

5.6 Earlier Twentieth Century Bridport (1900-1945)

5.6.1 Historical Summary

Bridport continued to be a successful market town serving the local rural area during the first half of the 20th century. The weekly Saturday and Wednesday markets continued. The cattle sale yard was moved to a new larger site in St Michael's Lane in 1903. A new hospital, the Bridport General Hospital, in West Allington, replaced the much smaller St Thomas's Hospital in North Allington in 1915. A new secondary school was built on St Andrew's Road in 1909. The two world wars stimulated the economy of the town through large orders for ropes and nets from the military.

After the end of the First World War, there was a severe housing shortage and Bridport commenced a house-building programme funded by the 1919 Housing Act subsidies. It acquired farmland on Skilling Hill outside of the borough to the west. The first houses were built on St Andrew's Road in 1920-21 and the Skilling Estate was started in 1920, but the money ran out and only a small part of the original design was completed by the mid 1920s. These houses were laid out in a garden suburb design to the plans of the architect Barry Parker (Armstrong 1926). Skilling was incorporated into the borough in 1922. Further housing development was undertaken elsewhere outside the historic limits of Bridport, along East Road, West Bay Road and at Bradpole, Bothenhampton and West Bay. The population of the town in 1901 was 3,053, by 1931 it had increased to 5,920. The gas works increased their storage capacity in 1931 and Bridport finally gained an electricity supply in 1930 when the Bridport Electricity Undertaking built a power station off Fulbrooks Lane.

Rope, twine and net manufacture continued to be the major industry in Bridport during the first half of the twentieth century. There was a gradual consolidation of the various manufacturers into larger and larger companies to compete with increasing numbers of cheap foreign products. The First World War stimulated the industry with huge orders from the War Office for a great variety of ropes and nets including lanyards, pull-through cords for cleaning rifles, hay nets, balloon and aeroplane cordage and camouflage netting (Rowson 1923). The volume of orders increased production, which hastened further mechanisation of the industry and stimulated innovation. In 1915 William Edwards and Sons Ltd pioneered the invention and manufacture of steel anti-submarine netting at Bridport. As a result of the profits made from increased war production, Edwards soon expanded their net works in St Michael's Lane

to cover most of the southern part of this industrial area. After the war they concentrated more and more on the production of sports netting. The Second World War stimulated the industry once more and Bridport produced a significant proportion of the ropes and nets required by the military, as over three-quarters of the power net looms in Britain were in Bridport (Pahl 1960).

The Second World War had a physical impact on Bridport. The town was hit by enemy bombs on two occasions during the war. In August 1942, two 500 kg bombs were dropped, one was a direct hit on the rear of the Star Hotel and the other landed in the garden of the Midland Bank in East Street, causing major damage (Evans 2003). In December 1942, four 500 kg bombs were dropped, again along East Street. One scored a direct hit on Nos. 94-102 East Street, another landed in the National Westminster Bank and failed to explode, one landed in the gardens of the properties behind East Street and King Street and the last landed in a meadow opposite East Bridge (Evans 2003). An emergency coastal battery was built on West Cliff at West Bay, armed with two 5.5 inch naval guns. From November 1943, the guns and lights were placed under care and maintenance until the end of the war (Dobinson 2000, 317, 330).

West Bay continued to be used as a minor commercial port with a small number of vessels loading and unloading. Its development as a seaside holiday resort was only partially successful. The esplanade was extended and wooden holiday chalets built behind it on the former shipyard site. A new church, St John's, was built next to the harbour in 1936. West Bay suffered serious storm damage on a number of occasions and the sea wall and esplanade had to be rebuilt and the pavilion on The Mound was demolished in 1942 following severe storm damage. The anticipated numbers of holiday-makers visiting West Bay never lived up to expectations and in 1930 the rail line to West Bay was closed to passenger traffic.

Bradpole continued to be a largely agricultural village with some net outworkers into the twentieth century and there was relatively new development other than some suburban housing built on King's Head Hill in the inter-war period.

Bothenhampton continued to rely on quarrying, farming and net outworking and there was relatively little change in the core of the village. Its population started to rise with the construction of small suburban estates on its western and northern edges in the 1920s-30s.

5.6.2 Town Layout

The historic core of the town remained relatively intact during the first half of the twentieth century with little major structural change. A number of rope and net works closed down during this period, notably Fulbrooks and Spar Acre, which were demolished and replaced by housing. North Mills was expanded and there were changes and development of the industries along St Michael's Lane, but largely within the same area as before. An electricity generating station was constructed on Fulbrooks Lane in 1930. Bridport Secondary School was built on St Andrew's Road on part of the grounds of Coneygar House in 1909. Bridport General Hospital was built in West Allington in 1915.

There was some expansion of the settlement during the Edwardian period, particularly of red brick suburban villas along Victoria Grove and along Crock Lane, Bothenhampton. But in the inter-war years there was a significant increase in settlement around Bridport, which expanded beyond its former boundaries. As well as new suburban development along existing roads such as St Andrew's Road, Victoria Grove, East Road, Burton Road and West Bay Road, there were a number of new planned suburban estates, most notably at Skilling and also at Court Orchard in Allington. There were a number of small planned suburban developments around the King's Head in Bradpole, in Bothenhampton and on West Cliff, West Bay.

