

5.4 Early Post-medieval Bridport (1540-1750)

5.4.1 Historical Summary

The late 16th to early 18th century was a period of decline for Bridport, largely a result of difficulties in both the rope industry and the harbour. The town was described as “more old than faire” by Thomas Gerard, writing in the 1620s (Creed 1980, 23). The 1662-4 Hearth Tax assessments suggest that Bridport was not among the largest towns of Dorset. It was by far the smallest of the divisional towns; smaller than Dorchester, Poole, Weymouth & Melcombe Regis, Sherborne, Shaftesbury and Wimborne and slightly smaller than Blandford. It was listed as having 295 hearths and 103 taxpayers (Meekings 1951).

Although the Bridport rope industry had a reputation for high quality products, it had complex and restrictive practices and was hampered by poor transport links — the roads were poor and the harbour was increasingly choked with sand, so increasingly there was competition from rope works elsewhere. In the early seventeenth century, rope works were set up at Deptford, Woolwich, Portsmouth and Plymouth to supply the navy, it being cheaper and easier to import the raw materials and make the ropes close to the ships than transporting completed ropes from Bridport (Crick 1908). This period saw the gradual increase in the importation of foreign hemp. Dorset hemp was the best in Britain, but was inferior to that of Holland and Russia (Pahl 1960). The slump in the rope industry probably reached its lowest point in the second quarter of the 18th century (Pahl 1960).

In 1593, Queen Elizabeth made a grant of fairs and markets to the borough of Bridport in order to save it from the threat of decay and poverty, seemingly from the failure of the port. The grant, for which the burgesses of Bridport had petitioned hard, gave additional market privileges including the right to sell cattle and other livestock at the customary Saturday market

and granted three additional annual fairs. The fairs were to be on Annunciation Day, Ascension Day and on the Feast of St Michael the Archangel. A court of Piepowder was to be held during the fairs and all tolls and profits and any income from the court was to belong to the bailiffs and burgesses. In anticipation of the grant, a new market house and school house was built. The Bridport Free School, or Grammar School, was established in 1593 through public subscription (Taplin 2005, 12). The school moved into St Andrew’s Chapel at some time before 1613 and was still there in the 1770s when the remains of the chapel were described by Hutchins (1774, 241). There does not appear to have been enough money to pay for a schoolmaster, for in 1619 money was diverted from an abortive attempt to refurbish Bridport Harbour to establish the Broad Oak educational charity to pay for one. The school probably closed when St Andrew’s Chapel was demolished to make way for the new Town Hall in 1785.

In 1650 the Corporation bought the malthouse and brewery next to West Mill and established a charity for poor relief and the education of poor children, based on the profits of the Town Malthouse (Hutchins 1863, 34). The Corporation also had two almshouses known as the Higher and Lower Almshouses, both located in South Street, which had been administered by the bailiffs and burgesses from at least the latter 16th century.

During the Civil War Bridport was held for Parliament and was the scene of a skirmish in 1644. It does not appear to have been fortified, as a mere £10 was spent and watch houses set up on each bridge (Goodwin 1996, 40). In 1651, after his defeat at the Battle of Worcester, Charles II stayed briefly in Bridport in his flight to France. He was almost captured at the ‘Old George Inn’ in East Street, but made his escape along Lee Lane. A monument was erected on Lee Lane to commemorate this fact.



Figure 17: Nos. 16 and 18 South Street.



Figure 18: Nos. 133-139 North Allington.

In 1685, soon after the Duke of Monmouth landed at Lyme Regis, a detachment of his forces went to Bridport to attack the militia, who quickly retreated to the east end of the town. There was a skirmish with the militia guarding the East Bridge, before Monmouth's forces withdrew (Gosling 1999).

The late 17th and 18th centuries saw the start of Bridport's strong dissenting tradition. A society of dissenters, initially mostly Independents, appears to have been in existence by 1672. In 1687, the remodelling of the Bridport corporation by James II, resulted in the majority of capital burgesses being Dissenters and with a few upheavals, the corporation remained in the hands of the Dissenters during the whole of the 18th century. The first meeting-house was built near the corner of East Street and Stake Lane (Barrack Street) sometime after 1697 (Short 1976, 23). It was demolished after 1794, though a fragment of walling is said to survive (Snell 1991, 107). There was a regular meeting of the Society of Friends from the 1680s and a permanent Meeting House was established in South Street in a barn given by Daniel Taylor in 1697 (Short and Sales 1980, 36) and is still in use today. A cemetery was established at the south end of South Street close to West Mill.

The history of Bridport Harbour during the late 16th to early 18th centuries is the familiar story of the choking of the harbour by sand and less than successful attempts at improving the port. There were two attempts to renovate it in the 17th century. In 1619, insufficient money was raised and the funds were diverted to pay for a schoolmaster instead and in 1670 Charles II granted the bailiffs the power to repair walls, piers and sluices and erect a new harbour, but the grant came to nothing (Hannah 1986). Two more abortive attempts were made in 1701 and 1722 to finance and undertake repairs to the harbour (Hannah 1986). Finally in 1740, John Reynolds, an engineer from Chester, agreed to build a harbour and within four years there was a working anchorage with two parallel piers, sluices and wharves. This harbour is the antecedent of the present harbour and is shown on an admiralty chart dated 1787.

The road system appears to be largely the same as the medieval road layout and there was still no direct route from the town to the harbour.

