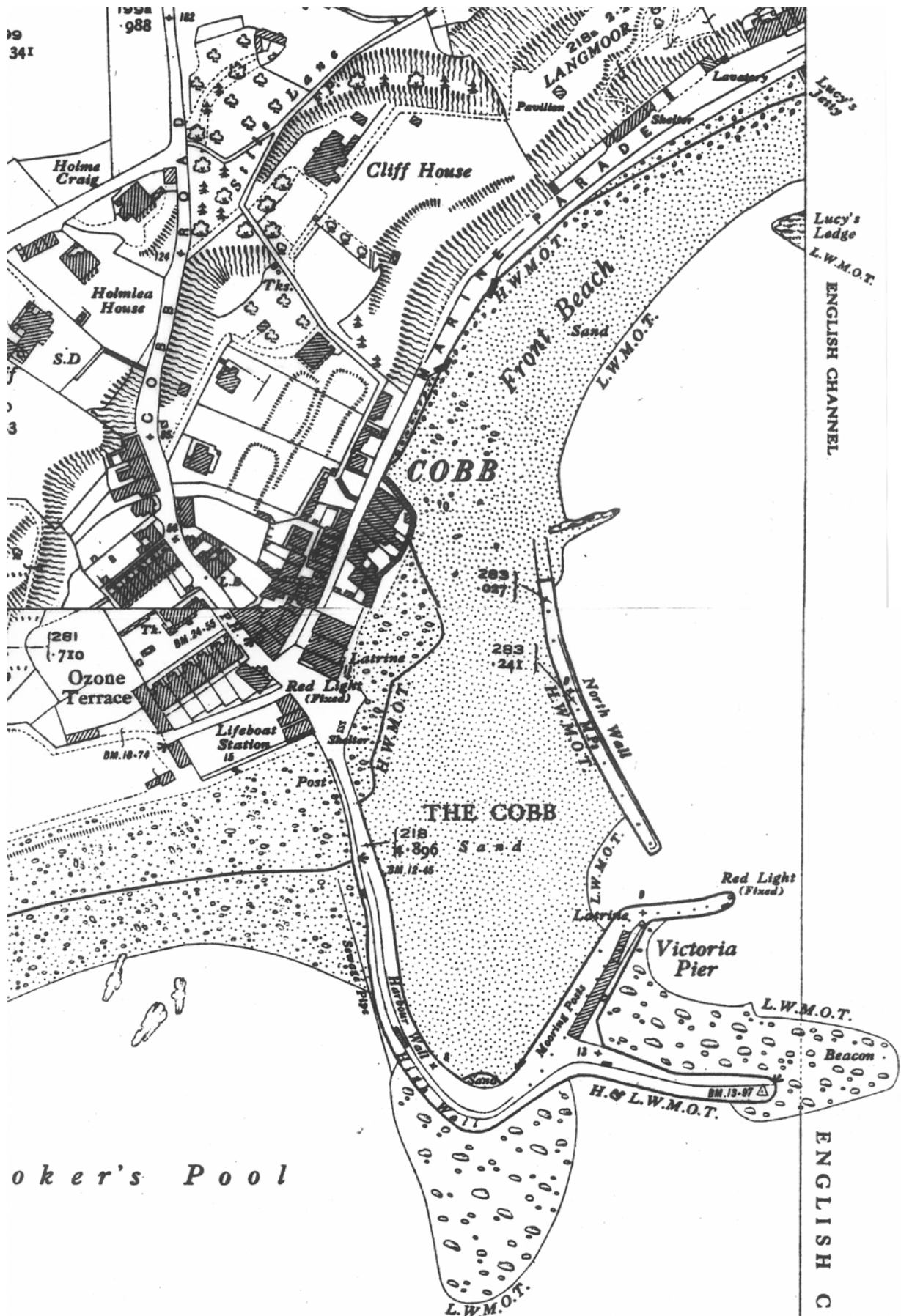


Figure 6: Extract from 1929 Ordnance Survey 25-inch map showing Lyme Regis Harbour (Crown copyright reserved)