5.6.3 Earlier Twentieth Century Town Plan Components

The main plan components of the earlier twentieth century town are shown on Figure 36 and are listed below.

1. *St Mary's Church*. No significant changes to the Parish Church in the earlier twentieth century.
2. *South Street*. Burgage plot boundaries still largely survived, very few new buildings on the



Figure 32: Electric Palace Cinema, South Street.

frontages, but a number of modern shopfronts inserted into existing buildings. The major new building in this area was the Palace Cinema, built in 1926 by the Palmer brewing family as a combined cinema and opera house (Figure 32).

4. *The Market*. The weekly Saturday and Wednesday markets continued. The octagonal covered general market building in South Street was converted into a fire station in 1902.

5. *East and West Streets*. The burgage plot boundaries largely survived intact in East Street during this period. There was some amalgamation of former burgages on the north side of West Street. There were very few new buildings on the frontages, but a number of modern shopfronts were inserted. A small infill estate of semi-detached houses was built in the 1930s at Asker Gardens, to the rear of East Street near Folly Mill.

8. *West Mill*. No significant change during this period.

9. *Folly Mill*. After 1918, the former corn mill became W G Ackerman and Sons engineering works.

10. *South Mill*. No significant change during this period.

11. *Holy Trinity Church, Bradpole*. The graveyard was extended to the north in the 1920s.

12. *Bradpole*. There was little major change in the historic core of Bradpole. The Newfoundland weaving shop was replaced by workers' housing built for the Pymore Mill Company in 1918-21.

13. *St Swithun's, Allington*. No significant change during this period.

14. *Allington*. No significant change during this period.

15. *Old Holy Trinity, Bothenhampton*. No significant change during this period.

16. *Bothenhampton*. The historic core of Bothenhampton remained largely unchanged



Figure 33: 'The Moorings' and St John's Church, West Bay.

during this period. Some new detached houses were built down Marrowbone Lane.

17. *West Bay Harbour*. There was little significant change to the harbour during this period. A small amount of trade continued in and out of the harbour.

18. *West Bay*. It remained a minor port and seaside resort. The overall layout of the settlement saw little change. Two new Arts and Crafts houses, *The Moorings*, c. 1905 by E S Prior and *Querida*, also perhaps by Prior were built close to the harbour. A new church, *St John's*, was built in 1936 by W. H. Randoll Blacking, adjacent to *The Moorings* on the edge of the harbour (Figure 33).

19. *New Holy Trinity, Bothenhampton*. There was little significant change during this period.

20. *St Mary and St Catherine's Catholic Church*. There was little significant change during this period.

21. *Bridport Union Workhouse*. There was little significant change during this period.

22. *Cemetery*. There was little significant change during this period.

23. *Gas Works*. They continued in operation and the storage capacity was increased by the construction of a new gas holder in 1931 (Scott 1980).

24. *Bridport (St Mary's) National School*. There was little significant change during this period.

25. *Bridport General School*. There was little significant change during this period.

26. *Allington National School*. The school amalgamated with *St Mary's School* in 1933.

27. *Court Mills*. This remained one of the main centres of cordage and netting production throughout this period

28. *North Mills*. A new factory was added to William Hounsell's rope, net and sailcloth works in 1918, following closure of the *Spar Acre* works.



Figure 34: 'Bridport Industries' Building, St Michael's Lane.

29. *St Michael's Lane*. The many small manufacturers gradually amalgamated into larger firms. William Edwards and Son's net works covered most of the southern end of this area and a new red brick factory with clock tower was built here in the early 20th century (Figure 34). William Gale and Sons and Robert Hounsell and Sons also had net works here. A new cattle market was built next to William Edwards's *St Michael's Works* in 1903. At the northern end, the *Britside Tannery* ceased tanning in 1927, but remained in use as a hide and skin yard until 1947.

30. *Priory Mills*. Whetham's *Priory Mills* were sold to J Gundry & Co in 1920 and then soon sold on to William Edwards & Sons.

31. *St Michael's Foundry*. Established 1889 by Herbert N Harris in the former *Ewens and Golding 'Bridport Factory'* canvas works.

32. *Rope and Net Factories, West Allington*. Rendall and Coombs expanded the number of covered ropewalks at their *West Allington rope works*. The *Magdalen works* also continued production throughout this period.

33. *Wykes Court*. There was little significant change during this period.

34. *Spar Acre*. Semi-detached housing estate built after the closure of H E Hounsell's *Net and Twine Works* in 1914.

35. *Pelican Works/ New Zealand*. Thomas Tucker & Sons built a rope and twine works, *St John's Works*, in 1901-3 on the site of the former *New Zealand hide and skin yard*. It closed in 1947. H E Hounsell's *Pelican Works net factory* also closed in 1947.

36. *Asker Mills*. Twine and net making works continued in operation until 1920s, later a milk factory.

37. *East Mill*. There was little significant change during this period.

38. *Net Works, North Allington*. Robert Hounsell's *Net Works* closed in 1935. The weaving shops to the rear had closed earlier.



