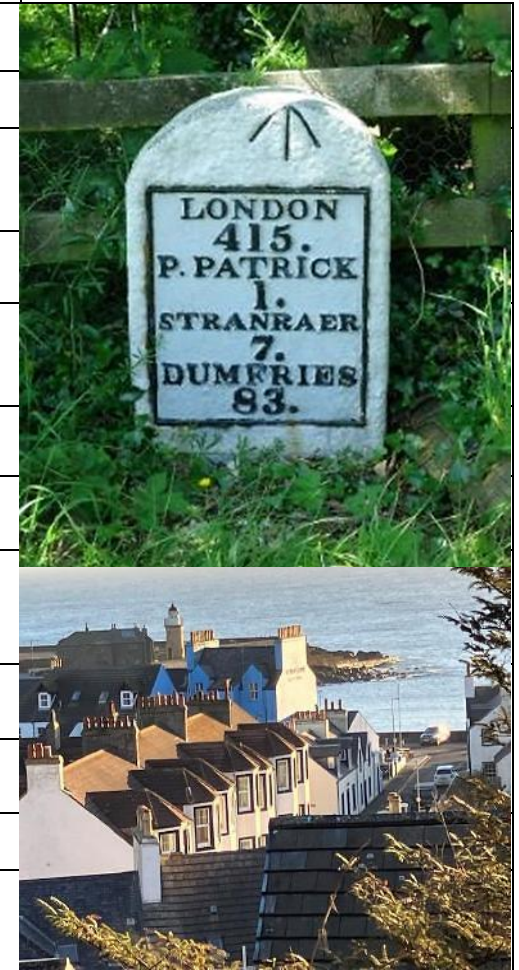


Portpatrick Conservation Area Character Appraisal and Management Plan

Planning Guidance - Adopted 4th November 2025



Portpatrick Conservation Area Character Appraisal and Management Plan			
Planning Guidance, adopted 4th November 2025			
Contents			
Introduction	2	Building materials	10
Boundary of Portpatrick Conservation Area	2	History of Portpatrick Conservation Area - Roman to Modern	13
Purpose of Portpatrick CACAMP	3	Street Pattern and Form	14
Planning Controls in a conservation area	4	Setting, Topography, Landscape, Location, Viewpoints and Key Approaches	15
Planning Policy	5	Trees	15
Portpatrick Conservation Area	6	Windows and Doors	16
PART ONE - History Development and General Character of Portpatrick Conservation Area	8	Roofscape, Townscape, Building Facades and Architectural Embellishment	16
National and Regional Context	8	Shopfronts	16
Flooding	10	Boundaries and Surfaces	16
Archaeology	10	Statues, sculptures and cultural pieces	17
Description of Portpatrick Conservation Area	12	PART TWO: Managing the Character of the Conservation Area	18



Introduction

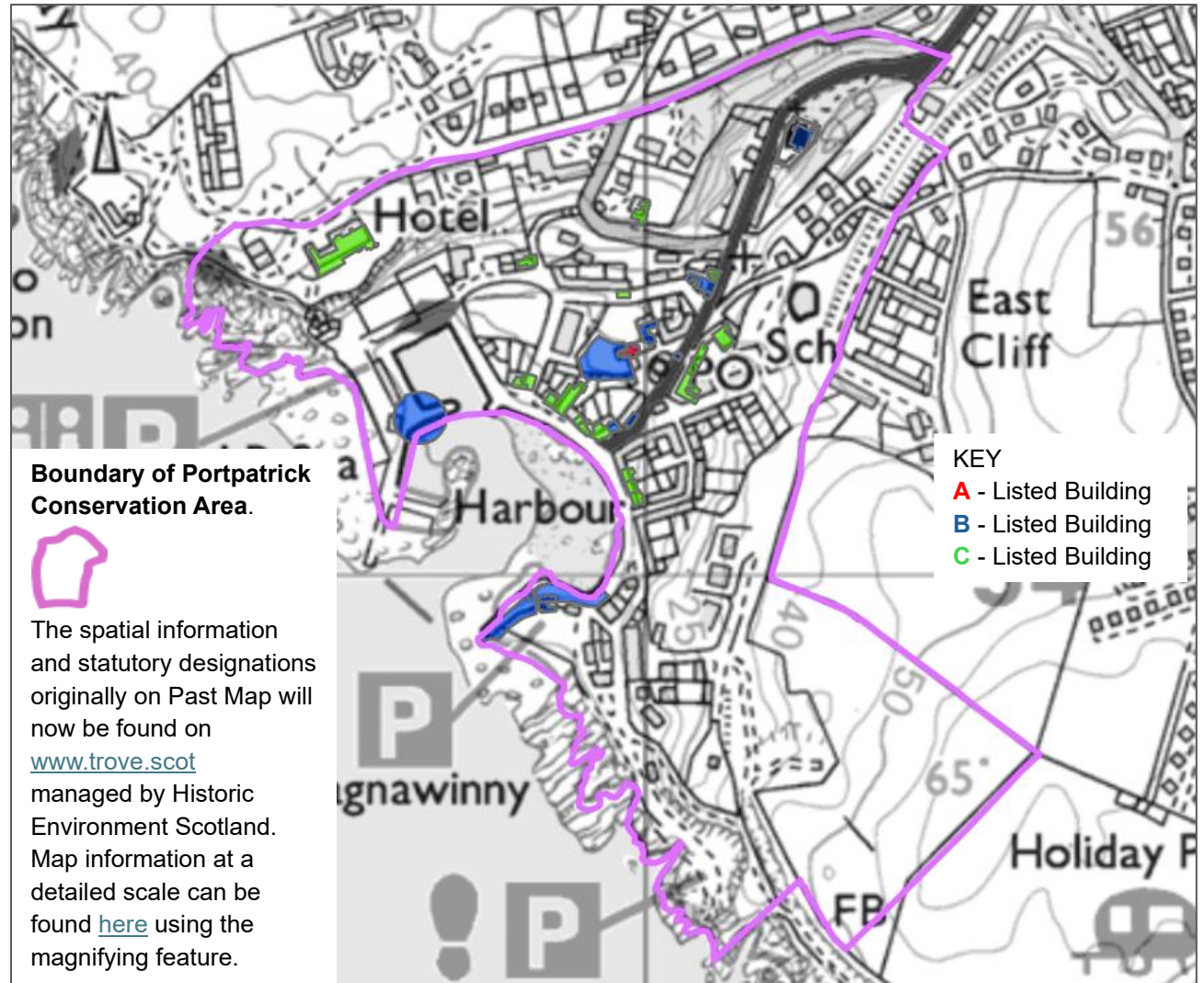
What is a conservation area?

