

## 5.3 Post-medieval Sturminster Newton (1540-1799)

### 5.3.1 Historical Summary

Glastonbury Abbey was dissolved in 1539 and its estates reverted to the crown. In 1544 Henry VIII granted Newton Manor to Katherine Parr, who renovated the 14<sup>th</sup> century manor house at Sturminster Castle. The Pitt family became the major landowner in 1714. Sturminster Newton was relatively quiet during the civil war. In 1644 the royalist town was taken over by parliament without a fight. The main disturbance in the area came as a result of Dorset Clubmen attacking the Roundhead garrison at Sturminster in 1645 (Mountain 2006, 15, 25).

These events do not seem to have harmed the economy of Sturminster, described as having a good market at that time. The Hearth Tax of 1662-4 records that the town had 81 households. Significant clusters of 16<sup>th</sup> and 17<sup>th</sup> century buildings survive in the town notably along Church Street (Figure 19), the east side of Bridge Street and the Ham Gate area (Figure 20). However, this does not necessarily present a true reflection of the extent of the medieval town. There was a major fire in 1681 and in 1729, another devastating fire destroyed a significant portion of the town, including 67 houses, 10 barns and the market house. The distribution of mid-18<sup>th</sup> century buildings suggests that the fire may have been concentrated in the northern part of the market place (Penn 1980, 105).

Seventeenth century prosperity in the town is indicated by the construction of large houses to the south of Church Lane, overlooking the River Stour, as well as around the church on Penny Street. These include Beech House, Minster House, Ham Gate Farmhouse and Vine House.

Cloth-making continued to be the main industry during the post-medieval period. The woollen

cloth industry flourished in north Dorset during the early 18<sup>th</sup> century and continued on into the later part of this century. Sturminster, together with Shaftesbury, was known for the production of swanskin, a coarse white cloth used for soldier's clothing and for the Newfoundland fishermen. In 1793, there were 1200 people in Sturminster engaged in this industry (Crick 1908). Leather working was a significant minor trade in the town with a tan yard near the church, facing the river. Other minor industries in the town included button and glove making and clock making.

Sturminster's first poor house was close to the church, on the north side of the Tanyard and held 20 men, 26 women and 13 children in 1767. It closed in the early 19<sup>th</sup> century and is now an extension to the church graveyard (Barber & Bennett 2002, 2).

Hutchins mentions that a school was held at Newton Castle in 1579 (Hutchins 1874, 337). This may have continued through to 1818 when Sturminster Newton Castle had a day school (Mountain 2006, 50).

### 5.3.2 Town Layout

The late medieval town layout survived relatively intact during this period, despite devastating fires in the early 18<sup>th</sup> century. It was also the period which saw the beginning of expansion beyond the medieval town core with the construction of a number of large houses mainly on the southern and eastern fringes of the town and to a lesser extent to the west and north (Figure 23).

### 5.3.3 Post-medieval Town Plan Components

The main plan components of the late six-



Figure 21: View of the Swan Inn, Market Place.



Figure 22: View of mid 18<sup>th</sup> century shops at the north end of Market Place.