Figure 35: St Andrew's Crescent.

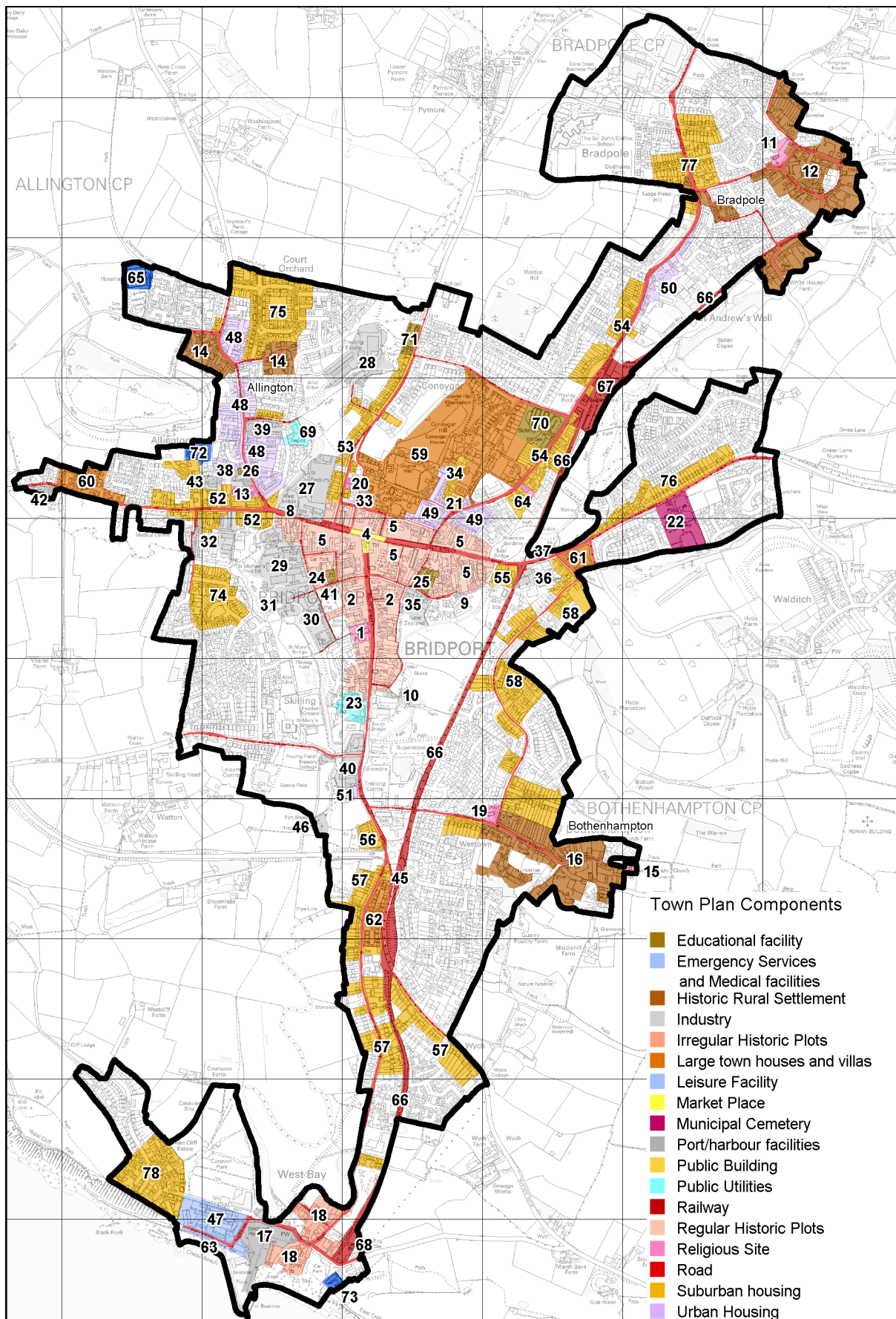


Figure 36: Bridport Earlier Twentieth Century Town Plan Components.