A conservation area is defined in law as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance...” In 1967 the concept of the designation of conservation areas was introduced to the UK. The current legislation is the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended).

In a conservation area, development ideas:

- should be based on a clear understanding of historic and architectural character and its significance to cultural heritage;
- should be designed to avoid or minimise detriment to character or architectural and historic interest and cultural significance;
- demonstrate that the design of the proposal is the best way of achieving its benefits.

Local planning authorities are required to identify areas which merit this status and to review them and promote the management of character. In a conservation area it is the historical and architectural character that is of interest. Character is drawn from the combination of the layout and setting of the



buildings and spaces. When planning permission is required, the planning decision aims to preserve or enhance the overall character of the conservation area by maintaining the integrity of its significant

elements. Some change within a conservation area is inevitable to meet current social and environmental challenges, to give buildings a new use and to ensure a place is vibrant.

Character can be maintained even as the overall role of the area changes and new objectives can be achieved by using carefully designed, sensitive and sustainable adaptations.

Purpose of Portpatrick Conservation Area Character Appraisal and Management Plan

The document appraises the existing character of Portpatrick Conservation Area and gives guidance on how to manage it to limit dilution of that character. It will be used to assess how proposals in planning applications including new development, alterations, enhancements, upgrades or demolition, will impact on the character of Portpatrick Conservation Area.

Portpatrick CACAMP will help guide owners, occupiers and developers to think about proposals which respect historic and architectural character. It supports and encourages sympathetic options for development, sustainable adaptation and new uses, so that buildings and spaces will be comfortable, healthy, resilient and last long into the future.

The character appraisal identifies significant elements of historic character and setting, focusing on individual and grouped buildings and spaces; the townscape; the layout; and

the use of materials. It notes the relevance of the setting, historic layout, streetscape, architectural detail and significant features, including a selection of the significant built structures and spaces, and their contribution to the character.

The management plan is informed by the appraisal and provides guidance on preserving and enhancing the character recognised in the appraisal. It sets out what actions and decisions will preserve or enhance the positive features of character. It guides development, adaption of buildings for new uses, and improvements to reduce the impact of buildings and places on the climate when the changes are suitable to improve comfort of the buildings for the occupants.

Like many settlements in Dumfries and Galloway region, the early buildings of Portpatrick used local materials such as stone quarried nearby, lime mortars made locally and lime wash or lime harling for additional exterior weather protection. A lot of change has happened and there are now buildings from a range of centuries and decades. Alterations and maintenance choices can affect an individual building and the character of a street and place. Going forward, change should be compatible with the original fabric and construction method

of a building as well as sympathetic to the design.

The purpose of the Portpatrick CACAMP is to guide proposed change to:

- respect the landscape setting and topography of the conservation area;
- preserve, reinforce and enhance the general historic form of the settlement;
- keep the visible links with the harbour, including the layout and archaeology;
- promote sensitive design for adaptation of buildings, spaces and new development;
- encourage and support restoration, repair and repurposing of vacant or underused historic buildings and sites; and
- support and catalyse well-considered ideas for enhancement proposals.

The retrofit industries recognise that climate change adaptations to buildings are successful only when materials and systems are chosen to work with the original building rather than modern, hard, impermeable materials which gradually damage the fabric and create ongoing maintenance difficulties.

Energy surveyors and fitters should be familiar with the “Level 3 Award in Energy Efficiency for Older and Traditional Buildings”.

Selecting compatible energy efficiency improvements for traditional stone buildings and considering the options for small-scale renewable energy generation will help owners and occupiers find the best long-term benefits for the building fabric. This will give long-lasting indoor comfort and preserve outside character.

Planning controls in a conservation area:

Legislation requires that permission is sought for the following work:

Demolition of all, or most, of a building and some structures, needs Conservation Area Consent, with some exceptions. To check, provide the details to the Council.

National Planning Framework 4 strongly discourages most demolition. Where a building makes a positive contribution to the character of the conservation area there is a strong presumption against demolition. The intended use of the space may affect the outcome of a request to demolish thus a design for any new development may be required. An approved development may need to be delivered immediately following demolition. Applications for demolition are made here [Getting Started on ePlanning Scotland](#)

Alterations and additions to the outside of buildings in a conservation area usually need either Planning Permission or Prior Approval including small house extensions, balconies, roof alterations, dormers and rooflights, chimney alterations, stone cleaning, new painting of elevations or changing colours, applying render or cladding, changing windows on principal or road-facing elevations, changing exterior doors and creating hard surfaces around the buildings. Renewable energy equipment may need permission depending on the details, so it is best to check. Amendments made to the [Town and Country Planning \(General Permitted Development\) \(Scotland\) Order 1992 \(as amended\)](#) in 2024 permit changes to some windows in unlisted buildings in conservation areas as long as they meet certain conditions as found [here](#).