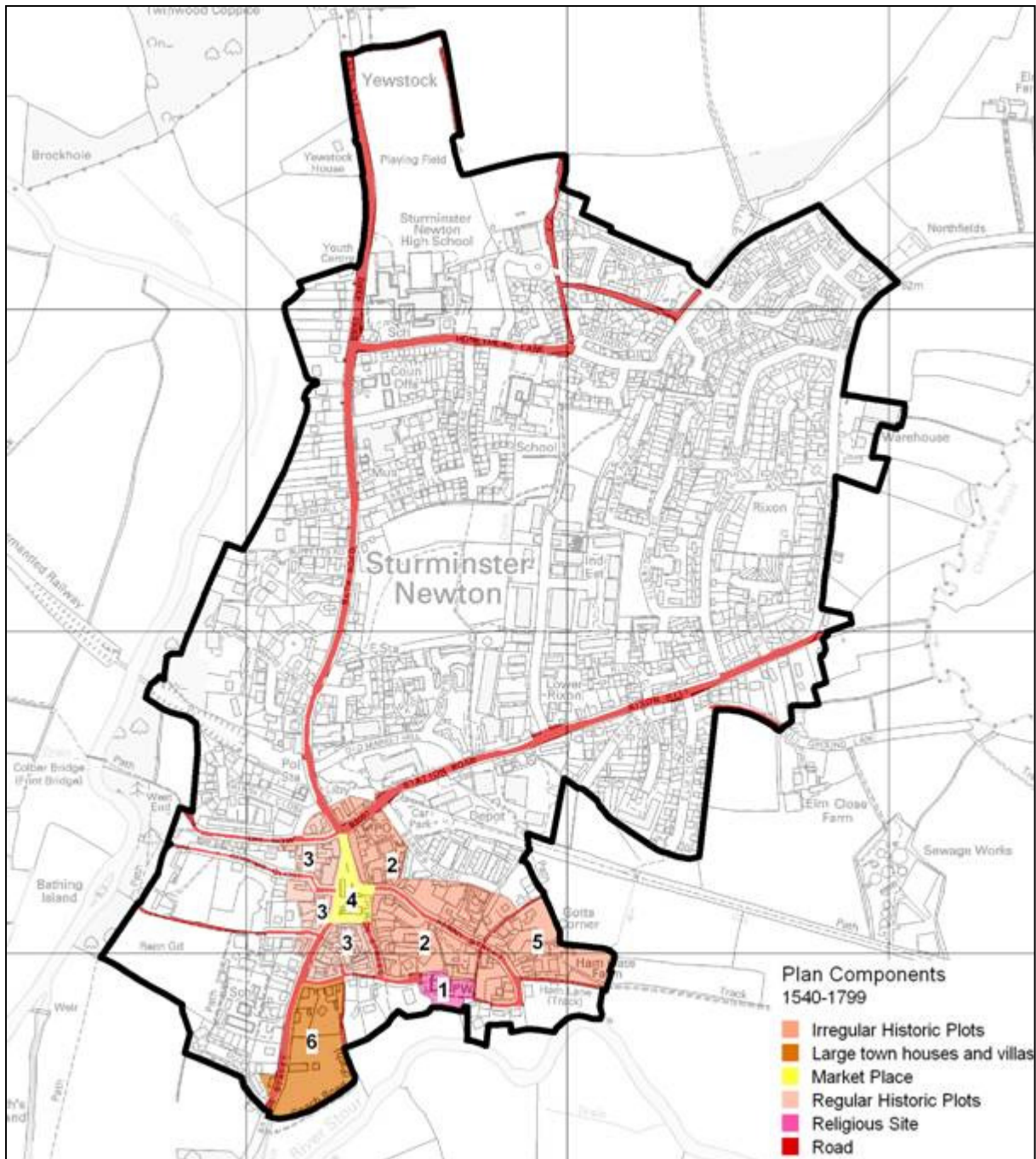


Figure 23: Sturminster Newton Post-medieval Town Plan Components.

teenth-eighteenth century town are shown on Figure 23 and are listed below.

1. *St Mary's Parish Church*. There were no major changes to the church during this period.
2. *The infields*. The Church Street infield appears to have been completely developed as urban plots by the 17<sup>th</sup> century, if not before. A significant number of buildings fronting on to Church Street date from the 16<sup>th</sup> and 17<sup>th</sup> centuries. The northwestern infield was dominated by The Swan Inn, built in the mid 18<sup>th</sup> century (Figure 21). There may have been earlier urban structures in this area, destroyed in the fire

of 1729. The name *Pennyfield* appears to be associated with the infield on the north side of Penny Street. Vine House was built in the central part of this field in the 17<sup>th</sup> century and enlarged in the 18<sup>th</sup> century. The curved enclosure around the church was gradually built over in the 18<sup>th</sup> century. The original poor house was built to the north of Tanyard by 1767 and a school house (now Dashwood) and some cottages fronting on to Penny Street were probably built in the late 18<sup>th</sup> century.

3. *The Town Centre*. The re-alignment of Bridge Street, Market Place and their associ-



ated plots was complete by the start of the post medieval period. The central part of the town may have changed little in plan since the 16<sup>th</sup> century. However, the devastating fire of 1729 seems to have destroyed much of the northern part of the town, with many buildings being replaced in the mid-late 18<sup>th</sup> century (Figure 22). Small terraced houses on the south side of The Row are depicted on the 1783 estate map and may be of earlier origin (Rivers 1783). A collection of deeds held at the Dorset History Centre (D129/T7) suggest that Waterloo Cottages, The Row, were in existence by 1694. There was some expansion to the north of the market place.

4. *The Market Place.* The Old Market House was reported burnt as a result of the 1729 fire. The current Market House is on the site of the old one and retains features that may be of 17<sup>th</sup> century date although the majority of the building dates from the 18<sup>th</sup> century (Figure 24). Other buildings within the market square date from the mid 18<sup>th</sup> century and may represent the reconstruction of buildings lost in the fire. The estate map of 1783 depicts buildings at the centre of the market place extending further northwards during the late 18<sup>th</sup> century than they do today (Rivers 1783).

5. *Ham Gate.* Ham Gate Farmhouse was built during the 17<sup>th</sup> century and the neighbouring Carrann Cottage added during the 18<sup>th</sup> century (Figure 20).

6. *The Southern suburb.* The 17<sup>th</sup> century also saw the expansion of Sturminster south along Bridge Street, with the construction of a number of large houses in spacious grounds. The largest and earliest is Beech House, which faces to the south with views over the River Stour (Figure 25). The desire for a vantage point over the Stour seems to have been an important factor in the location of the early Sturminster suburbs. Minster House is a 17<sup>th</sup> century house fronting on to Bridge Street. The Old Malthouse and The Cottage both date from the 18<sup>th</sup> century and also front on to Bridge Street.