39. *Fulbrooks*. Rope and Canvas works owned by William Fowler closed in 1922.
40. *Old Brewery*. There was little significant change to the brewery during this period.
41. *New Brewery*. There was little significant change during this period.
42. *Grove Iron Works*. There was little significant change during this period.
43. *Saw Mills, West Allington*. On the site of the former Gurtopps brick kiln.
46. *Port Mill*. There was little significant change during this period.
47. *The Old Shipyard, West Bay*. A series of wooden holiday chalets were built behind the esplanade on the former shipyards in the early 20th century. A number of houses and allotment gardens were established behind. West Cliff Terrace was demolished in the 1930s.
48. *North Allington*. There was not much change in North Allington. There was some larger inter-war detached house development on the west side of the road. St Thomas's Hospital closed in 1915.
49. *Barrack Street*. There was little significant change during this period.
50. *St Andrew's Well*. The area of worker's housing continued to expand in the early 20th century. Hunt's Steam Sawmills & Carriage Accessories works established here in 1902. From about 1905, E A Chard and Co manufactured marine engines here, later trading as the Brit Engineering Co.
51. *Fives Court Row, West Bay Road*. There was little significant change during this period.
52. *West Allington*. The Gables, a large detached villa, was built near the east end of the road in 1907 for William Saunders Edwards of William Edwards and Son. A small inter-war development of detached houses was built in Allington Park.
53. *Victoria Grove*. Housing development continued expanding along Victoria Grove with a group of Edwardian red brick suburban villas and then further linear detached and semi-detached housing development beyond, built during the inter-war period.
54. *St Andrew's Road*. There was continuing piecemeal development along St Andrew's Road in the first half of the twentieth century. The most notable was St Andrew's Crescent by Barry Parker, built in 1920-2 (Figure 35).
55. *East Villas*. There was little significant change to these villas during this period.
56. *Portville*. There was little significant change during this period.
57. *West Bay Road*. Suburban development continued expanding along West Bay Road and Burton Road with mainly inter-war detached suburban villa and bungalow development.
58. *Bothenhampton Suburbs*. A number of Edwardian red brick suburban villas were built along Crock Lane. After the First World War, some detached and semi-detached housing was built along Crock Lane, together with some small planned estates of detached bungalows at Bowhayes, Nordons and Westown.
59. *Coneygar Hill*. There was little significant change during this period.
60. *Westmead House*. There was little significant change during this period.
61. *The Cottage*. There was little significant change during this period.
62. *Wanderwell House*. There was little significant change during this period.
63. *West Bay Esplanade*. The esplanade was extended in 1916. It suffered repeated damage from storms. The pavilion on The Mound was demolished in 1942 following serious storm damage.
64. *St Andrew's Church, Bradpole*. There was little significant change during this period.
65. *Isolation Hospital, Allington*. A number of new buildings were added during this period.
66. *Bridport Railway*. West Bay extension closed 1930.
67. *Bridport Station*. This became the terminus station following the closure of West Bay Station in 1930.
68. *West Bay Station*. Closed 1930.
69. *Bridport Borough Electricity Undertaking*. Bridport's first electricity power station was opened in 1930 by the Bridport Borough Electricity Undertaking. It was absorbed into the Electricity Board post-war.
70. *Bridport Secondary School*. Following the 1902 Education Act, a new secondary school was built in 1909 on St Andrew's Road, in the grounds of Coneygar House. The Bridport Secondary School became Bridport Grammar School in 1928.
71. *Visitation Convent School*. This school continued in use until 1970.
72. *Bridport General Hospital*. A new hospital was constructed Park Road, West Allington to replace the much smaller St Thomas's Hospital in North Allington. Building commenced in 1912 and it was opened in 1915. It was extended in 1931.
73. *Coastguard Cottages, East Cliff, West Bay*.

A coastguard station and an attached row of cottages built in 1902.

74. *Skilling*. A new garden suburb, built 1920-5 to a scheme by Barry Parker. It was never completed.

75. *Court Orchard*. A small inter-war terraced housing estate was built on the site of former brickworks at Allington Mead in the 1920s. A new housing estate with a central green space was begun at Court Orchard in the late 1930s and not completed until after WW2. Some semi-detached houses built on and next to the former Fulbrooks site.

76. *East Road*. A linear development of detached suburban houses was built along East Road in the 1920s.

77. *King's Head Hill, Bradpole*. Mixed detached and semi-detached houses in small planned estates were built during the inter-war period off the Beaminster Road.

78. *West Cliff Estate, West Bay*. A private estate built piecemeal from the 1920s onwards. Built on a former golf course.

5.7 Later Twentieth Century Bridport (1946-Present Day)

5.7.1 Historical Summary

Bridport continued to be a successful market town serving the local rural area during the second half of the twentieth century. The weekly Saturday and Wednesday markets, held along East, West and South Streets, continue up until the present day. The cattle market remained in St Michael's Lane until it was closed in 1961. There was a massive increase in suburban housing, which saw previously separate historic settlements such as Bradpole and Bothenhampton become just another element of the greater Bridport urban area. The population of Bridport town was 6270 in 1951 and by 2001 had risen to 7730.

In order to accommodate the increase in population, there were significant changes and expansion of the medical and educational facilities in the town. In 1948, the former workhouse building was converted into the Port Bredy Geriatric Hospital. Then in 1996 a new hospital, the Bridport Community Hospital, was built on the site of the Isolation Hospital in Allington. This replaced both the General Hospital and Port Bredy Hospital. The sites of the former hospitals were sold and developed for housing. A new secondary school (The Sir John Colfox School) was built on a greenfield site at Gore Cross, Bradpole in 1956 (and later rebuilt and enlarged in 1997-9). The former secondary school buildings became the Bridport County Primary School in 1958 and in 1998 a new primary school was constructed in the school grounds. St Mary's School moved first to the former General School buildings in King Street and then to a new site in Skilling in 1991 (Taplin 2005). A new Roman Catholic school, St Catherine's RC Primary School was built on a greenfield site off Pymore Road in 1967, having transferred from Chideock.