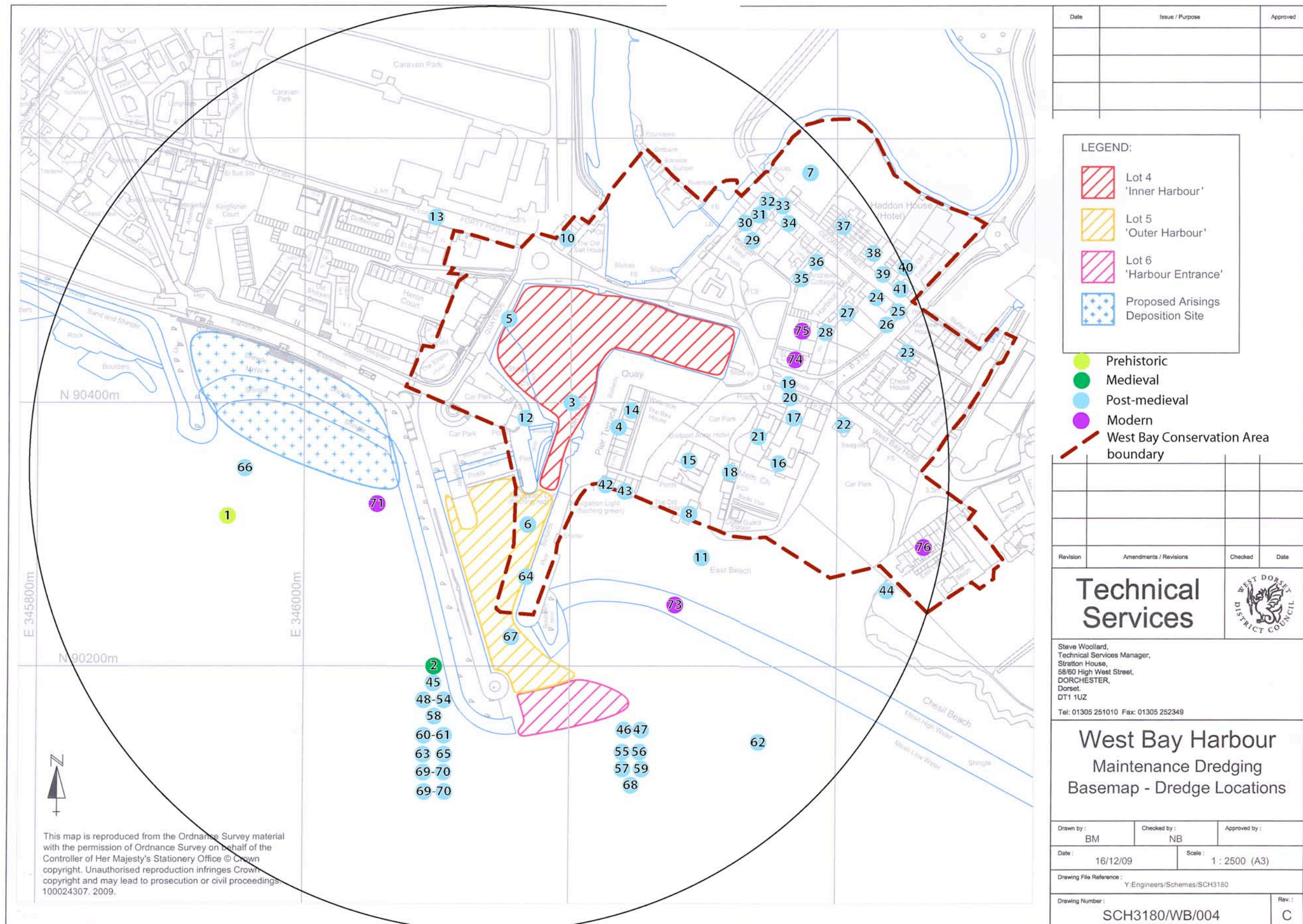