7. *The Western Suburb.* Expansion along the western side of the town, with the construction of several large houses also began in the 18<sup>th</sup> century. *Sturminster House* was built to the north of the Market Place (Figure 26) and *Stourcastle Lodge* was built on Gough's Close to the rear of the properties fronting on to Market Place in 1739 (Figure 27).



Figure 24: Market House, Market Cross Street.



Figure 25: View of Beech House and the southern suburb of Sturminster Newton.



Figure 26: Fern Cottage, Bath Road.



Figure 27: View of Stourcastle Lodge looking west along Gough's Close.

## 5.3 Nineteenth and early 20th Century Sturminster Newton (1800-1913)

### 5.4.1 Historical Summary

The nineteenth century saw the decline of the cloth industry in Sturminster Newton, the rise of its cattle market and the coming of the railway. The success of the market stimulated the growth of the town during the early 19<sup>th</sup> century, a period when many Dorset towns were in decline. There was some expansion of the town and suburban settlement developed along the major roads. The population rose steadily from approximately 1400 during 1801 to about 1,900 inhabitants in 1841. From this point the population was essentially stable until 1901. There was slight drop in the population of the parish to just fewer than 1,800 in 1911.

In 1812 Sturminster still had four or five clothiers and 300 weavers mainly still producing swanskin, but the industry declined soon after and by 1823 cloth-making was no longer carried out in the town (Crick 1908). The early 19<sup>th</sup> century, following the Napoleonic Wars was also a period of agricultural depression. As a market town Sturminster had stiff competition from neighbouring Stalbridge which had a very successful Monday cattle market in the late 18<sup>th</sup> and early 19<sup>th</sup> century. As late as 1817, Stalbridge was described as the best market for cattle in the county with 120 head sold in one day. Nevertheless, it was in the early 19<sup>th</sup> century that Sturminster came into its own as a cattle market (Jones 1993). The cattle market was sited in the market place in the centre of town, with the cattle being driven into town along droves from all directions. However, the coming of the railway to Sturminster in 1863 heralded a change in which a new cattle market was established in the late 19<sup>th</sup> century to the north of the railway, close to the station. Although the section of the Somerset and Dorset Joint Railway between Templecombe and

Blandford was the last to be constructed, the station enabled a direct link between Sturminster market and Poole.

The Sturminster Newton Gas & Coke Company was formed in 1864, just after the arrival of the railway, enabling the cheap transport of coal to the town. The Gas works were built at the top of Penny Street, not far from the railway. The gasworks continued in operation until 1957. Mains water arrived in the town in 1906. The first electricity supply in Sturminster dates to about 1924. The town was connected to the mains grid in 1932 (Mountain 2006).

Sturminster Newton had a small non-conformist community and a relatively small number of non-conformist chapels. In the late 17<sup>th</sup> century there was a small Congregationalist community in Sturminster and there is mention of a short-lived chapel opened in the early 19<sup>th</sup> century (Mountain 2006). Wesleyan Methodism was slow to take hold in Sturminster. The first Wesleyan chapel in the town was erected in 1811 on The Row. This was replaced by a larger building on Church Street in 1832. The building was further enlarged in 1869 when it was able to hold a congregation of 350.

A Church School was opened next to St Mary's Church in 1817. A Boy's School was built on Penny Street in about 1835 (Mountain 2006). A Wesleyan Day School was opened in Church Street in 1870 (in what is now the Masonic Hall). In 1913 the new Sturminster Newton New Council School was built in Bridge Street. A Literary and Scientific Institution was founded in Sturminster in 1841 (Mountain 2006).

Sturminster Newton had a parish poor house on the north side of Tanyard in 1776. In 1838 the new Sturminster Union Workhouse was



Figure 28: The Old School House (now a church hall), Church Walk.



Figure 29: Thatched Cottages at the eastern end of the former Pennyfield; The Cottage (right) is 19<sup>th</sup> century and Byeways (left) is 20<sup>th</sup> century.

built outside the town to the north along Bath Road. The building comprised a three storey entrance block which contained the Guardians board room on the first floor, and a 'Y' shaped range at the back enclosed within a rectangular courtyard. The 'Y' plan allowed for the segregation of men and women in separate blocks (Barber & Bennett 2002, 5). A chapel was built slightly later in 1890 on the south side, its last service was held in 1969, and until recently it served as Sturminster Museum (Mountain 2006, 41).

The Vale of Blackmore Turnpike Trust was established in 1764-5, as the western division of the Blandford and Poole Trust. However, it did not operate under the Vale of Blackmore name until sixty years later. It was this later act of 1824-5 which effected the turnpiking of the main road from Blandford to Sturminster and on to Sherborne. A few years later in 1830 another act allowed the turnpiking of the road from Sturminster to Hinton St Mary along Bath Road. This road divided at Marnhull into two routes, one to Stalbridge and the other to Gillingham (Good 1966, 135-6).