National legislation requires the Council to ensure owners seek permission for some alterations. Planning decisions by the Council are made using national and local planning policy and guidelines to assess the impact of proposals on the character of the property, those near it and of the wider Portpatrick Conservation Area. Sometimes officers will ask for alternative designs to improve the impact on character. A building

may also be statutorily listed and need Listed Building Consent for alterations. <https://www.dumgal.gov.uk/article/15329/Apply-for-planning-permission>

Trees in conservation areas have special protection. Proposals to remove branches, fell or carry out work affecting roots of the tree must be notified to the Council six weeks in advance. This allows sufficient time for the Council to decide if a Tree Preservation Order should be placed on the tree or group of trees if it/they make a positive contribution to the character of the conservation area. National planning policy supports the retention of trees. The extent of proposed works to the tree or group may be completely rejected or alternative works may be requested which are more sensitive.

[Protected trees | Dumfries and Galloway Council](#)

Attachments like satellite dishes or similar equipment may need planning permission in conservation areas. They have the potential to impact on character. It is usually possible to find discreet locations, sensitive designs or alternative solutions. [Make a planning application: step by step | Dumfries and Galloway Council](#)

New buildings in a conservation area need Planning Permission. Design should take careful account of context and character, and architectural themes of surrounding buildings and spaces. Pre-application guidance and advice may be sought in advance of submitting proposals using the link below.

[Get pre-application planning advice | Dumfries and Galloway Council](#)

Planning Policy

Scotland's National Planning Framework 4 (NPF4)

In February 2023 Scottish Government adopted [National Planning Framework 4 - gov.scot](#)

NPF4 has six overarching spatial principles and 33 policies. Some affect the historic environment directly and others indirectly. Spatial principles with the most direct significance are considered below.

Just transition recognises that change is needed to reach net zero. Reducing carbon emissions from historic buildings and improving the resilience of historic assets to climate change requires support for good adaptation measures. Improvements to biodiversity are supported which old buildings can help with. NPF4 also seeks to preserve character, encourage

maintenance and promote enhancement of historic places and recognises that Scotland's historic environment will be sustainable if the planning system supports its protection, enhancement and adaptation.

Conserving and recycling assets

There is a strong presumption for the reuse and adaptation of existing buildings and minimising demolition of parts of structures. *"We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste and building a circular economy."*

The adaptation of buildings of traditional and historic interest to create new uses and comfortable interior conditions will contribute to this aim. It will also reduce the number of demolitions of any buildings, with or without a historic designation. This is a running theme in many NPF4 policies, acknowledging the importance of the broad historic environment and its embodied energy.

Policy 7 Historic assets and places

makes direct reference to conservation areas, recognising that Scotland's cultural heritage contributes to economy, identity and quality of life. The principles and intent

of Policy 7 are *"to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places."*

Policy 7 includes a presumption to retain, maintain and adapt buildings in conservation areas where they contribute positively to historic or architectural character ensuring they have beneficial uses. This minimises waste and recognises the energy 'locked up' in the existing fabric. Sensitive alterations can reduce creation of waste and carbon emissions and support energy efficiency. Demolition is a last resort.

Conservation area designation seeks to sustain local architectural and historic character, local identity and sense of place; sensitively reduce the impact of the built environment on climate change; and maximise the economic benefit of historic character, for the benefit of current and future generations of people.

NPF4 policy 7 acknowledges that the character of conservation areas should be understood to enable good decision-making which character appraisals and management plans help to do.

Historic Environment Scotland [HES] has a range of learning resources, publications and guidance which set out national policy and good practice found here: [The Engine Shed publications and guidance](#) and [Managing Change](#) publications.

Local Policy

Dumfries and Galloway Council is committed to the stewardship of historic areas across the region, recognising the important contribution they make to quality of life, the economy and the environment for both local residents, workers and visitors. Dumfries and Galloway Local Development Plan 2 (LDP2), adopted in October 2019, includes Historic Environment policies which are very similar in intent to those of NPF4.

LDP policies are used as part of the decision making for planning applications. The policies are successful when owners and occupants understand how they can help keep historic character and fabric by seeking good advice for adaptations or alterations, appropriate to the construction materials and techniques of the building. It is also important that ongoing maintenance is carried out sensitively too.

LDP2 Policy HE2: 'Conservation Areas'

promotes a sensitive and informed approach to development within conservation areas. To assist developers to design changes which are most appropriate, it refers to adopted Supplementary Guidance (SG) including [Historic Built Environment SG](#); a range of [guidance](#) specific to places; and Council [Planning Guidance](#) (PG). The new LDP regulations do not permit the creation of supplementary guidance but allows planning guidance to be adopted by Councils. Planning guidance can be updated to reflect changes in the legislation and promote actions needed because of the climate change emergency. This guidance supports LDP policy so that development both allows for climate change and preserves the character of Portpatrick Conservation Area, in line with the policy intent.

Portpatrick Conservation Area

The small town grew up from the coast beside a naturally sheltered harbour. The earliest surviving buildings may have been built in the 17th and 18th centuries, using practical, vernacular designs; some may have been thatched. Evidence for the early settlement is the Old Church which itself replaced another in 1629. As the centuries

progressed and the harbour gained importance for trade, more development took place along streets and on the surrounding hill.

Portpatrick Conservation Area was designated on 6th September 1977. No alterations to its boundary have been made. Development that needs permission is in line with all Scottish conservation areas.