The second half of the 20th century saw a reduction in the number of churches and chapels in the town. St Andrews Church in St Andrew's Road was deconsecrated in 1978. The Wesleyan Methodist Chapel in South Street closed in the early 1970s (then became the Bridport Arts Centre) and that in West Bay closed in 2007. St Mary and St Catherine's Roman Catholic Church in Victoria Grove was demolished in 1977 and a new replacement church built (Figure 37).

The Gasworks were taken over by the Southern Gas Board in 1949 and gas production continued until 1958. The gas works were demolished and replaced by housing. The Borough Electricity Undertaking was taken over by the Electricity Board in the late 1940s.

The rope, twine and net industry declined after the Second World War. Sports nets and fishing nets were sold all over the world, but it was difficult to compete with cheap foreign products. New synthetic materials were introduced and new manufacturing techniques were needed to compete with foreign competition. The second half of 20th century saw the consolidation of the remaining manufacturers and consequent closure of most of the factories. By 1947 there were only two major firms; Bridport Industries and Joseph Gundry & Co. In 1963 these two remaining large firms, amalgamated to form Bridport Gundry Ltd. There was a decline in the industry in the 1960s and the last rope to be made in Bridport was at the Rendall & Coombs ropeworks in West Allington in 1969 (Sanctuary 1969). Bridport Gundry Ltd became Bridport Aviation in the 1990s and later AmSafe Bridport, specialising in aviation net products and it still operates from the Court Mills. There was also a decline in the other manufacturing industries in Bridport.

The rise of motor traffic led to the closure of the railway in 1975 and subsequently in 1987 the former railway line was used for the construction of a new by-pass for the town.

The post-war period saw an increase in tourism, focused particularly on West Bay. A municipal camp site was created at West Bay; later it was to become the West Bay Holiday Park. The old shipyard area was redeveloped as holiday flats in the 1970s.

A major new coastal defence and harbour improvement scheme, completed in 2005, has transformed the entrance to West Bay harbour with the construction of a new angled west pier with rock armour protection and the strengthening of the existing east pier.

5.7.2 Town Layout

The historic core of the town remained largely intact during the second half of the twentieth century with little major structural change, though an increasing number of car parks were created by the demolition of historic buildings, such as those at Wykes Court, and the removal of historic boundaries behind the street frontages. A large bus station was created in the late 1950s by the demolition of the former industrial buildings of the Britside Tannery including part of the historic frontage of West Street.

The historic rope and net-making factories and sites were gradually abandoned and put to other uses. The Pelican Works in Folly Mill Lane, the Rendall and Coombs ropeworks in West

Allington, Fulbrooks in North Allington were all redeveloped for housing and Priory Mills was converted into residential units. North Mills, the Magdalen Works in West Allington were converted into industrial and trading estates, as were the former railway station and goods yard, Askers Mill, and Bridport Laundry. In addition further industrial estates were built on greenfield sites, namely the St Andrew's Trading Estate and Gore Cross Business Park.

The dominant aspect of the later 20th century town plan is the large areas of suburban housing which have spread well beyond the traditional boundaries of the town to engulf neighbouring settlements at Allington, Bradpole and Bothenhampton. New housing estates were built behind several of the existing streets such as North and West Allington and East Road and on Coneygar and Watton Hill between Victoria Grove and St Andrew's Road. Inter-war housing estates at Skilling, West Bay and in Bradpole and Bothenhampton also expanded considerably. A number of large houses including Westmead House in West Allington and Wanderwell House on West Bay Road were demolished and replaced by housing.

The railway line was closed and Bridport Station demolished. The line of the railway was used to create Sea Road, which formed part of a new Bridport by-pass in the late 1980s.

5.7.3 Later Twentieth Century Town Plan Components

The main plan components of the later twentieth century town are shown on Figure 39 and are listed below.

1. *St Mary's Church*. No significant changes to the Parish Church in the later twentieth century.
2. *South Street*. Burgage plot boundaries still largely survive with 18th and 19th century houses on frontages and very few new buildings added, but some modern shopfronts inserted. Some modern housing infill in rear of



Figure 37: St Mary's and St Catherine's Church, Victoria Grove.

plots and destruction of boundaries to form a car park. The Wesleyan Methodist Church converted into the Bridport Arts Centre.

4. *The Market*. The weekly Saturday and Wednesday markets continue along East West and South Streets. The octagonal covered general market building was demolished in 1946.

5. *East and West Streets*. In East Street the burgage plot boundaries still largely survive, with very few new buildings on frontages. There is some modern housing infill in rear plots and destruction of boundaries to form a car park. In West Street burgage plot boundaries are still dominant, but a considerable number have been amalgamated and removed to accommodate the servicing of the businesses on the frontage. Some new building on south side of street. Small-scale industry has disappeared and been replaced by housing.

8. *West Mill*. No significant change during this period.

9. *Folly Mill Gardens*. A modern housing estate was built in the 1990s on the site of Folly Mill and millpond.

10. *South Mill*. Mill became redundant and the former mill buildings are now used as a County Council Yard.

11. *Holy Trinity Church, Bradpole*. No significant changes during this period.

12. *Bradpole*. There was some modern infill along Forster's Lane and Higher Street.

13. *St Swithun's, Allington*. No significant change during this period.