### 5.4.2 Town Layout

The late 19<sup>th</sup> century town layout is depicted on the 1<sup>st</sup> edition 25-inch Ordnance Survey maps. These indicate very little change over the period from the Tithe Map in 1840. Essentially the late medieval town plan remained stable into the early twentieth century. It is unclear whether the turnpiking of Bath Road led to its realignment, but there is no convincing evidence to show that it did. The only major route to be altered significantly during the 19<sup>th</sup> century was the Manston Road which was diverted to the north following the construction of Horsey Bridge in 1821. It may have been at this time that Green Close was created in Rixon, it is certainly there in the late 1880s. Other significant 19<sup>th</sup> century developments include the expansion of the town by



Figure 30: View east along The Row.

means of ribbon settlements along Bath Road, at Butts Pond and at Rixon. Small terraced housing was established along the south front of The Row and large town houses and villas spread along the southern and western fringes of the town, overlooking the town.

### 5.4.3 Nineteenth and early 20th Century Town Plan Components

The main plan components of eighteenth and nineteenth century town are shown on Figure 32 and are listed below.

1. *St Mary's Parish Church.* The 19<sup>th</sup> century saw the complete renovation of the church during Sturminster Newton's period of eminence as a market town. Hutchins claimed that the whole church with the exception of the tower was taken down and rebuilt in 1827. However substantial surviving late medieval walls and wagon roof belie this statement (RCHME 1970, 269). The graveyard was extended to the east
2. *The Infields.* This area continued to be developed. Sturminster Newton elementary school was established in the former minster precinct in 1825. The poor house went out of use by 1838 and then the site was a coal house in 1840 and later became an extension to the graveyard. A number of cottages were built in the eastern part of Pennyfield (Figure 29). A gas works was also established between the Swan Hotel and the Railway Station by the late 19<sup>th</sup> century.
3. *The Town Centre.* This area remained broadly the same as in the previous period. Some small terraced housing was built along the south frontage of The Row by 1840 (Figure 30). There was a soap and tallow factory at the north end of the market place in the early 19<sup>th</sup> century. This was replaced by the Police Station built in the late 1850s.
4. *The Market Place.* By the end of the 19<sup>th</sup> cen-



Figure 31: View of the former police station, Bath Road.