The Hearth Tax assessment gives figures for the size of the smaller settlements adjacent to Bridport in the late seventeenth century: Allington had 61 hearths and 31 taxpayers; Bradpole had 113 hearths and 62 taxpayers; and Bothenhampton had 44 hearths and 23 taxpayers (Meekings 1951). The form of the settlement at Allington is unclear but is likely to be largely a dispersed rural settlement, perhaps

focused around the church and along North Allington. There is a surviving seventeenth century rural vernacular house at 133-139 North Allington. The extent of the village of Bradpole at this date is not known. There are two buildings of 17th century date that survive: a former stable at the Old Vicarage, Higher Street and a cottage at 3 Forsters Lane. Bothenhampton remained a small rural agricultural settlement and there are three surviving former farmhouses of late sixteenth and seventeenth century date (Spring Farm Cottage, Duck Lane, 'Ab Antiquo' and Laurel Farmhouse, Main Street), indicating that the settlement developed along Main Street to the west of the church.

5.4.2 Town Layout

The historic core of the town probably remained largely as it had done in the medieval period. There is little evidence available for any major changes to the size and layout of the town during this period. It is likely to have retained its later medieval elements and layout and probably did not grow beyond its earlier limits (Figure 19). This is not surprising given the generally depressed state of the town during the late 16th to early 18th centuries. The centre continued to be at the T-junction of East, West and South Streets, where the market was held. At the west end of West Street adjacent to West Mill was a malthouse and brewhouse, which was in existence by the early 17th century and was purchased by the borough in 1650, when it became known as the Town Malthouse and Brewhouse.

5.4.3 Post-medieval Town Plan Components

The main plan components of the post-medieval town are shown on Figure 19 and are listed below.

1. *St Mary's Church*. St Mary's Church remained the principal church of Bridport in the post-medieval period. There was no major repair or rebuilding during this period.
2. *South Street*. The properties along both sides of South Street probably continued in use much as they had during the late medieval period, with generally poorer outworker's housing to the south and with many of the backlands used as spinning ways. A single house, 16 & 18 South Street, belonging to this period survives in South Street, but a number of other buildings appear to have been refronted in the late 18th and 19th centuries, so may contain fabric belonging to the 17th and 18th centuries. The form of the properties was probably very similar to that depicted on the late 18th century map published in Hutchins' History of Dorset

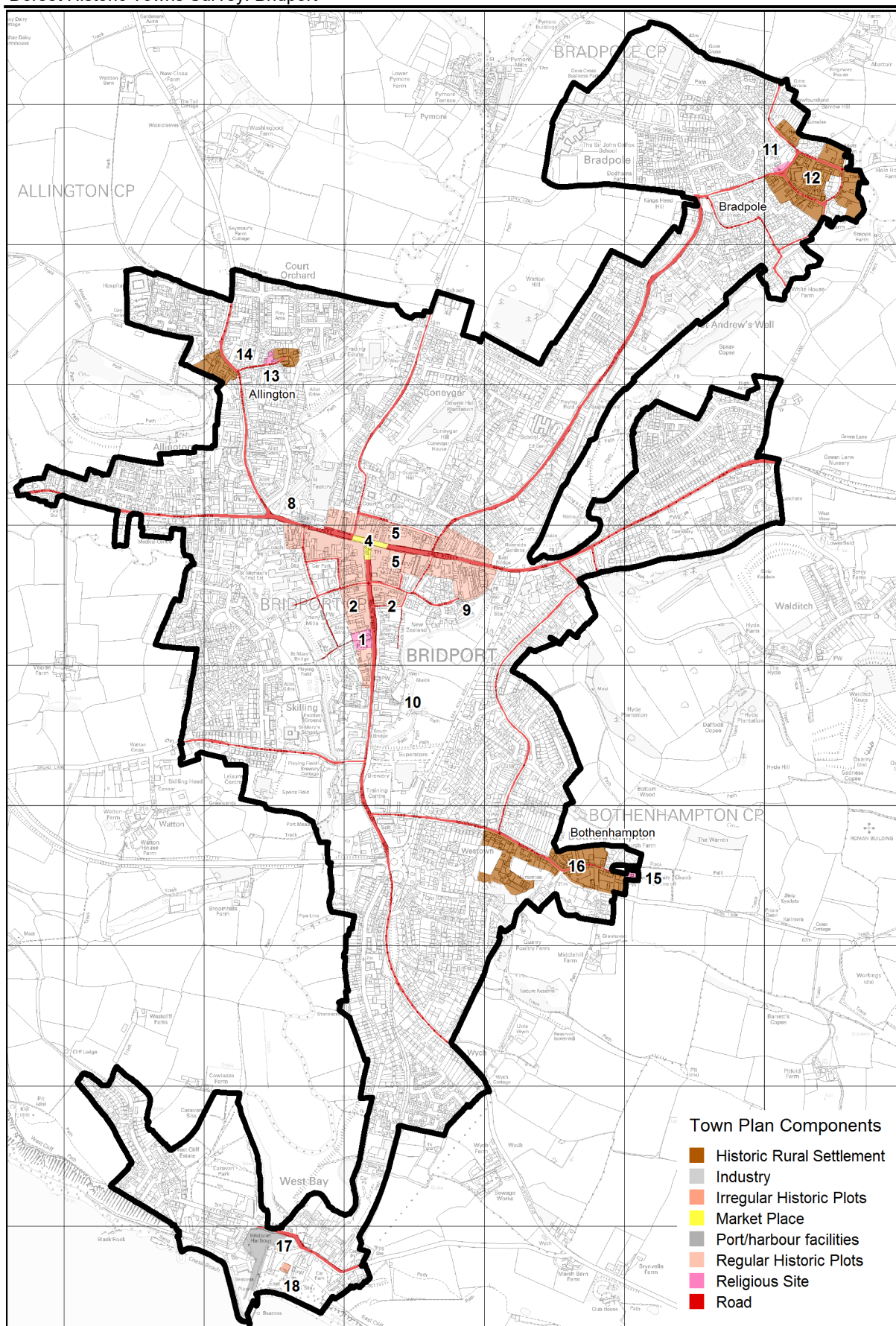


Figure 19: Bridport Early Post-medieval Town Plan Components.