The settlement of Portpatrick was once named Portmontgomery some centuries ago when it was a small port, landing herring and other fish from the northern parts of the Irish Sea. The short distance across the North Channel to Ulster's port of Donaghadee caused the port to grow in importance as a transport link, from the early 17th century. Traffic arriving along the toll road from the east was able to board sailing boats, and later steam powered ferries. The harbour was a key route from Scotland to Ulster, with the port of Donaghadee just over 20 miles by sea from Portpatrick used by English armies, Scottish people moving to live in Ireland, workers coming and going between the estates of the landed gentry and a transshipment point for goods for, and farm animals from Ireland. A range of rowing and sailing boats or ships

were in use. Investment led to harbour improvements but despite this, the piers and other structures remained vulnerable to the worst storms.

When the railway was built in the mid-19th century it came via Stranraer. Once the safer, sheltered berths for larger boats in Loch Ryan became preferred, both freight and passenger ferries to Ireland relocated. Fishing took over from sea transport. Some fishing boats remain. In the late 20th century, the harbour and town became a focus for leisure boating and tourism which has changed over the years but continues.

Portpatrick has a RNLI lifeboat and there are more people becoming interested in different water sports from the harbour.

The guidance is divided into two parts:

PART ONE - History Development and General Character

The historical development of Portpatrick and an overview of the significant themes and elements which come together to create its character.

PART TWO: Managing Character

Management requires the character to be

preserved and enhanced particularly when making planning or enhancement decisions.

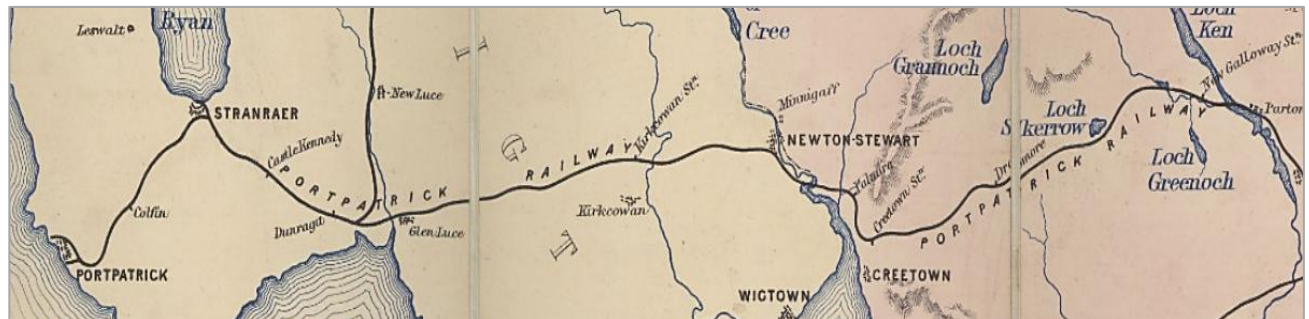


Proposals will be supported which continue most of the following:

- the layout of the historic harbour;
- the pattern of development at sea level and above;
- retention of elements of uniformity;
- recurring architectural details or paired features;
- traditional building materials; and/or
- the form and features of buildings which contribute positively to character.

Good management will support and catalyse initiatives and actions which enhance character, by individual owners, occupiers or as a collective group.

Top left: The harbour on a quiet day with the remaining lighthouse.
Below: 1869 Charles Jopp map of the North British Railway System



PART ONE - HISTORY DEVELOPMENT AND GENERAL CHARACTER OF PORTPATRICK CONSERVATION AREA

National and Regional Context

Planning objectives

LDP2 seeks to consolidate the role of the settlement as a local centre. It also refers to respecting the historic and architectural quality and setting of the conservation area. There is reference to existing and new residential amenity and retaining the terraced frontages along Main Street.

Census information indicates that the population of Portpatrick in 2022 was approximately 600. However, there is a very high proportion of properties of varying types that are not the exclusive address and many that are used as short term holiday lets, so at times of the year the population is higher.

There is a relatively new primary school building which could accommodate more pupils. Secondary education is provided at Stranraer or Newton Stewart.

Housing

There is a wide range of house types from large footprint, detached dwellings built in

the last 30 years to terraced housing, some dating to the early 18th century. However, there is also a high proportion of short term let properties which has reduced the number of resident families who may not find it easy to access local housing. There is a need for affordable family homes. Three housing sites are identified in LDP2 - 7 units, 18 units and a larger site on the outskirts for 57 units. There is no indication that the larger sites are coming forward for development. There are properties on the market some of which may be family sized but prices are not accessible for lower incomes.

A small number of buildings are under-used in the conservation area which may provide opportunity for subdivision as starter homes for rent or purchase.

Tourism has been an important part of the economy of Portpatrick for many decades, with its historic harbour and spectacular scenery. In summer, the caravan park, boating, holiday rental and day visitors

support local hospitality businesses. There are seasonal venues for eating out and buying crafts and gifts but much of this is currently limited to peak holiday times. The largest hotel is recently in new ownership.

Local Services and employment

There are many hotels and pubs and a few tearooms. There is a single local convenience shop that is open all year with a post office and a few other shops, some limited to opening during the tourist season. The hotels and hospitality outlets provide local employment. Other work is fishing and farming based or in industries and services based away from the town.