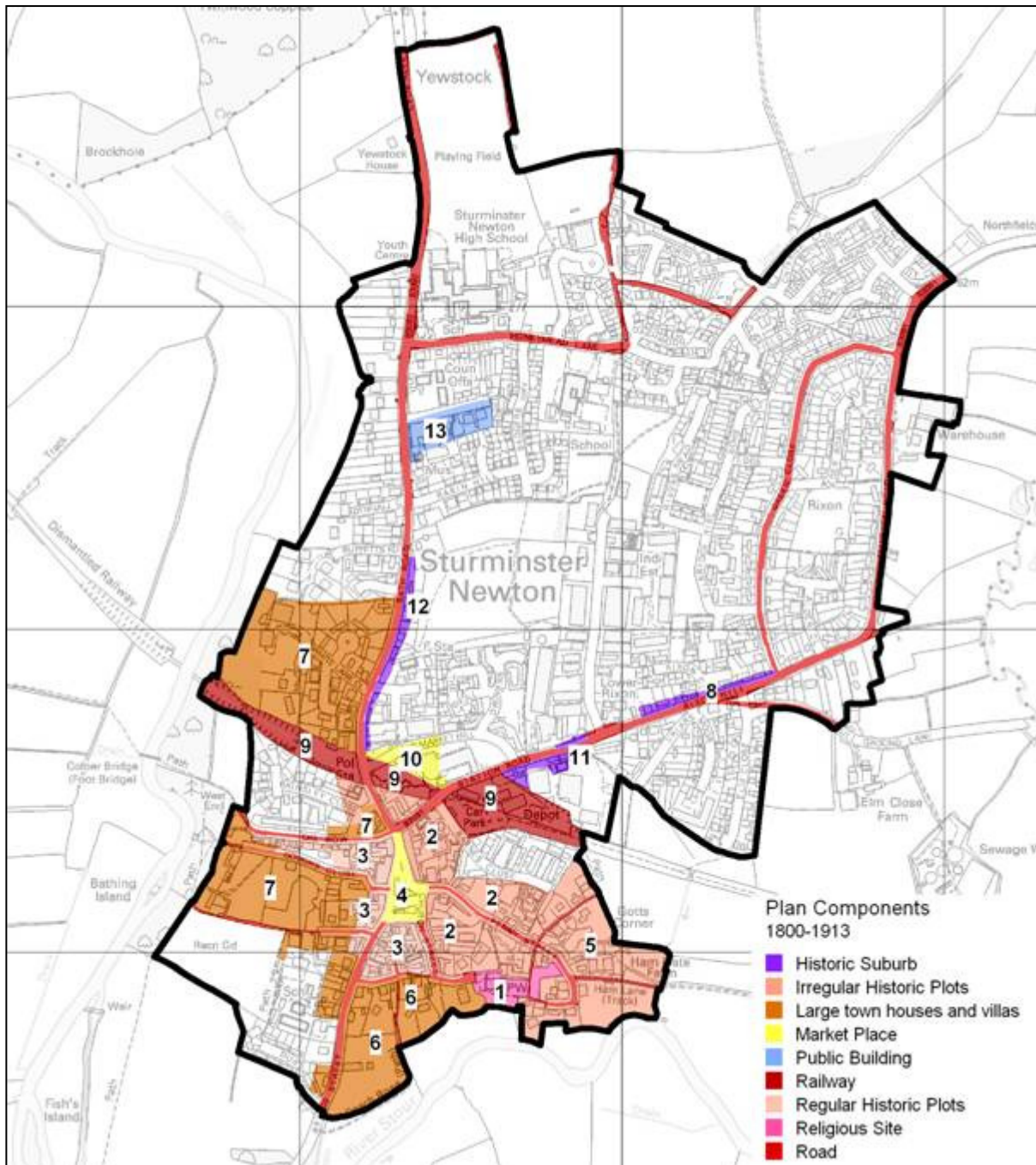


Figure 32: Sturminster Newton Nineteenth and Early Twentieth Century Town Plan Components.

ture a row of shops existed along the entire south side of the market place, to the south of Old Market Cross House. Only the western pair of shops survives today. There was a pump at the SW corner of the market square, which was replaced by the present cast iron drinking fountain in 1907.

**5. Ham Gate.** The area to the east of the church precinct expanded in the 19<sup>th</sup> century to include a number of cottages and short terraces of small houses. The eastern half of the former Pennyfield became subsumed into this development through the creation of a new lane coming

off the north side Penny Street and lined with detached cottages on both sides.

**6. The Southern suburb.** There was some limited development along the south side of Church Lane and Coach Road during this period. The Vicarage (now Stour Grange) was built at the turn of the 19<sup>th</sup> century. A row of town houses and cottages was built along the west side of Bridge Street in the 19<sup>th</sup> century. These include the early 19<sup>th</sup> century Hill House, built in Flemish bond brickwork with a hipped tile roof (Figure 33).

**7. The Western Suburb.** A number of large villas

and town houses were built on the western side of the town, overlooking the Stour, during the 19<sup>th</sup> century. These include The Lindens, The Hive and Riverside (Figure 34). Bonslea House, set in extensive grounds was built north of the railway line in 1905 (Figure 35).

8. *Rixon Hill*. A suburban ribbon development of small houses grew up along the road at Rixon Hill in the early 19<sup>th</sup> century.

9. *The Railway*. Sturminster Newton Station opened in 1863, completing the Somerset and Dorset Joint Railway between Poole and Bath. The track was laid on an embankment to the east of the station and entered a deep cutting to the west, so that the line effectively created a northern limit for the expansion of the town.

10. *The Cattle Market*. The new cattle market was built in the late 19<sup>th</sup> century to the north of the railway and proved a great success.

11. *Butts Pond*. A ribbon settlement of small terraced houses was built on either side of Station Road in the late 18<sup>th</sup> or early 19<sup>th</sup> century (Figure 36). The site was in low lying ground and may once have been the site of a fish pond. The Butts element of the name also suggests that the site may have been close to medieval arable fields.

12. *Bath Road*. The early 19<sup>th</sup> century saw the beginnings of suburban settlement along Bath Road. A ribbon settlement of a series of detached cottages had grown up along the east side of Bath Road, running north from the cattle market site.

13. *Sturminster Union Workhouse*. The workhouse, designed by Lewis Vulliamy, was built in 1838. It comprised an entrance block of three storeys with a 'Y' shaped block at the rear contained within a rectangular courtyard. This courtyard was divided into two for men and women (Higginbotham 2000). A chapel for the inmates of the workhouse was built immediately to the south in 1890 (Figure 37).



Figure 34: View of Riverside Villa, erstwhile residence of Thomas Hardy.



Figure 35: View of Bonslea House with former railway bridge in the foreground.



Figure 36: View of Pond Cottages, Butts Pond.



Figure 33: Hill House, Bridge Street.



Figure 37: View of Sturminster Union Workhouse and chapel.



## 5.5 Twentieth Century Sturminster Newton (1914-Present Day)

### 5.5.1 Historical Summary

Sturminster Newton remained a prosperous market town for much of the 20<sup>th</sup> century. This prosperity was based almost entirely on the success of the livestock market and the milk factory, which attracted other agricultural suppliers and legal and financial services. However, by the end of the 20<sup>th</sup> century, the railway had gone and both the market and the milk factory had closed.