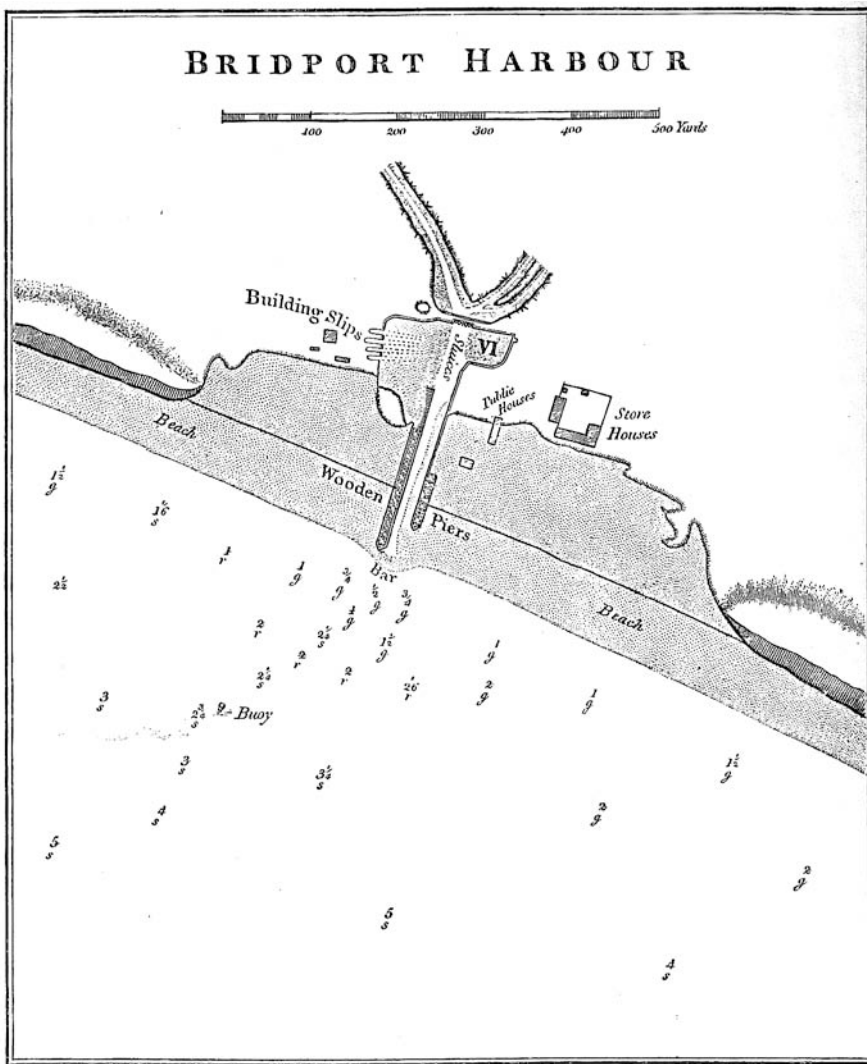