14. *Allington*. Almost all the historic fabric in the original centre of Allington has gone. The former Rectory survives and fragments of the former Allington Farm.

15. *Old Holy Trinity, Bothenhampton*. No significant change during this period.

16. *Bothenhampton*. A number of modern infill houses inserted into the historic core of



Figure 38: Post-war housing estates in Brdport.

Bothenhampton. Church Hayes Farm was built post-war at the north east end of the village.

17. *West Bay Harbour*. There were significant changes to the harbour with a new west pier and other harbour improvements and new coastal defences completed in 2005.

18. *West Bay*. The overall layout of the settlement saw little change. There were a few new redevelopments such as the Chesil House apartments and Maritime House. The Wesleyan Methodist Chapel closed in 2007.

19. *New Holy Trinity, Bothenhampton*. There was little significant change during this period.

20. *St Mary and St Catherine's Catholic Church*. The original church was demolished and replaced by a new church in 1977.

21. *Bridport Union Workhouse*. This became Port Bredy geriatric hospital in 1948. It closed in 1996 and was converted into residential flats in 1999-2000.

22. *Cemetery*. The cemetery was extended post-war and again at the end of the 20th century.

23. *South Walks Housing Estate*. The gas works ceased operation in 1958 and were later demolished. The South Walks housing estate was built on the site of the gasworks and on former hemplands and glebe land in the 1990s.

24. *Bridport (St Mary's) National School*. The school was closed in 1991, when it moved to a new site in Skilling.

25. *Bridport General School*. The Bridport General School moved to St Andrew's Road in 1958. The premises were then taken over by St Mary's School until it moved to Skilling in 1991 and the buildings closed.

26. *Allington National School*. The school closed in 1958. Now known as St Swithuns House

27. *Court Mills*. This remained a main centre of netting manufacture. There was a major fire in the 1940s which destroyed many of the earlier industrial buildings. Most of the industrial buildings currently in use post-date the fire.

28. *North Mills*. The North Mills Trading Estate was established in 1982 in the former William Hounsell's rope, net and sailcloth works. There are many modern industrial units but some 19th century industrial buildings survive.

29. *St Michael's Trading Estate*. The former networks were gradually amalgamated and in 1963 production moved to Court Mills. The cattle market closed in 1961. The Trading Estate was established after 1967 and many original industrial buildings were demolished, though a significant number still survive.

30. *Priory Mills*. The mill buildings were converted to residential flats in the early 21st century.

31. *St Michael's Foundry*. St Michael's Foundry and engineering works were destroyed by fire in 1960. Partly rebuilt and with some houses and a small light industrial unit on the site.

32. *Rope and Net Factories, West Allington*. Rendall and Coombs works closed in 1969. Rendall's Walk, a residential estate was built on the site in the late 1990s. The Magdalen Works closed and the Dreadnought Trading Estate established on the site in the mid-1960s. Mainly modern units, but one covered rope walk survives.

33. *Wykes Court*. The factory was demolished in 1976 and is now a car park.

34. *Spar Acre*. No major change during this period.

35. *Pelican Works/ New Zealand*. Both the Pelican Works and St John's Works closed in 1947. The Pelican works were replaced by housing, but the St John's Works were demolished and left vacant.

36. *East Road Business Park*. On the site of the former Askers Mills. Mainly modern industrial buildings, but the much altered and reduced remains of the mill still survive.

37. *East Mill*. The mill house and a small number of ancillary buildings still survive.

40. *Old Brewery*. There was little significant change to the brewery during this period.

41. *New Brewery*. There was little significant change during this period.

42. *Grove Iron Works*. There was little significant change during this period. It is the only remaining iron foundry in Bridport.

46. *Port Mill*. The mill buildings have been demolished and the mill house is a private residence.

47. *The Old Shipyard, West Bay*. The site of the old shipyard was developed as holiday units in the 1970s. Also some more recent development adjacent to the harbour and along Forty Foot Way in 2006-7.

48. *North Allington*. There has been a number of small modern infill developments along North Allington.

49. *Barrack Street*. There was little significant change during this period.

50. *St Andrew's Well*. There is a small amount of infill housing on and behind the street frontage.