The cattle market went from strength to strength and was recognised as one of the premier markets for calves in the whole of Europe (O'Connor 2009). In 1913, a milk factory was established by Sherborne and District Farmers at Butts Pond, opposite the cattle market on Station Road. It was taken over by the Milk Marketing Board in 1937 (Figure 41). Sturminster became famous nationally and internationally for its cheese (Matrix Partnership 2008, 14-15). By the 1980s the milk factory was producing 600 tons of Double Gloucester and 1,900 tons of traditional cheddar a year, production increased further in the 1990s. There was also an egg packing factory in a wooden building on the west side of Bridge Street in the early 1900s. It closed in 1972 and the building was demolished in the 1990s. The site is now occupied by William Barnes School car park (Mountain 2006, 105-7). It was undoubtedly the close proximity of the railway that enabled the remarkable success of the cattle rearing and dairy industries in the town. However, the railway closed in 1966 followed by the cattle market in 1997. Furthermore, the cheese factory, despite increasing production in the 1990s, closed abruptly in 2000. These events deprived the town of much of its commercial identity. Despite these losses, new businesses have been established in the area, particularly in the

Butts Pond and Rolls Mill industrial estates. The Butts Pond estate occupies a central low lying vale between the northern housing estates in which some remnant fields also survive.

Census returns indicate that the population of the town was falling in the early 20<sup>th</sup> century to a low of 1,620 for the whole parish in 1921. Since that time the population has risen steadily, reaching 2,240 in 1981. The town has seen an even more dramatic population rise in the last 25 years with a 2006 mid year estimate of 3,800, a rise of approximately 70%. This population is housed in extensive housing estates developed throughout the mid-late 20<sup>th</sup> century, but particularly in the last 25 years to the north and east of the railway (Figure 42).

The expanding town required expanding services. The Sturminster Newton New Council School (now the William Barnes County Primary School) built in 1913 has been expanded from the original 109 pupils to 200 (Mountain 2006, 15). A secondary school, Sturminster Newton County Modern School (later Sturminster Newton High School), opened in 1960. A special school was opened at Yewstock in 1977. The Old Sturminster Union Workhouse became an old people's home for many years before its closure. The remaining buildings have been renovated recently and are used as a family and adult education centre. The new town community centre opened at The Exchange on the site of the old cattle market in 2007.

### 5.5.2 Town Layout

Although the layout of the historic core of the town remains remarkably unchanged in plan since the late medieval period, there has been significant infilling of plots to the rear of town



Figure 38: View of former Milk Factory, Station Road.



Figure 39: View across the north Sturminster estates from Honeymead Lane.



centre frontages in the late 20<sup>th</sup> and early 21<sup>st</sup> century. Sturminster has also expanded on a very large scale to the north of the old railway line. The site of the cattle market tripled in size during the mid 20<sup>th</sup> century and the milk factory was established close by at Butts Pond. There has been major suburban housing development, particularly to the north of the town. After the First World War, suburban housing initially spread up the main routes to the north and north east of the town, on the west of Bath Road and the south side of Rixon Hill. After the Second World War, a substantial housing estate was built at Rixon, to the west of Manston Road. There were also smaller developments between the old town and the railway at Barnes Close and Brinslea Close. The housing estates in north Sturminster have been completed recently with developments at Honey-mead Lane. The closure of the railway, cattle market site and the cheese factory left a void in the centre of the town which has been largely redeveloped during the early 21<sup>st</sup> century, with modern services and community buildings as well as modern housing.

The only major change to the road network, apart from the construction of housing estates, has been the pedestrianisation of Station Road and the construction of a new through route behind the Exchange at Old Market Hill. The old railway line now functions as public open space and footpaths, although a short section west of Bath Road is now used as a builder's yard.

### 5.5.3 Later Twentieth century Town Plan Components

The main plan components of the twentieth century town are shown on Figure 42 and are listed below.

1. *St Mary's Parish Church*. There has been no significant change to fabric of the church building since the major reconstruction of 1827.



Figure 40: Pedestrian Area, Station Road.

2. *The Infields*. The western part of Pennyfield remains largely unchanged since the 19<sup>th</sup> century, although modern housing developments have encroached on the central part of the former infield at Barnes Close. The Church Street infield also remains largely unchanged since the late medieval period, although a builder's yard and modern housing now occupy the former back plots in the north east corner. The area to the rear of the Swan Hotel was redeveloped during the 20<sup>th</sup> century as a telephone exchange, gas works, medical centre and modern housing at Innes Court. There have been a number of changes to the old minster precinct. The old school buildings were closed in 1960. Today the former Elementary School is private housing but retains much of its original character. Some modern housing has been built at Tanyard and a nursing home was built at Nazareth Lodge in the early 1980s.