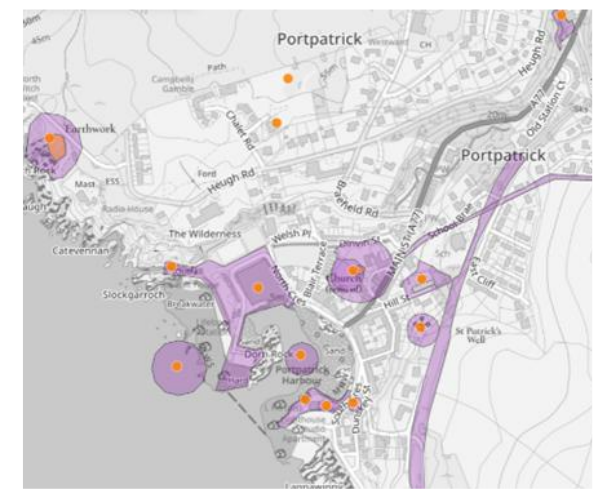
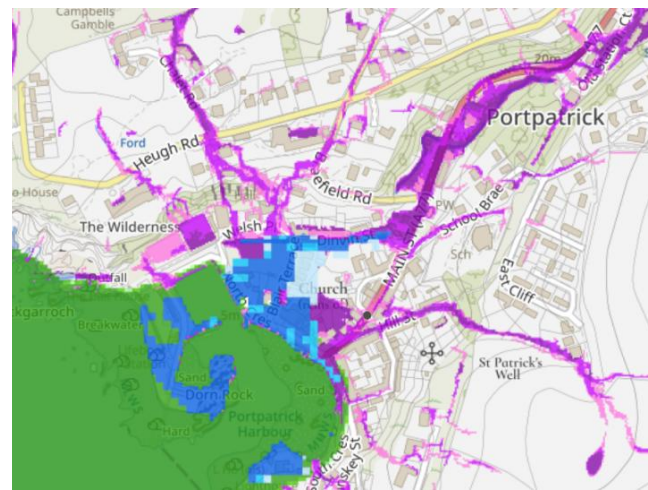
Open Space

The settlement is surrounded by open space and formal walks - Southern Upland Way and Rhins Coastal Path. It is hilly but the small beach area is accessible for play when the tide is out. The main space is the flat recreation area at Dinvin Street.

The main service town is Stranraer which is about 6 miles away and has more formal recreation and sports facilities.

Flooding

Parts of Portpatrick Conservation Area are



Above: the dark purple shows areas of flooding from a mix of surface water and water courses and blue from coastal sources.

Above right: Extract from D&G's [Historic Environment Viewer](#) showing sites with known archaeology.

Below: Robert Gordon map of 'Cunningham' circa 1636-52 showing a symbol for a church.

<https://maps.nls.uk/view/00000681>



prone to flooding in the flat areas closest to sea level. The whole area is classed as

Potentially Vulnerable by [SEPA](#). Dinvin Burn is partially culverted through the town. The map on page 9 gives some idea of the extent of flooding - storms can affect a small number of buildings from seawater, surface water and water courses.

Archaeology

Several interesting archaeological features exist and are marked on the Dumfries and Galloway Council's Historic Environment Viewer as seen in the extract on page 9.

They include the former whinstone quarry, the lime kilns; the tower of the 17th century parish church and the surrounding graves; the remains of former lighthouse structures and the early religious site of St. Patrick's Well. The lines of the 19th century railway remain clear and have associated bridges or part bridges as well as the site of the station on the harbour. Maritime archaeological sites include the schooner Littlejohn which foundered at the harbour entrance in the 19th century and the Taurus former flying boat in the harbour in the 20th century.

The oldest archaeology was a marked stone which disappeared during harbour works. The castle at Dunskey on the coastal cliffs, dates from the 12th century although the standing remains are from the

1600s.

Building materials.

Most of the original building materials were stone and lime with lime harling, lime paint and slate roofs. More recently, cement renders have been used to finish elevations, and modern dwellings have used new materials. Natural slate continues to dominate the roof slopes, seemingly originally of Welsh origin, though more recent imported slates are also in use along with concrete tiles. Terracotta also makes an appearance as wall copings.



Top: former whinstone quarry at southern end of conservation area

Below: Use of terracotta for wall capping

Left: former toll house on the approach from the east down Holm Road

Building Material	Description	Use
Whinstone (local name for stone usually greywacke but also dolerite, or basalt.)	Whinstone is usually partly metamorphosed, hard, granular, sedimentary stone in shades of grey.	A common building stone in the conservation area as both coursed and random rubble stone for elevations although often painted or rendered and painted white or cream. They are commonly used in garden walls and sometimes for kerb stones.
Granite (silver-grey granite)	Hard, metamorphic, speckled grey, stone some was quarried at Creetown.	Used as quoins, more recently used for steps and paving bollards but not common in the conservation area.
Brick	Fired clay brick products appear in a variety of pale red/orange shades and is used in some buildings as detail.	There are many individual brick buildings such as the lighthouse.
Terracotta	Strong coloured moulded shaped product	Seen as a boundary wall capping but not common in the cons area
Sandstone (red, cream or brownish-red and shades between from regional Permian deposits)	Sedimentary rock often with a big colour range but mostly brownish red, where used in Portpatrick.	Sandstone is found in the church in the corbelling, tracery, opening margins, skew stones and ridge capping often use sandstone. It is also prevalent in the old headstones of the graveyard and in the detail of the doocot. It appears in boundary walls and outside the boundary of the conservation area it was used to build the bridge.

History of Portpatrick – from Mediaeval to Modern

The earliest standing structure is Dunskey Castle outside the conservation area dating from the 16th century. Portmontgomery was the original name of the settlement, and it had regular ferry services from the early 17th century. However, maps seem to use the name Portpatrick from quite early on.

The use of and need for the port increased and when the military road was complete by 1765, an established engineer was engaged to improve the port facility and keep the vessels using it safe from the sea.

John Smeaton designed and oversaw the improvements which were completed in 1770. He enclosed the harbour with

breakwaters. However, nothing is completely resistant to the worst sea storms.

At that time the military road charged tolls. The toll building remains on the approach from the east down Holm Road.

One of the early important cargos using the port was thousands of cattle from estate owners' lands in Ulster and the rest of Ireland as the first stage of their journey to London markets.

John Rennie was employed to add the two structures known as North and South piers in 1821, but North Pier was destroyed in a storm.