(1774). Many of these plots are still extant in the modern town. A small number of probable burgrave boundaries have been found during archaeological investigations, but not enough to be able to assess the changes in the boundaries since the medieval period. The excavations prior to the construction of Bridport Library, 43 South Street have suggested that the 16th – 18th century property boundary was on the same line as the medieval boundary (Godden *et al.* 2000). A few pits containing small quantities of late 16th-17th century pottery and 17th-18th century pottery were found to the rear of 42 South Street (Dyer 1999).

4. *The Market*. The post-medieval market was located at the junction of East/West Street and South Street and was a continuation of the medieval market. St Andrew's Chapel was largely in ruins by the end of this period. The Guildhall was on the northwest side of the junction, with a number of shops beneath. The shambles were constructed along the middle of East and West Street in front of the Guildhall.

5. *East and West Streets*. In common with South Street, the form of the properties and houses probably continued much as they had in the later medieval period. The burgrave plots continued to be used through this period and the form of the properties was probably very similar to that shown on the late 18th century map published in Hutchins (1774). The northern limit was still defined by the 'Wide Ditch' and by the 'murdige'. The 'Wide Ditch' remained as a significant topographic feature until the 19th century (Bellamy 2005) and the 'murdige' is mentioned in documentary sources in the late 16th century. Both features are clearly marked on the earliest map of Bridport, which probably dates to the second half of the 18th century (DHC DC/BTB B3/R2). A small number of buildings dating to the 17th century survive along East Street (Nos. 9, 34, and 37-38), suggesting that the line of the street frontage has not changed much between that time and the present day.

8. *West Mill*. West Mill continued to operate during this period. A number of probable eighteenth century stone buildings survive which may have been part of a bolling mill, used to separate hemp fibres. Adjacent to West Mill was the Town Malthouse.

9. *Killing's Mill*. It continued to operate during this period, but no details available.

10. *South Mill*. It continued to operate during this period, but no details available.

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

12. *Bradpole*. The core of the village continued to be close to the junction between Village Road

and Higher Street on the main route between Bridport and Beaminster. The size or extent of the village at this date is not clear, but may have included cottages, paddocks and orchards along Middle and Higher Street, in the area between the church and the floodplain of the Mangerton River. The Hearth Tax assessed Bradpole as having 113 hearths and 62 taxpayers. There are two buildings of 17th century date that survive: a former stable at the Old Vicarage, Higher Street and a cottage at 3 Forsters Lane.

13. *St Swithun's, Allington*. No major changes during this period.

14. *Allington*. There is little information on the settlement form of Allington during this period, but it may still be a small dispersed settlement, perhaps focused on St Swithun's Church and along North Allington. The Hearth Tax assessed Allington as having 61 hearths and 31 taxpayers. One 17th century house originally with a cross passage and probably a floored hall survives at 133-135 North Allington (Jones and Williams 2002, 33).

15. *Holy Trinity, Bothenhampton*. No major changes during this period.

16. *Bothenhampton*. Bothenhampton was probably still a small agricultural settlement. The Hearth Tax assessed Bothenhampton as having 44 hearths and 23 taxpayers. Three former farmhouses of late 16th and 17th century date survive in Bothenhampton (Spring Farm Cottage, Duck Lane, 'Ab Antiquo' and Laurel Farmhouse, Main Street).

17. *Bridport Harbour*. During the late 16th to early 18th centuries the harbour continued to be plagued by the movement of sand and gravel choking the entrance and unsuccessful attempts to repair the walls, piers and sluices (Hannah 1986). Finally in 1740, a successful plan to build a harbour was carried out to the designs of John Reynolds. This harbour is the antecedent of the present harbour, with two parallel wooden piers forming the entrance to the basin and with sluices at the rear.

18. *Bridport Harbour Settlement*. The earliest building constructed adjacent to Bridport Harbour appears to have been the Bridport Arms, which possibly had its origins as an early 17th century farmhouse and foldyard (Brebner 2003).

5.5 Later Eighteenth—Nineteenth Century Bridport (1750-1899)

5.5.1 Historical Summary

Bridport returned to prosperity in the second half of the eighteenth century. This led to a transformation of its appearance and the emergence of the modern town. Hutchins describes it as follows. *“It consists of three principal streets; the E. and W. streets lie on the great road ; the S. street extends from the center of the two former, near St. Andrew’s church. They are broad and spacious, but were till of late ill paved. The buildings were chiefly of stone, and flemish, but mean, and rather old than fair in Mr. Coker’s time. Since the year 1720, a great many good brick houses have been built here, and the streets well paved. The number of houses is about 280, of inhabitants about 1000”* (Hutchins 1774, 233). The population gradually increased during the 19th century from about 3117 in 1801 to 4640 in 1861 (Hutchins 1863, 1).

Several fires were recorded in Bridport during the eighteenth century, but none were widespread. There was a fire in West Street in 1773, another in South Street in 1780, then in 1782 the Guildhall was badly damaged by fire (Short and Sales 1980, 77-78). In 1796 a fire destroyed twenty four houses including two public houses, the Ship and the White Lion (Gosling 1999, 34). When the Parliamentary bill for the building of the new town hall was passed in 1785, it included a new regulation forbidding the use of thatch in the town, in order to prevent fires (Short and Sales 1980, 78).