51. *Fives Court Row, West Bay Road*. There

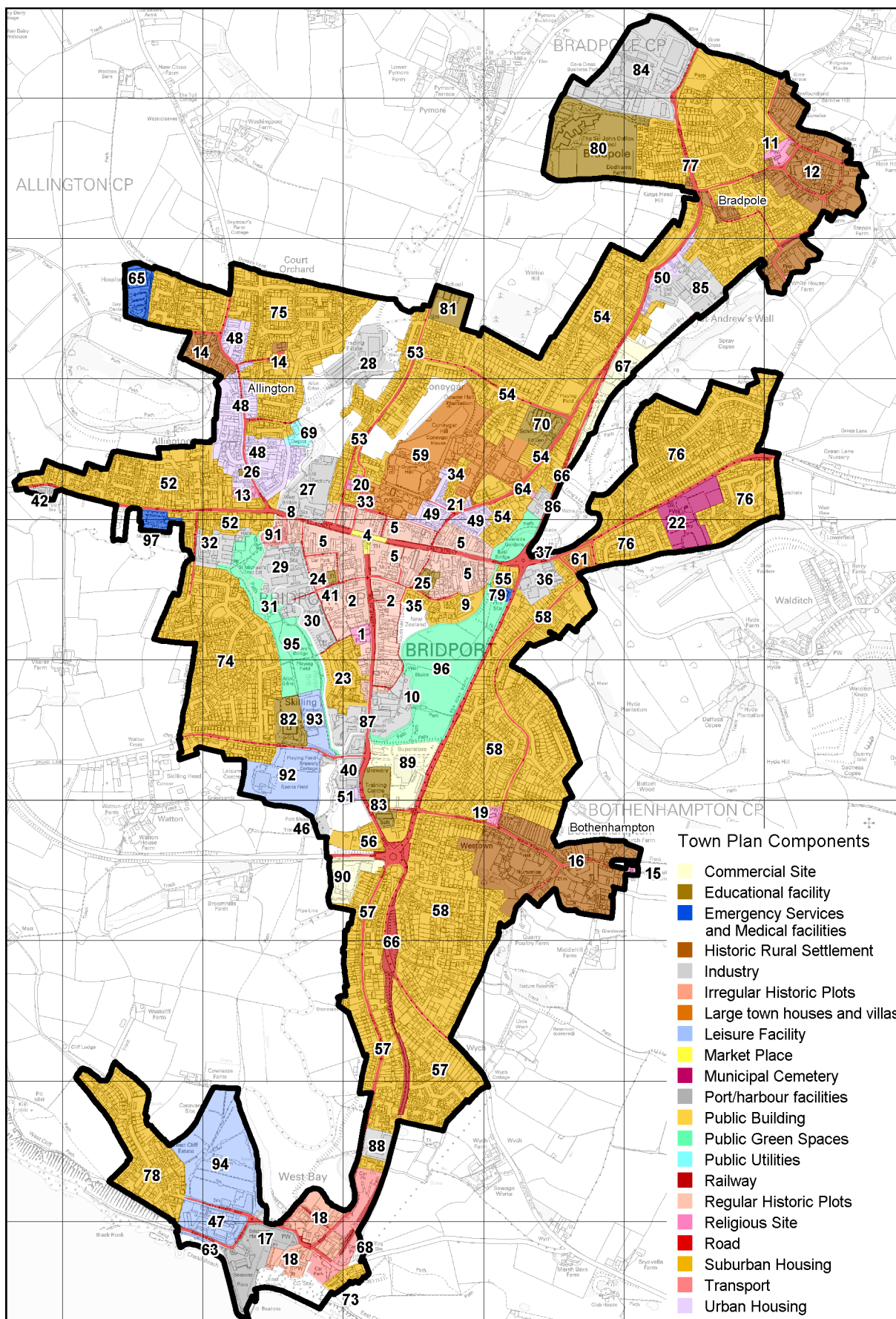


Figure 39: Bridport Later Twentieth Century Town Plan Components.

was little significant change during this period.

52. *West Allington*. Further suburban housing built along West Allington with an infill estate of mainly detached houses, on the site of former hospital, built between the 1960s – 1990s. West Mead housing estate was built on the site of Westmead House which was demolished in 2002.

53. *Victoria Grove*. Osborne Road housing estate was built in the 1950s. Coneygar Close estate was built to the north in the mid-1970s. St Cecilia's Gardens built on the site of Visitation Convent School, which closed in 1970.

54. *St Andrew's Road*. Suburban development continued along and behind St Andrew's Road. This included Berkeley Court/Nursery Gardens built in the 1960s and 1990s, on the site of former nursery and industrial premises. Further north was the planned 1950s-60s housing estate of detached and semi-detached houses on the slopes of Watton Hill and Coneygar Hill

55. *East Villas*. There was little significant change to these villas during this period.

56. *Portville*. There was little significant change during this period.

57. *West Bay Road*. Suburban development continued expanding along West Bay Road and Burton Road, infilling most of the area. Wanderwell House was demolished and the grounds redeveloped for housing. A planned estate of detached, semi-detached and terraced houses known as Meadowlands was built 2001-2 between West Bay Road and Burton Road.

58. *Bothenhampton Suburbs*. There was continuing expansion of suburban development to the north, west and south of Bothenhampton. An extensive series of housing estates were built between the 1950s and 2005, along Crock Lane and the whole area to the east of Sea Road South and the line of the former railway.

59. *Coneygar Hill*. Mountfield House was converted into the Town Council Offices following local government reorganisation in 1974. A new magistrates court building was constructed adjacent at the same time. Garden Court, a small infill estate was built on the site of the former walled kitchen garden of Mountfield in the late 1980s or early 1990s. Part of the grounds of Coneygar House were developed for housing in the 1950s.

61. *The Cottage*. The house was converted into the Grove School by the 1960s and later became St Ronan's School. An accommodation block was built in the grounds in the late 1970s. At the end of the 20th century it was Hanover Court sheltered housing.

63. *West Bay Esplanade*. A new promenade

was built in 1967. The esplanade sea wall was rebuilt in 1982.