In 1862, the railway came but soon after, the steamer ferry began travelling between the more sheltered Stranraer port and Larne. The harbour declined, the lighthouse was sold abroad and the port continued in use mainly by the local ring net fishing folk to land their catch.

At the beginning of the 20th century, Portpatrick Hotel was built prominently on the north side of the harbour in the place known as The Wilderness.

Other new buildings and adaptations of older villas were developed on the slopes around the town through the 20th century.

Enhancements were carried out to make the harbour safer and more attractive to visitors in more recent years.

Description of Portpatrick Conservation Area

Street Pattern and Form

The settlement has largely retained its original layout as a roughly triangular shape with a route leading from the northeast and along the edge of the harbour. Development is sited along the streets leading to the harbour and along the contours higher up. It was influenced by the railway route which travelled through it but had a branch serving the harbour. Many of the street names are unchanged although relatively recent developments have affected the layout.

The rail cutting remains. From the east, the bridge abutments mark where it crossed to the harbour and at the southern end the route on the late 19th century map can be walked. The line passed former military uses which are reflected in the street names such as Barrack and Colonel Street.



Areas that were once more open have been developed at the southern edge and on The Wilderness where the Portpatrick Hotel sits. However, the basic layout and appearance and dramatic views from land and sea to

and from parts of the conservation area have been retained.

The villas of Fernhill and Braefield remain but there is additional development within their big original plots on Heugh Road.

Where the slopes are steep the tree cover has remained and contributes to the layout being retained.



Setting, Topography, Landscape, Location, Viewpoints and Key Approaches

Portpatrick occupies a site which is surrounded by hills which are visible from the seaward side although the harbourside crescents are concealed from the sea outside the harbour. The position in the landscape has been influenced by defensive structures such as Dunskey Castle to the south and lookout posts on the northern side above what was a natural harbour.



Far left: Path down the slope towards Dinvin Terrace with mature, tall deciduous trees.

Middle top: Scots pines in the area north of the conservation area.

Middle bottom: View across the town towards the Portpatrick Hotel.

Above: View from the slope towards the sea and the remaining lighthouse.



Most of the buildings of the settlement developed around the perimeter of the harbour but also along the sides of the roads and lanes coming down from the east. There are terraces of humble dwellings and more individual paired or short terraces of bigger houses on the street sides.

Larger villas were built on the higher parts of the slopes in bigger plots over the last two centuries.

The evolution of the settlement was from a small fishing harbour to one serving an important transport route to Ireland. There were phases of significant investment to

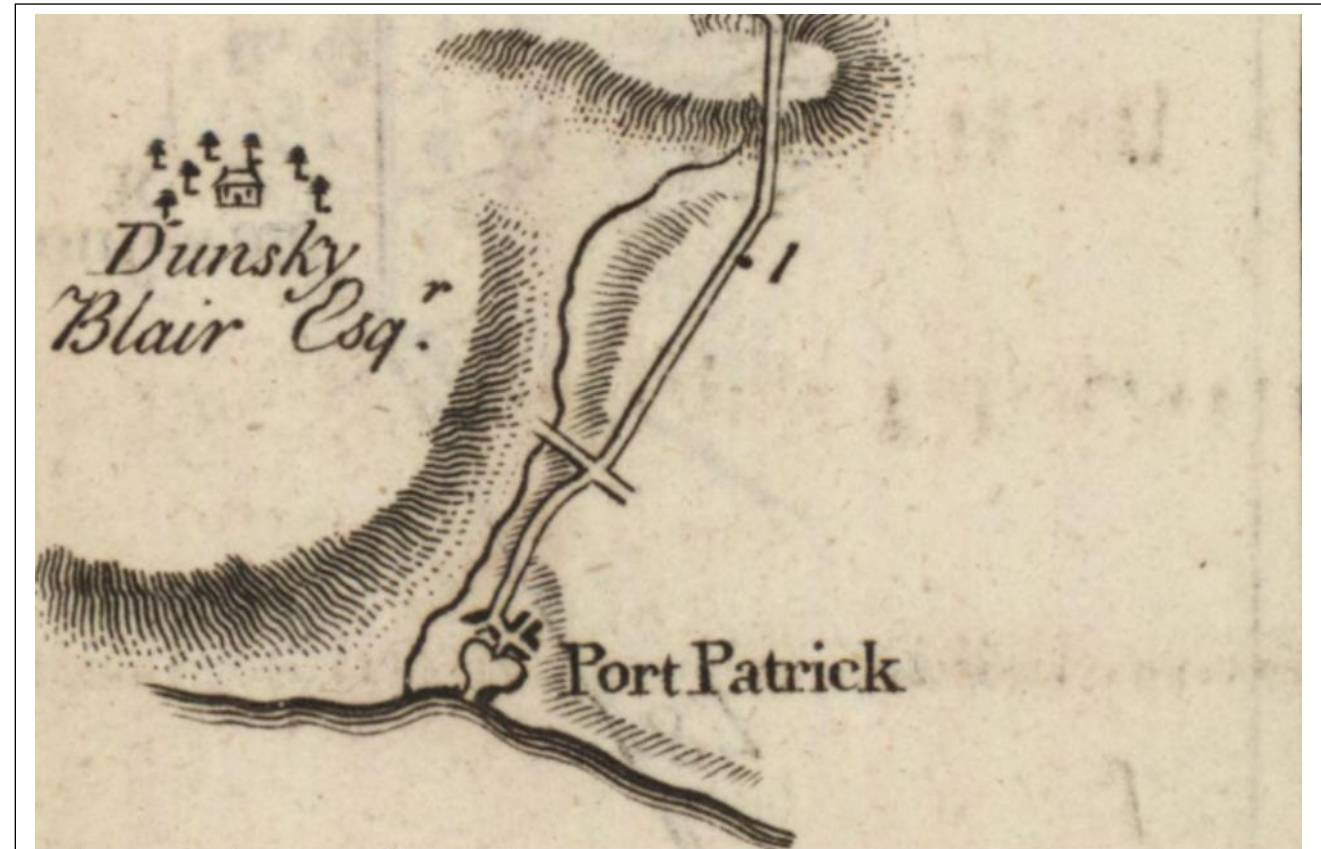
facilitate the ferries to and from Ireland that changed the setting but improved the ferry service and consolidated the purpose of the town to look after travellers and help them on their onward journey. As a result, the buildings were linked to the needs of people leaving and arriving at the port. Tourism also became important in the 19th century. The narrow approaches down from the A77 Holm Street leading to Main Street, or Hill Street open up a special view of the harbour and sea. From other places high up there are also dramatic views across the harbour which are key to character.