Bridport retained its two members to parliament in the Reform Act of 1832 – the parliamentary boundaries were enlarged to include parts of the parishes of Allington, Bradpole, Walditch, Symondsbury, Burton Bradstock and Bothenhampton in order to give it the requisite population, but the constituency was too small to survive for long. The Second Reform Act of 1868 reduced its representation to one MP and

the borough was abolished altogether in 1885, the town being incorporated into the Western Dorset county division.

The town continued its strong dissenting tradition throughout the late 18th and 19th centuries. By the end of the 19th century there were a number of different non-conformist congregations, which have left a legacy of a large number of chapels within the town (Figures 20-21). In 1768, James Rooker established a dissenting academy for training young Independent ministers in a house adjacent to East Bridge. It remained in Bridport until 1787, when it transferred to Axminster. Sunday Schools were established in most of the churches and chapels in the late eighteenth and early nineteenth century. Bridport (St Mary’s) National School began as a Sunday school to St Mary’s Church, but soon became a National School. The original school building in Gundry Lane was built in 1823. A new, larger, school was built in 1875-6 on a site on the corner of Gundry Lane and Ropewalks. Allington National School was established about 1838 in a building in Fulbrook Lane. In 1874 a new school was built on North Allington, to the north of St Swithun’s Church (Taplin 2005). Bradpole National School was built in 1848 on the site of the pound. The Boys’ General School was established on the corner of King Street and Folly Mill Lane in 1850. It was joined on the site in 1855 by the Girls’ and Infants’ General Schools. The three schools were amalgamated in 1895.

Bridport remained a market town and commercial centre with many small manufacturers, merchants and shopkeepers. The increasing traffic and trade by road and through the harbour led to an increase in coaching inns and beer houses. In order to accommodate the increased road traffic, the old market house and shambles in the middle of East Street were removed. A new town hall and market house were built in 1785 on the site of St Andrew’s Chapel. Sheep and cattle were still penned in



Figure 20: Unitarian Chapel, East Street.



Figure 21: Congregational Church, East Street.

East and West Streets on market days, but later in the nineteenth century the cattle market was located on the corner of West Street and Victoria Grove.

The flax and hemp industry continued to be dominant. The prosperity of the later eighteenth century was a result partly of the growth of the Newfoundland fishing trade and partly of a change from ropes to nets as the most important product of the Bridport industries (Pahl 1960). Sailcloth manufacture was also important from the mid eighteenth century onwards. A new merchant and manufacturing class, largely drawn from the Dissenting tradition, including the families of Gundry, Ewens, Golding, Hounsell, and Downe, appeared at this time and they transformed the whole structure of the Bridport industries, resulting in increasing industrialisation. Several large factories, powered by water and steam power, were developed in the early-mid nineteenth century. The largest were Court Mills and North Mills and the greatest concentration of manufacturers was in St Michael's Lane, all situated along the River Brit. Numerous other works were established elsewhere in Bridport. These factories were supported by numerous small spinning walks located in the long back gardens within the town and employing a high proportion of the local population. Other industries included metal foundries, malthouses and breweries, and tanneries.

As part of the response to the threat of a Napoleonic invasion, land off St Andrew's Road was purchased for the construction of a barracks in 1794. A Hanoverian cavalry company was stationed here until 1816, when the barracks was sold off and the former officers' quarters and mess became Delapre House.

Bridport Harbour benefitted from the Newfoundland trade and the increase in net and sailcloth manufacture in the town. The first direct road link (West Bay Road) was built in 1819. George Street was laid out at the same time and several warehouses and rows of workers' housing were built, creating a largely

self-contained community (Williams 2006). The harbour was improved in 1823-7 by Francis Giles, with an enlarged basin, strengthened piers and improved sluices. Shipbuilding began on the west side of the harbour in the later eighteenth century and continued through until the later nineteenth century: the last ship to be launched was in 1879 (Symonds 1912). It became a full bond port in 1832 and trade flourished until the 1880s, when it lost its customs status, partly as a result of railway development. The coming of the railway in 1884 resulted in a change of name to West Bay and the beginning of its development as a minor seaside resort. In 1887 the esplanade along West Beach was opened and a pavilion built on The Mound. Pier Terrace was built in the same year by the West Bay Land and Building Company as part of a speculative masterplan to develop the resort, but this plan was never completed.

A number of the major roads to Bridport were turnpiked in the late 18th century. The Bridport First District Trust was formed in 1764-5 to operate the road between Penn Inn north of Lyme Regis and Askerswell Hill, together with the road to Bridport Harbour (Good 1966). In 1819 a new direct road between Bridport and the harbour was built. Three gates were at Bridport, i.e. East Gate, West Gate and South Gate. Two of the toll houses still survive. The Trust expired in 1877. The Bridport Second District Trust was also formed in 1764-5 to operate the road from Bridport to Beaminster. This left Bridport via Stake Lane (Barrack Street) towards Bradpole and a new turnpike road was constructed northwards to Beaminster by-passing the village. Pymore Road was added to this turnpike in 1818-19 (Good 1966). There were gates at Pymore Road and at Bradpole. The Trust expired in 1881. The Bridport and Broadwindsor Trust was founded in 1828-9 to operate the road between Bridport and Broadwindsor by way of North Allington. The Trust expired in 1877 (Good 1966).

A branch railway line was built between Maiden Newton and Bridport in 1857. Bridport Station was on St Andrew's Road and there was a



Figure 22: Bridport Town Hall and market place.