3. *The Town Centre*. Two modern developments have encroached upon former historic plots in the town centre. The first is on the site of Market Cross Mews and the second infills back plots behind Lloyds Bank as well as plots fronting on to The Row. Barclays Bank is a modern building occupying an historic market place frontage. The development of the northern part of the town centre, south of the railway line, continued during the twentieth century with the construction of a library, new police Station, meeting hall and shops at the junction of Station Road and Bath Road. Station Road itself has been pedestrianised (Figure 40).

4. *The Market Place*. The eastern part of a row of shops along the south side of the market has been demolished and not replaced, leaving an open area in the SE corner, now used as a car park.

5. *Ham Gate*. There has been remarkably little change to the Ham Gate area since the 19<sup>th</sup> century. There are a few modern detached houses interspersed with historic buildings at Tanyard Corner and similarly at Gotts Corner.



Figure 41: Redeveloped former cattle market site.

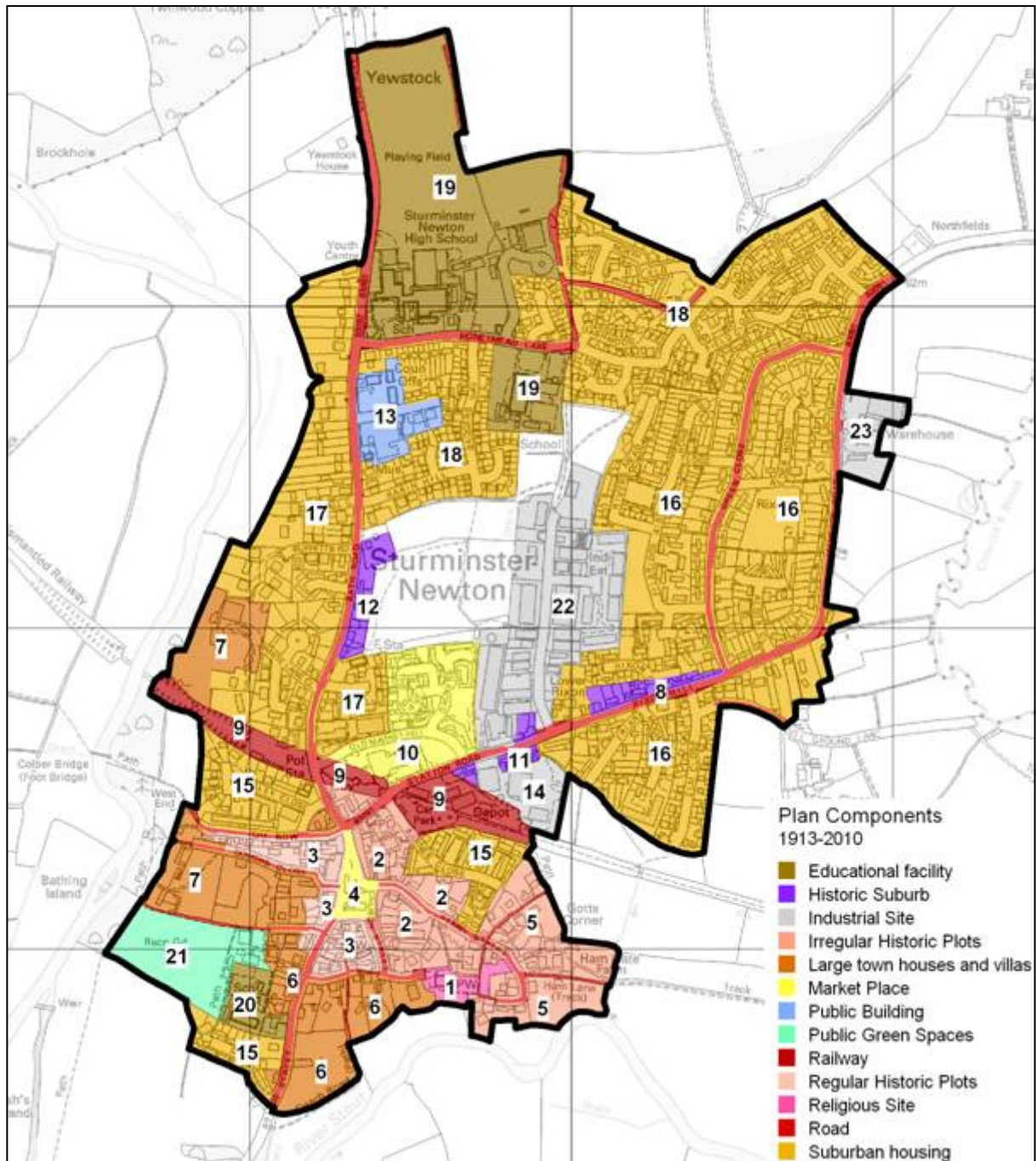


Figure 42: Sturminster Newton Twentieth Century Town Plan Components.

6. *The southern suburb.* There was little change in this area during this period.