Trees

Many of the slopes within and approaches to the conservation area have tall trees which help frame the views and create screening to either side, concealing buildings. They are a mix of pines and deciduous species and are of significance to the character of the conservation area.

Buildings

Within the conservation area are significant terraces on Hill Street, Barrack Street, Colonel Street, North and South Crescent, Dinvin Street and Blair Terrace. Many are rendered or painted with a few showing their original building materials. There are also larger villa style dwellings and semi-detached properties from the 19th century

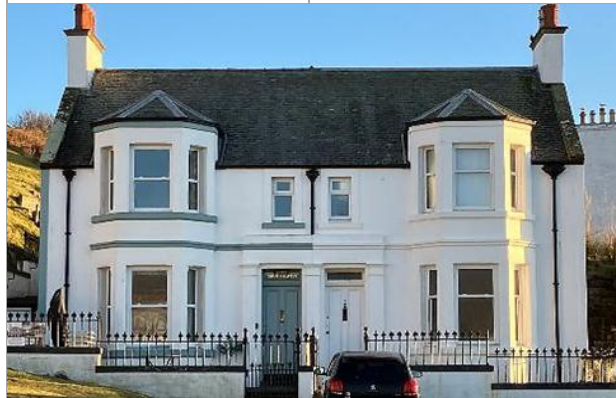


Extract from George Taylor's and Andrew Skinner's 1776 map - The Road from Port Patrick to Dumfries, Annan, & Longtown <https://maps.nls.uk/view/74400396>

and several large modern dwellings. The original historic materials are set out in the table above on page 11.

There are a number of individual buildings of note beginning with the light house, the lime kilns and the large villa which was the Customs Officer's house on Main Street.

There were also many simpler buildings. Some buildings have the details which were originally the same either side in matched pairs but, in some of these, alterations have been made which have disrupted that similarity.

Doors**Windows****Windows and doors**

There are a variety of windows and doors across the conservation area and many replacements that have changed the original character. The original sash and case windows had a variety of formats some with unequal opening lights. These are particular to the character of some buildings. However, many have been lost.

Many doors have been replaced with non-traditional formats in modern materials but where they have been kept there are a selection of double leafed storm doors, 6 and 4 panelled doors, plain planked doors and more unusual formats from different periods.

A number of very attractive fanlights have been retained, some in need of a little sensitive refurbishment.

Roofscape, Townscapes and Building

Views over the roofs of the town show that the majority of older buildings have natural slate roofs, skew stones and some have retained their stone ridge capping. There are a variety of roof heights including single storey and single with dormer space above as well as two storeys. Even between the buildings with the same number of storeys,

there are height variations. However, there are also terraces that create a uniform run of roofs.

There are a number of very large, multi-flue chimney stacks, many still with an interesting collection of matching chimney cans. These are a key part of the character of the roovescape and what people see from up the slopes.

Where there are dormers in the roofs some are half dormers, with gables but others full dormers some hipped. The variety of shapes of dormers both old and more recent is of significant interest just as the contrast between the roofs with and without dormers is of interest. Many dormers offer great views for the occupants.



Regular roovescape and dormers of two terraces along the street named Blair Terrace



Mixed elevation finishes and hipped, half-dormers with fine iron finials.



Natural slate roof, stone ridge capping and skew stone and right, a selection of chimneys, building heights and dormers creating a varied roovescape

Facades and Architectural Embellishment

Most buildings are not very ornate, and many are of vernacular architectural character. The roofs have skew stones and

stone ridges where they remain.

Shopfronts

Of the few shopfronts that remain, they are simple or of Victorian format.

Shops in the past before the downturn in the use of the harbour as a ferry port, may have simply operated from rooms although it is difficult to find evidence of this. On closer inspection, some of the ground floor windows of what are now dwellings, may have been simple shop windows.



Boundaries and surfaces

There are interesting walls and railings throughout the conservation area. Some need refurbishment to replace broken elements and missing parts, fill gaps, remove rust, or simply repaint. However, there are also newer boundary features which have been successfully introduced successfully as enhancements.



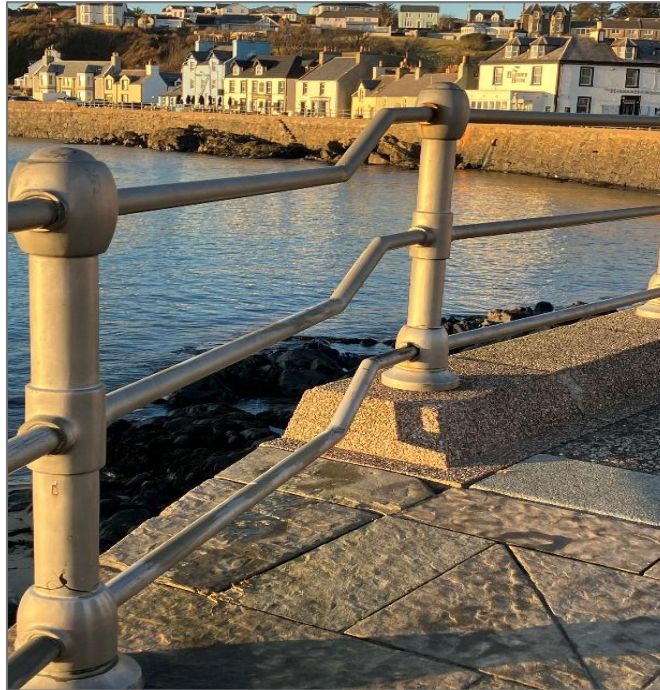
Left: railings on Holm Road.