Figure 23: No. 40 St Michael's Lane, the first factory in St Michael's Lane, built in 1836 by James Edwards.

station at Bradpole also. The line was extended to Bridport Harbour in 1884, with another station at East Road. The terminal station was called West Bay in deference to the railway company, which was anxious to develop tourism.

Bradpole remained a small nucleated village, largely involved in agriculture, with a weaving shop established at Newfoundland in the early nineteenth century. It was gradually expanding and benefitted from the increase of prosperity of the area. The medieval Holy Trinity parish church was replaced by a new building in 1845-6.

Bothenhampton grew in size during this period and although it remained an agricultural settlement, there were increasing numbers of people involved in working in the local quarries and as outworkers in the net-making industry. The medieval church was replaced by a new Arts and Crafts style church designed by E S Prior in 1887-9.

5.5.2 Town Layout

The later 18th century sees the beginning of a period of rebuilding of the historic core and the expansion of settlement beyond the limits of the medieval town (Figure 24). However, despite the large-scale rebuilding, the medieval burgage boundaries largely survived intact, as most new houses were built within existing property boundaries, as the long narrow plots to the rear were ideal for use as ropewalks and spinning ways. A new town hall and market house were built in 1785-6 on the site of the former medieval chapel of St Andrew. This resulted in the removal of many of the market stalls from East/West Street and helped improved traffic flow. Two new roads were constructed north from East and West Street. Downes Street, with its planned Georgian terrace on the west side, was built by Samuel and William Downe in 1792-1795, giving access through to Rax Lane and the area around Coneygar Hill. 'New Street' (now Victoria Grove) was constructed in the late 18th or early 19th century between West Street and Rax Lane, with its continuation northwards to join North Street completed in the second half of the 19th century.

The earliest area of expansion appears to have been into Allington, which gradually becomes a suburb of Bridport. Along the south side of West Allington larger terraced and attached houses, some with shops and with industrial areas behind, were built in the late 18th century. North Allington became an area largely of outworker's housing, with the construction of rows of terraced housing along both sides of the street in the late 18th and early 19th century. Many of the houses have long rear gardens

used for spinning ways and rope walks. There was also development of outworker's and factory housing along Barrack Street and St Andrew's Road in the late 18th and 19th centuries. A number of new developments of worker's and factory housing were built on plots within the core of the town, along King Street, Chancery Lane and Priory Lane. A terrace of houses for workers at the Old Brewery was constructed in the early 19th century. Worker's housing was also being built at Bridport Harbour and in the villages of Bradpole and Bothenhampton in this period.

Although, a number of larger merchant's houses were built within the town, there was a gradual move away from the town centre by the wealthier inhabitants of Bridport, during this period. This is most clearly seen in the area around Coneygar Hill immediately north of the town, where a number of large villas (or small country house in the case of Downe Hall) were built in the late 18th and 19th century. The 19th century also saw the construction of other large villas in the countryside close to the town, for example, along West Allington, East Road, and to the south of the town.

It was not only the wealthiest inhabitants of Bridport who moved away from the town centre in this period. The early 19th century saw the beginnings of middle class suburban villa development along West Allington, East Road, St Andrew's Road, West Bay Road and Victoria Grove. The most distinctive are the early 19th century Late Regency/Early Victorian developments along West Allington, East Road and at Portville.

This period sees the construction of a number of larger textile mills, net works, rope works and weaving shops. The earliest industrial sites develop in the 18th century on existing premises occupied by owners such as William Fowler at Wykes Court and Joseph Gundry at the Court Works. However, in the early 19th century, the industry expanded into the former hemplands alongside the River Brit on the west side of St Michael's Lane, which were gradually developed for rope- and net-making with a series of warehouses along the street frontage and rope walks and other industrial buildings behind, creating a very dense industrial quarter by the end of the 19th century. Other larger textile mills were established along the rivers at North Mills, Priory Mills and Asker Mills, for example. A number of medium- and large-sized rope and net works were found along West and North Allington, at Spar Acre, and near Folly Mill.

By the mid nineteenth century, Bradpole was a compact nucleated village centred on the network of four streets, with several farms within the settlement and a large number of orchards

behind the buildings on the street frontages. A new church was constructed immediately north of the demolished medieval Holy Trinity church in 1845-6. Bradpole National School was built in 1848 on the site of the pound. A number of terraces were built in and on the edge of the village during the 19th century. Several large detached houses were built along Higher Street in the 18th and 19th centuries and 'The Knapp' a large detached villa was erected to the south of the church in the late 19th century.

Bothenhampton also expanded during this period. A new planned row of housing was built along Main Street in the late 18th-19th century, for quarry workers and outworkers in the net making industry. Bothenhampton Village School was built in 1868 as a Sunday School and set up as a Board School in 1872. The medieval church was replaced by a new church at the opposite end of the village in 1887-9.

5.5.3 Later Eighteenth—Nineteenth Century Town Plan Components

The main plan components of the later eighteenth and nineteenth century town are shown on Figure 24 and are listed below.