64. *St Andrew's Church, Bradpole*. The church was deconsecrated in 1978 and subsequently used as workshops.

65. *Bridport Community Hospital*. A new hospital was built on the site of the Isolation Hospital in 1993, replacing the Bridport General Hospital in West Allington.

66. *Bridport Railway*. The railway closed in 1975 and the track was lifted soon after. Only a small portion of the course of the former railway survives. For most of its length it was rebuilt in 1987 as Sea Road, forming a new bypass for Bridport.

67. *Bridport Station*. After the closure of the railway in 1975, the station was demolished and the Sea Road North Commercial Area was built on the site of the station and yard.

68. *West Bay Station*. This still survives as a redundant station building and short length of track.

69. *Bridport Borough Electricity Undertaking*. The electricity generating station in St Swithin's Road was absorbed into the South Western Electricity Board in 1948. The power station closed down in about 1958 and the generating machinery removed, but it continued to be used as the main sub-station for Bridport. The buildings are now used as an engineering works.

70. *Bridport County Primary School*. The former Bridport Grammar School became the Bridport County Primary School in 1958. New school buildings were opened 1998.

73. *Coastguard Cottages, East Cliff, West Bay*. The coastguard cottages are now residential accommodation.

74. *Skilling*. The 1920's estate was extended and enlarged by a number of interlocking estates and infill of semi-detached, detached and flats, during the 1950s-1990s.

75. *Court Orchard and St Swithins Road*. New housing estate built along St Swithins Road in the late 1940s-1950s, including over the former Fulbrooks net works. The Court Orchard estate was extended in the 1950s and again in the 1970s. Further housing built in the 1990s.

76. *East Road*. A planned suburban estate of mainly detached bungalows, some semi-detached and some terraced houses, built 1960s-1980s to the north of the inter-war linear development along East Road. On the south side of East Road a small planned estate of detached bungalows at Manor Fields was built during the 1960s on former allotments. Further east, the Howard Road estate of small terraced

and detached houses was built during the 1990s.

77. *Bradpole Suburbs*. A series of extensive housing estates of differing size and types of housing was built between Bradpole village and Beaminster Road, from the 1950s to late 1990s. Further housing was built on the west side of Beaminster Road in the 1950s.

78. *West Cliff Estate, West Bay*. The West Cliff Estate was extended further up the hill in the 1960s and 1970s.

79. *Fire Station*. The fire station moved from South Street to Sea Road South in 1995.

80. *The Sir John Colfox School*. The secondary school moved from St Andrew's Road to a new school built on a greenfield site in Bradpole in 1956. The school was completely rebuilt in 1999 and the previous buildings demolished. This was the first Design-Build-Finance-Operate (DBFO) school to be built in Britain under the Private Finance Initiative (PFI).

81. *St Catherine's RC Primary School*. Roman Catholic school built on a greenfield site off Pymore Road in 1967. The school had moved from Chideock.

82. *St Mary's CE VC Primary School*. St Mary's School moved from their previous location in Gundry Lane to a new site in Skilling in 1990.

83. *Mountjoy School*. The school for pupils with severe learning difficulties on West Bay Road opened 1974. Adjacent is a Dorset County Council Training Centre.

84. *Gore Cross Business Park*. Modern trading estate built on former agricultural land, begun mid-1990s.

85. *St Andrew's Trading Estate*. Modern trading estate on former agricultural land, begun in the late 1970s.

86. *Old Laundry Industrial Estate*. Small industrial estate on the site of former Bridport Laundry built in about the 1980s.

87. *South Street Industrial Area*. An area of industrial development around the former gas works and South Mill. Primarily consists of extensive modern cement works and builder's yards.

88. *West Bay Road Industrial Site*. Woolaway and Sons opened a factory in West Bay Road, manufacturing concrete prefabricated buildings in 1945. In 1981, the Bridec Group opened a factory manufacturing melamine panels on the former Woolaway site.

89. *West Bay Road Commercial Area*. Supermarket and builders merchants opened in late 1980s after construction of Sea Road South.

90. *Grove's Nursery*. C.W. Groves and Son

opened a nursery on West Bay Road after WW2.

91. *Bus Station*. Opened 1959, on the site of the former Britside Tannery and skin yard. Access to bus station entailed some demolition of the historic West Street frontage.

92. *Bridport Leisure Centre*. Modern leisure centre built on land donated by Palmers Brewery in 1987, but incorporating a sports field originally created in the 19th century.

93. *Football Ground*. Home of Bridport FC since 1953.

94. *West Bay Holiday Park*. A former municipal campsite, which opened in the mid-1940s.

95. *Recreation Grounds, Brit Valley*. The valley floor along the Brit formerly formed part of the drying grounds of the former factories. Post-WW2 this area has become public amenity land with Plottingham Playing Fields to the north and St Mary's Playing Fields to the south, together with allotments and open green space.

96. *Asker Meadows*. Fields in the Asker floodplain, former agricultural land now public open space with cycle paths, footbridges etc.

97 *Bridport Medical Centre*. A new medical centre on a greenfield site on West Allington Road opened in 2007.