Above: New nautical railings and stone paved surface on South Crescent

Right top: Stone dry stone wall with local style of capping stones on corner of Dinvin open space and a mix of concrete and tarmac surface.

Right middle: Railings and gate at business premises on North Crescent.

Right bottom: anchor on a rock near the harbour



remain, many of the originals have been replaced with composite materials. The new stone surface along the sea front, with nautical style railings, has revived an attractive promenade along the crescent.

Statues, sculptures and cultural pieces.

Through the conservation area and in areas just outside there are pieces of interest, placed to tell a story or remember activities and people of the past which are evocative and have become part of the character. A few examples have been included which are linked with events and activities in the history of Portpatrick.



The surfaces throughout the conservation are varied. Some areas of tarmac are in poor condition; concrete has replaced older surfaces and although stone kerbs



MV Princess Victoria wreck memorial on rock close to the seashore.

PART TWO: Managing the Character of Portpatrick Conservation Area

General Management Points

The historic character of Portpatrick has been recognised through its designation as a conservation area. However, the challenge of meeting climate change

targets and improving living standards within the conservation area requires an approach which can accommodate both preserving character and improving energy efficiency using appropriate methods.

Managing development

To preserve and enhance the special character of Portpatrick Conservation Area, the existing built character with its mix of building heights, range of simple and more ornate designs and elevation finishes should be retained and repeated when new development is proposed.

Pattern and Layout

Peripheral development has brought change to the town of Portpatrick but the basic form of the conservation area and the pattern of development is unchanged. This is something that can easily be retained in future proposals.

Historic Views

Historic views have not been significantly altered. They are a key element of the character of the conservation area. Strides to protect the views should continue. The scenery and outlook contribute to how attractive Portpatrick is as a place to live and visit alongside that character.

New development

The simplicity and pairing of some of the properties in the conservation has been altered. There is opportunity to revert to considering how change can be carried out in a way that is sympathetic to the buildings on either side. Windows have been altered but there are possibilities of reverting to formats that are more appropriate when applications are made.

Climate change adaptations

As with all climate change adaptations to traditional buildings and in historic areas, care needs to be used to do what is best for the longevity of the individual building and the character of the place. There are many options available to take advantage of the aspect of roof slopes and sloping rear gardens as well as options for improving the energy efficiency of the buildings sympathetically.

Shop fronts

Proposed new shop fronts should usually be simple and limit the alteration of building frontages to preserve the character.

Advertisements and signage

The signage in the conservation area is attached to traditional buildings or free

standing and is characteristic of the seaside environment. The current approach seems to be acceptable, with minimalism and subtlety taking precedence over garish options.

General management matters

There is one underused and partially vacant site on Hill Street which may come forward for another use in the future. This should be explored with the landowner.

The former Custom Officer's House at the bottom of Main Street near the harbour seems to be empty and would benefit from occupation and a new economical use to enable restoration.

A comment from the consultation was made in respect of encouraging support for initiatives which celebrate the links with St. Patrick including the site of the holy well, which is inside the conservation area boundary although on privately owned land marked in the adjacent map.

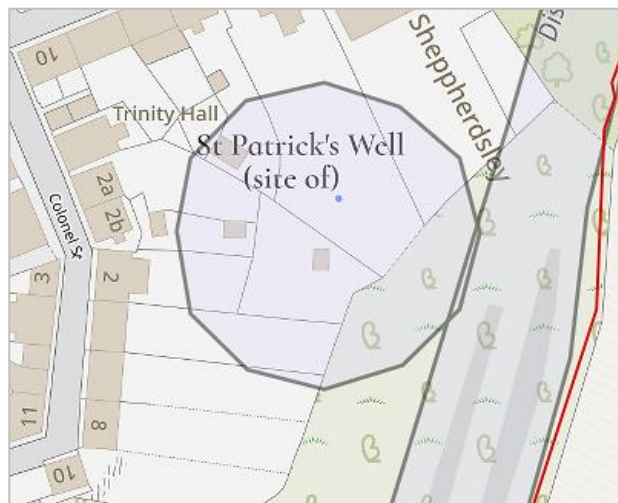
The colour of buildings in the harbour area has the potential to change the character and as they need permission there should be a restrained approach taken.

Maintenance and general care and repair.

There are no more important actions than to maintain properties in a timely manner. Guidance from Historic Environment Scotland is available to assist owners and occupiers make the best choices.

The contribution that natural vegetation makes to the overall character of, and presence of wildlife in, the conservation area and its setting in both public and private spaces should be carefully considered. This should also apply to enhancement schemes.

There are many sources of guidance provided by Historic Environment Scotland on behalf of Scottish Government which can assist owners and occupiers of



buildings and spaces to consider how their proposals may impact existing historic fabric and character with ideas on the range of options to design for the best outcome.

The HES guidance can be found on the following websites.



[The Engine Shed publications and guidance](#)

[Managing Change](#)



Above: Dinvin Burn running through a reinforced channel in front of Dinvin Terrace.

Above right: Gable of former customs house.

Bottom left: Modern school building high up on the slopes.

Bottom right: Traditional cottage with modern dormers on Hill Street.