1. *St Mary's Church*. This remained the parish church of Bridport. It was extensively rebuilt and enlarged in 1860 to its present form. This work included the complete rebuilding of the chancel and the enlargement of the nave.
2. *South Street*. Burgage plot boundaries still largely survived, but many plots have new buildings on the street frontage, some just a re-fronting. There were some larger houses and warehouses in the northern part of this area, but primarily small terraced and attached outworker's houses to the south. A tannery lay to the rear of 20-22 South Street. There were many open spinning walks in the rear plots. A Wesleyan Methodist Church was built in 1838 in the northern part of South Street.
4. *The Market*. The shambles in the centre of East Street were demolished and a new Town Hall and Market House was built 1785-6 to the designs of William Tyler RA. The clock tower and cupola were added about twenty years later. The market was held on the ground floor of the new Town Hall, with the corn and produce market housed in a single storey octagonal market building behind, but this was not sufficient to house the whole market and a number of stalls remained in the street.
5. *East and West Streets*. The medieval burgage plot boundaries were still largely extant during this period, with many plots having new buildings (both larger houses and outworker's cottages) built on the street frontage. A new street, Downes Street, was constructed through an earlier burgage plot in 1792 by Samuel and William Downe, with contemporary terrace development along its west side. A Unitarian Chapel was built on the north side of East Street in 1794 and a Congregational Chapel to the south in 1860. There was a significant amount of infilling of plots along East Street, as well as along Chancery Lane and King Street, with workers' housing. Open and covered spinning walks were built in the rear of some properties. Along West Street, there was some infill and small scale industry in the rear of the plots.
8. *West Mill*. A new three storey red brick mill building was constructed in the late 19th century (Figure 25). A bolting mill was built on site of the earlier mill.
9. *Folly Mill*. A new corn mill was built during the 18th century, on the site of the earlier Killings Mill.
10. *South Mill*. A new four-storey stone mill building was constructed in the 19th century, on the site of the earlier mill.
11. *Holy Trinity Church, Bradpole*. The old church was demolished and a new Parish Church was built in 1845-6 with a spire added in 1863. It was built within the churchyard, to the north of the old church.
12. *Bradpole*. The turnpike road between Bridport and Beaminster bypassed Bradpole in the mid 18th century. Historic maps indicate Bradpole was a compact nucleated village centred on a rectangle of lanes, with several farms and a large number of orchards behind the street frontages. Bradpole National School was built on the site of the pound in 1848. A weaving shop was built at Newfoundland on the north east edge of the village in the early nineteenth century.
13. *St Swithun's, Allington*. The old church was demolished. A new church designed by Charles Wallis and also dedicated to St Swithun was built in 1826-7 on a new site at the south end of North Allington. The church, a fine neo-Greek building, is considered by Pevsner to be the best of this date in the county (Pevsner and Newman 1972).
14. *Allington*. The medieval church was demolished. This part of Allington continued as a largely rural settlement with Allington Farm, Home Farm and Broadmead cottages and orchards.
15. *Old Holy Trinity, Bothenhampton*. The original fourteenth century church was replaced by a new church on a different site. It was partially demolished and rebuilt as a mortuary chapel in 1889.