Figure 7: Location of West Bay Study Area and proposed development areas, showing the location of the recorded heritage assets.







1787.

Figure 8: Plan of Bridport Harbour, 1787 from chart by Lieut. Mackenzie (reproduced in Symonds 1912).



Figure 9: Extract from 1841 Burton Bradstock Tithing Map (Dorset History Copyright Reserved).

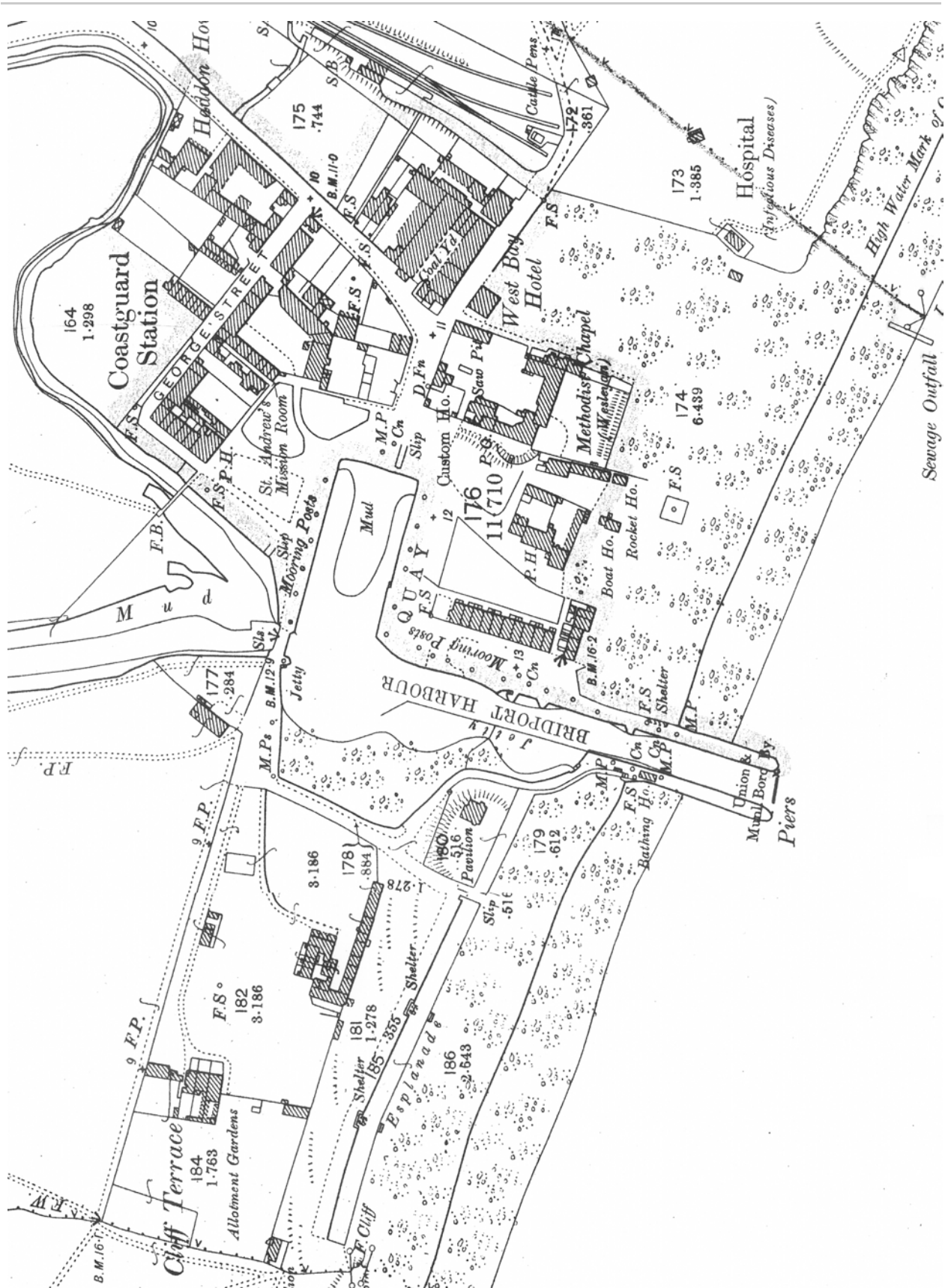


Figure 10: Extract from 1902 Ordnance Survey 25-inch map showing Bridport Harbour (Crown Copyright Reserved).





*Plate 1: General view of Lyme Regis Harbour.*



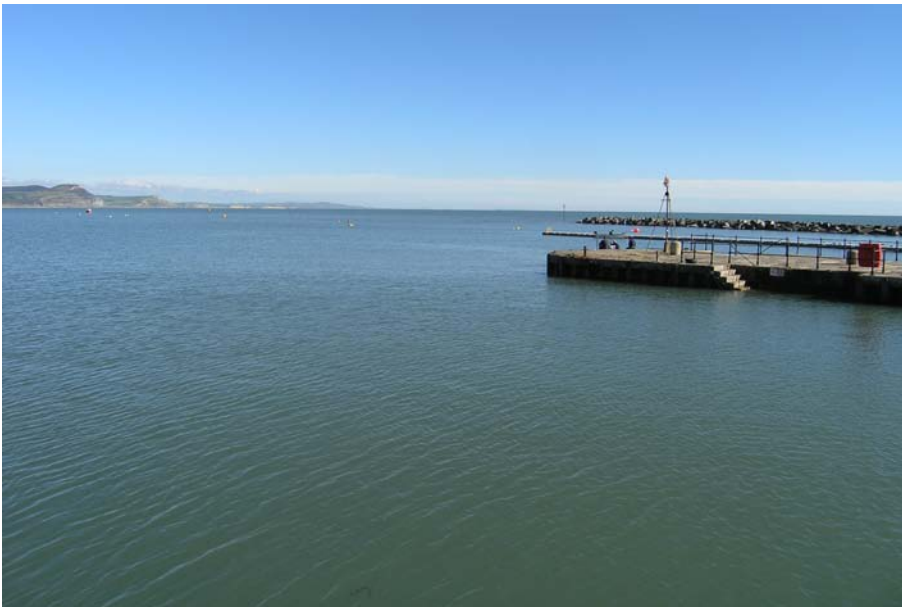
*Plate 2: View across Lyme Regis harbour looking towards the town beach and Marine Parade. Note the remains of timbers from the 1853 tramway in foreground.*