7. *The western suburb.* In the post-war period there was encroachment from modern housing on the larger houses and grounds.

8. *Rixon Hill.* A number of the historic houses in Rixon have been replaced by modern houses.

9. *The Railway.* The Somerset and Dorset Line and Sturminster Station closed in 1966. The station buildings were demolished and the car park became a public car park. The tracks

have been removed and the line mostly used as public footpaths. One short section west of Bath road is used as a builder's yard. As far as can be ascertained, none of the station or ancillary buildings survive, although a Somerset and Dorset Joint Railway gate has been preserved as an entrance to public open space along the line of the former railway (Figure 43).

10. *The Cattle Market.* The cattle market expanded during the middle years of the twentieth century, eventually covering an area of approximately 3 ha on the north side of Station Road. The market closed in 1997 and has



since been redeveloped as a community centre (The Exchange), medical Centre and modern housing (Figure 41). The Exchange opened in 2007.

11. *Butts Pond*. Only a few 19<sup>th</sup> century houses survive on the north side of the road at Pond Cottages. The remainder of this historic suburban development was demolished during the twentieth century, partly as a result of the construction of the milk factory and partly during redevelopment for modern housing.

12. *Bath Road*. Of the 19<sup>th</sup> century cottages on the east side of Bath Road, only a few survive at Pilgrims Close, Woodview and The Fernery. However, modern houses have been built within the original plot boundaries. A pair of detached cottages was added to the north in the inter-war period.

13. *Sturminster Union Workhouse*. Following the cessation of the poor law unions and the introduction of the National Health Service in 1948, Sturminster workhouse became an old people's home for many years. It was later closed and became derelict with many of the original buildings being demolished in the 1980s. Only the entrance block and chapel survive intact today and have been renovated and used as a family education and day care centre (Higginbotham 2008). The chapel was used until recently as Sturminster Newton Museum.

14. *Milk Factory*. The milk factory was established adjacent to the railway station in 1913 and closed in 2000, the site has yet to be redeveloped. The Butts Pond Industrial estate was established to the north of the main road during the 1960s or 70s.

15. *Peripheral infill around historic core*. During the second half of the twentieth century, most of the remaining area south of the railway line was developed for housing. This included Bonsley Mead, which was built in 1947 as a purpose-built warden assisted housing development for

the elderly and was the first such council-built rural development in the country (Mountain 2006); a small estate at Brinsley Close to the north west of the town centre, immediately south of the railway line; an estate at Barnes Close between the Pennyfield area and the railway line to the north east; and a cul-de-sac of large semi-detached houses at Durrant on the west side of Bridge Street at the southern extremity of the town.

16. *Rixon*. Suburban development in the twentieth century began with development along the south side of the main road, east of the historic suburb of Rixon Hill and small housing estates at Friars Moor to the south and Alder Close to the north in the 1920s-30s. In the post-war period, there was an extensive council house development along Green Close to the north. Further modern housing estate development has taken place infilling the area, including the extension of Friars Moor and Elm Close to the south of the main road.

17. *Bath Road Suburban housing*. During the inter-war period detached houses were constructed along the full length of Bath Road, along its western side to its modern extent. To the south there has been modern housing estate development infilling the remaining former fields and the grounds of Bonslea House. The development was completed with the infilling of some large back plots on Bath Road in the later 20<sup>th</sup> century.

18. *Honeymead Lane*. An extensive suburban housing estate development was built at the northern limits of the town in the 1990s. The most recent developments have been at the north eastern end of Honeymead Lane during the 21<sup>st</sup> century.

19. *Sturminster Newton High School*. The secondary school moved from its original site in the former Church School and Boy's School in Penny Road to a new site off Bath Road in 1960. It has a leisure centre and football ground



Figure 43: A Somerset and Dorset Joint Railway gate preserved as the entrance to a public park on the line of the former railway, Station Road .



Figure 44: Inter-war suburban housing, 13 and 14 Friars Moor .



on its east side and Yewstock Special School on the opposite side of Honeymead Lane to the south. Yewstock School was established in 1977 and caters for children with special needs.

20. *William Barnes School and Recreation Ground.* The Sturminster Newton New Council School on Bridge Street was opened in 1913 and became the Junior School in 1925 following reorganisation of the educational system. It became the Sturminster Newton County Primary School in 1954 and was renamed William Barnes County Primary School in 1967.

21. *War Memorial Recreation Ground.* This was created as a memorial to the dead of the 1914-18 war.

22. *Butts Pond Industrial Estate.* The Butts Pond Industrial estate was established to the north of the main road during the 1970s and subsequently expanded.

23. *Manston Road Warehouse.* A warehouse and house on the east side of Manston Road was originally built in the post-war period some time before 1972. Subsequently a new warehouse and an additional house were built.



*Figure 45: View of Butts Pond Industrial Estate looking south with Rixon Hill in the background.*