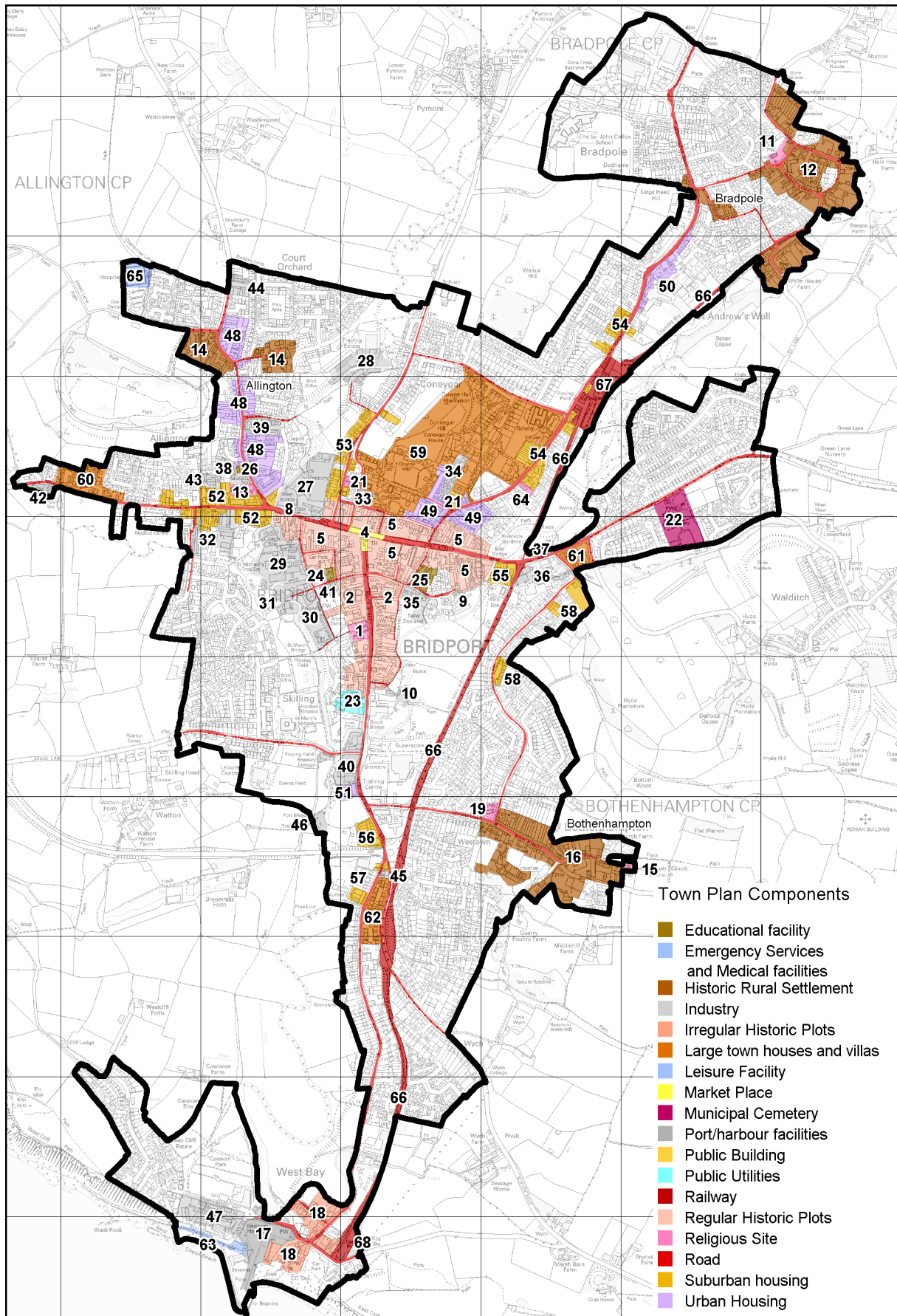


Figure 24: Bridport Late Eighteenth and Nineteenth Century Town Plan Components.

16. *Bothenhampton*. There were a number of changes to the village of Bothenhampton during this period. A planned row of housing was built along Main Street in the late eighteenth-nineteenth century for quarry workers and out-workers in the net-making industry. Bothenhampton Village School was built in 1868 as a Sunday School and set up as a Board School in 1872.

17. *Bridport Harbour*. The harbour was improved in 1823-7 by Francis Giles resulting in an enlarged basin, strengthened piers and improved sluices. The piers were strengthened again with iron and stone in 1866.

18. *West Bay*. The Bridport Arms Hotel had become a public house by the late eighteenth century. The construction of a direct road to Bridport Harbour in 1819 stimulated the growth of a small community focused on the harbour. George Street was laid out in the early nineteenth century and a series of stone warehouses, most with an enclosed yard, a manager's house and outhouses were built along it (Figure 26). The earliest warehouse was Good's Yard, built in the eighteenth century. Two early 19th century terraces of worker's housing were built on south side of George Street and another terrace, Swains Row, was built slightly later on north side. Haddon House, a large detached villa was built in 1839 for William Swain, on the north edge of the settlement. A Wesleyan Methodist Chapel was built in 1849. Pier Terrace was built next to the harbour in 1887 as speculative holiday accommodation.

19. *New Holy Trinity, Bothenhampton*. The medieval church was replaced in 1887-9 by a new Arts and Crafts style church designed by E S Prior on a new site at the opposite end of the village.

20. *St Mary and St Catherine's Catholic Church*. Built in Victoria Grove in 1846 to plans of William Fry.

21. *Bridport Union Workhouse*. Built 1836 in popular cruciform plan to designs by Henry J

Whitling.

22. *Cemetery*. Municipal cemetery, laid out in 1856 with mortuary chapels for the Established Church and for Non-conformists.

23. *Gas Works*. Bridport was the first town in Dorset to have a gas supply (Scott 1980). In 1831, the Bridport Gas and Coke Company was founded and a gas works built, which opened in October 1832. A new gasholder was built to increase storage in 1841 and in 1847 the gas works were adapted to the White's Hydro-Carbon Process. This was not a success at first, as output and quality fell, but this improved after 1854. There was further expansion of the gasworks in the 1860s and 1870s.

24. *Bridport (St Mary's) National School*. The school began as a Sunday school to St Mary's Church, but soon became a National School. The original school building in Gundry Lane was built in 1823. A new, larger, school was built in 1875-6 on a site on the corner of Gundry Lane and Ropewalks, across the road from the original school.

25. *Boys', Girls' and Infant's General School*. The Boys' General School was established on a site at Killingham at the corner of King Street and Folly Mill Lane in 1850. It was joined on the site in 1855 by the Girls' and Infant's General Schools. The three schools were amalgamated in 1895.

26. *Allington National School*. Allington National School was established about 1838 in a building in Fulbrook Lane. In 1874 a new school was built on North Allington, to the north of St Swithun's Church.

27. *Court Mills*. J Gundry and Co twine and net works was based at Court Mills, which comprised a number of late eighteenth century warehouses and workshops. From the mid 19th century, Court Mills developed into an extensive steam-powered factory complex with open and covered walks and extensive drying grounds, becoming the largest textile mill complex in Dorset.



Figure 25: West Mill.



Figure 26: Sladers Yard warehouse, West Bay.

28. *North Mills*. William Hounsell bought North Mills in the early 19th century and moved his weaving shops here from Wykes Court. In the mid nineteenth century North Mills developed into a large water- and steam-powered complex manufacturing twine, netting and sailcloth with several powered mills, warehouses and covered walks (Figure 28).

29. *St Michael's Lane*. A concentration of small manufacturers of nets and twine from the early 19th century, gradually amalgamated into a few larger net, line and twine factories beginning in the late 19th century. The first factory was built at 40 St Michael's Lane in 1836 by James Edwards and was later taken over by Ewens and Turner in the 1870s (Sims 2006). William Gale bought 30 St Michael's Lane in the late 1860s for the manufacture of twine, then moved to 36-38 St Michael's Lane in 1877, later concentrating on netmaking, the firm of William Gale and Sons expanded to take over most of the northern half of the lane. The other large manufacturer in St Michael's Lane was William Edwards and Son. William Edwards moved his twine manufacturing business to No. 66 in 1874, then turned to netmaking in the 1880s, gradually expanding to occupy most of the southern half of St Michael's Lane. The northern part of the area contained the Britside Tannery, built by Thomas Ewens Biddlecombe in 1851. The tannery was converted to steam power in the 1880s. This extensive tannery remained in operation until 1925 (Sims 1999b)

30. *Priory Mills*. Powered flax spinning mills built in 1839 by Stephen Whetham for sailcloth manufacture. It was the first mill in Bridport to install a power loom in the 1840s (Bone 1985). To the south along Priory Lane the land was used as drying grounds for Priory Mill.