*Plate 3: View across Lyme Regis harbour towards harbour entrance. Note the remains of timbers from the 1853 tramway in foreground*



*Plate 4: View along rock armour at end of South Arm of the Cobb.*



*Plate 5: View across the harbour approaches from the North Wall.*



*Plate 6: View of the town beach and Marine Parade, looking towards Cobb Gate.*





*Plate 7: View westwards across the inner harbour basin at West Bay.*



*Plate 8: View across West Bay inner harbour towards Pier Terrace.*



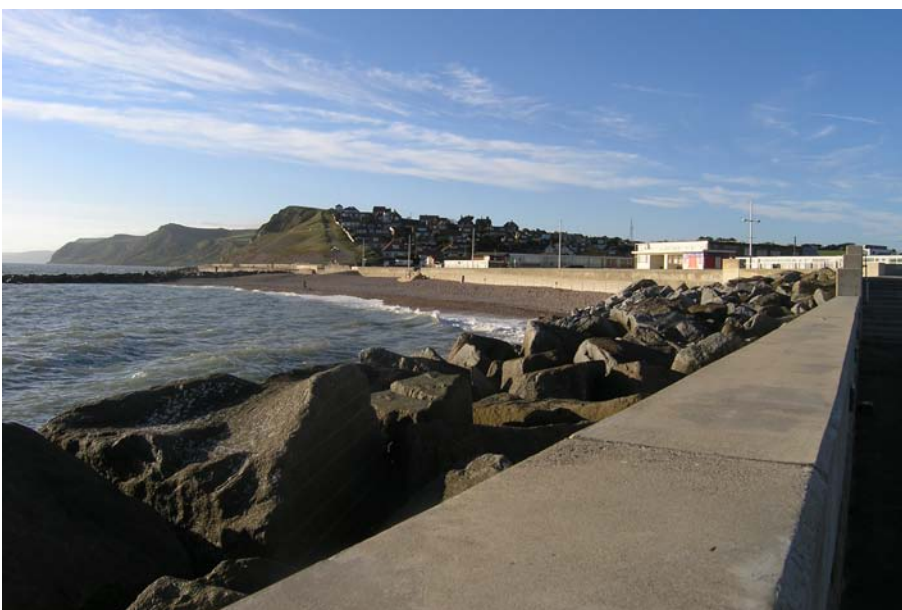
*Plate 9: View along approach to inner harbour from the west pier.*



*Plate 10: View of West Bay outer harbour from the east pier.*



*Plate 11: View of West Bay harbour entrance from the west pier.*



*Plate 12: West Beach viewed from the west pier of West Bay harbour.*



## APPENDIX 1: ASSESSMENT CRITERIA

The significance of impacts of development is assessed taking into account the importance of the known or potential remains likely to be affected. The criteria with which to assess impacts upon heritage features are adapted from the DfT *Transport Analysis Guidance The Heritage of Historic Resources Sub-Objective* (TAG Unit 3.3.9) (June 2003) The criteria used in the assessment of the impact of the proposed development on the heritage assets are the sensitivity of the heritage asset and the Scale of Impact Significance.

### Scale of Sensitivity

Sensitivity	Examples of Receptors
National	Scheduled Ancient Monument; Grade I listed building
Regional or County	Grade II* listed building
Local or Borough	Grade II listed building; Sites and Monuments Record

### Scale of Impact Significance

Scale	Description
Major beneficial (positive) effect	The proposals would: <ul style="list-style-type: none"> <li>provide potential, through removal, relocation or substantial mitigation of very damaging or discordant existing impacts (direct or indirect) on the heritage, for very significant or extensive restoration or enhancement of characteristic features or their setting</li> <li>make a major contribution to government policies for the protection or enhancement of the heritage</li> <li>remove or successfully mitigate existing visual intrusion, such that the integrity, understanding and sense of place of a highly valued area, a group of sites or features of national or regional significance is re-established</li> </ul>
Moderate beneficial (positive) effect	The proposals would: <ul style="list-style-type: none"> <li>provide potential, through removal, relocation or mitigation of damaging or discordant existing impacts on the heritage, for significant restoration of characteristic features or their setting</li> <li>contribute to Regional or Local policies for the protection or enhancement of the heritage</li> <li>enhance existing historic landscape/townscape character through beneficial landscaping/mitigation and good design</li> </ul>
Minor beneficial (positive) effect	The proposals: <ul style="list-style-type: none"> <li>are not in conflict with national, regional or local policies for the protection of the heritage.</li> <li>restore or enhance the form, scale, pattern or sense of place of the heritage resource through good design and mitigation</li> <li>remove or mitigate visual intrusion (or other indirect impacts) into the context of locally or regionally significant heritage features, such that appreciation and understanding of them is improved</li> </ul>
Negligible effect	The proposals: <ul style="list-style-type: none"> <li>are not in conflict with, and do not contribute to policies for the protection or enhancement of the heritage</li> <li>maintain existing historic character in a landscape/townscape</li> <li>have no appreciable impacts, either positive or negative, on any known or potential heritage assets</li> <li>are a combination of slight positive and negative impacts, on locally significant aspects of the heritage</li> <li>do not result in severance or loss of integrity, context or understanding within a Historic landscape</li> </ul>
Minor adverse	The proposals would:

Scale	Description
(negative) effect	<ul style="list-style-type: none"> <li>• be in conflict with local policies for the protection of the local character of the heritage</li> <li>• have a detrimental impact on the context of regionally or locally significant assets, such that their integrity is compromised and appreciation and understanding of them is diminished</li> <li>• damage locally significant heritage features for which adequate mitigation can be specified</li> <li>• not fit well with the form, scale, pattern and character of a historic landscape/townscape/area</li> </ul>
Moderate adverse (negative) effect	<p>The proposals would:</p> <ul style="list-style-type: none"> <li>• be out of scale with, or at odds with the scale, pattern or form of the heritage resource</li> <li>• be intrusive in the setting (context), and will adversely affect the appreciation and understanding of the characteristic heritage resource</li> <li>• be in conflict with local or regional policies for the protection of the heritage</li> <li>• be damaging to nationally significant heritage assets, resulting in loss of features such that their integrity is compromised, but not destroyed, and adequate mitigation has been specified</li> <li>• be a major direct impact on regionally or locally significant heritage, resulting in loss of features such that their integrity is substantially compromised, but adequate mitigation can be specified</li> </ul>
Major adverse (negative) effect	<ul style="list-style-type: none"> <li>• The proposals would:</li> <li>• have a major direct impact on nationally significant heritage assets such that they are lost or their integrity is severely damaged</li> <li>• have a moderate direct impact on or compromise the wider setting of multiple nationally or regionally significant heritage assets, such that the cumulative impact would seriously compromise the integrity of a related group or historic landscape/townscape</li> <li>• have a major direct impact on regional heritage assets, such that their integrity is lost and no adequate mitigation can be specified</li> <li>• be highly intrusive and would seriously damage the setting of the heritage resource, such that its context is seriously compromised and can no longer be appreciated or understood</li> <li>• be in serious conflict with government policy for the protection of the heritage, as set out in PPS5</li> <li>• be strongly at variance with the form, scale and pattern of a historic landscape/townscape</li> </ul>