31. *'Bridport Factory'*. Early 19th century canvas works of Ewens and Golding, producing sailcloth.

32. *Rope, Net and Sailcloth Factories, West Allington*. A number of manufacturers had their works on West Allington. Rendall and Coombs

established their weaving business at 13 West Allington in 1815, producing sailcloth, then took over 51 West Allington for twine and line production in 1858. Extensive covered ropewalks were built here in 1893. To the west were the Magdalen Works, started by John Ewens as a line-walk and net-braiding shop in the late 1860s (Figure 27). In 1888, William James set up a net-making business there.

33. *Wykes Court*. Late 18th century sailcloth, net and twine manufactory of William Fowler, later owned by William Hounsell & Co. William Hounsell bought North Mills in the early 19th century and soon moved the weaving shops from Wykes Court to North Mills.

34. *Spar Acre Net and Twine Works*. Built early 1860s by H E Hounsell. Demolished 1914.

35. *Pelican Works/ New Zealand*. In the late 1840s a hide and skin yard was built at New Zealand and continued in use until 1900, when it was sold to Thomas Tucker & Co. for a net making factory. In the mid 1860s, a netmaking factory, called the Pelican Works, was built in Folly Mill Lane by H E Hounsell.

36. *Asker Mills*. Built as weaving shop and bleaching works in 1835. It was converted to a steam-powered hemp mill in the late 1860s by Stephens & Co. It was the first specialist power loom factory to be opened in Bridport (Bone 1985). Later used for twine and net making until the 1920s.

37. *East Mill*. Early 19th century corn mill with two storey stone mill house and a number of stone outhouses.

38. *Net Works and Weaving Shops, North Allington*. In 1851 Robert Hounsell started a net-making industry immediately behind his house at 5 North Allington (Figure 29). He was one of the first manufacturers in Bridport to introduce braiding machines in the late 1850s. To the rear were some early 19th century weaving shops and spinning walks owned by John Rendall.

39. *Fulbrooks*. Rope and Canvas works owned



Figure 27: Former Magdalen Works covered rope walk.



Figure 28: Covered ropewalk, North Mills.

by William Fowler and in operation between early 19th century to 1922.

40. *Old Brewery*. The first large brewery in Bridport, built in 1794 on land adjacent to the River Brit by Samuel Gundry and Co. It was water-powered, with a brewhouse and attached malthouse. A new malthouse was added in 1857. To the north of Skilling Hill Road is the late 19th century mineral water plant. An early 19th century three-storey stone malt-house lies to the south. In the late 19th century the brewery was bought by J C and R H Palmer.

41. *New Brewery*. The New Brewery and attached malthouse was built in Gundry Lane by Thomas Rose. By 1840, the brewery was owned by Thomas Legg, who subsequently bought the Old Brewery. All brewing was transferred to the Old Brewery in 1867 and the New Brewery site was used for malting and storage only. In 1881 the New Brewery was converted into a bonded warehouse.

42. *Grove Iron Works*. Iron Foundry, established 1809, and converted from a bolling mill (Sims 1999a).

43. *Gurtopps Brick Kiln*. In use between the late 18th/early 19th century until the late 19th century.

44. *Allington Brickworks*. Late 19th century clay pits, forming part of the brickworks, which lay on the other side of the road. The majority of bricks used in Bridport in the 1850s and 1860s came from the North Allington Brickyard (Sims 1998).

45. *Wanderwell Brick Kiln*. Early 19th century kiln owned by Walter Gundry.

46. *Port Mill*. Early 19th century or earlier bolling mill, converted to corn mill in the late 19th century.

47. *Shipyards, Bridport Harbour*. Shipbuilding began in some time after the construction of the harbour in 1740. The shipyard was a private venture and the first known shipbuilder was Nicholas Bowles (or Bools) in 1784. The earliest record of a vessel built here was in 1779 (Symonds 1912, 196). Shipbuilding continued until the later 19th century, the last ship to be launched was in 1879 and the yard ceased to be operational before 1885. A row of cottages, West Cliff Terrace, was built for shipyard workers. There was a covered rope walk along the northern edge of the shipyard.

48. *North Allington*. Small late 18th century and 19th century terraced and attached houses; many originally having spinning walks behind. A small hospital, St Thomas's Hospital was established in North Allington in the nineteenth century and remained in use until Bridport

General Hospital opened in 1915.

49. *Barrack Street*. A number of small terraced houses were built in Barrack Street in the 18th and early 19th century, many were for workers in Rendall's twine and net works. Some larger early 19th century larger terraced and attached houses were built in Bedford Place.

50. *St Andrew's Well*. A series of rows and terraces of small worker's cottages grew up around St Andrew's Well in the nineteenth century.

51. *Fives Court Row, West Bay Road*. Early 19th century terraced houses built for the Old Brewery.

52. *West Allington*. Late 18th century development of larger terraced and attached houses at the east end of West Allington, incorporating some commercial functions. Further west was a group of stucco-fronted houses with low-pitched roofs and wide eaves, built shortly before the middle of the 19th century. Allington Villa, a stuccoed villa was built c.1830 at the junction with North Allington.

53. *Victoria Grove*. A new street constructed late 18th or early 19th century, together with an extension to North Street of mid 19th century date. A Baptist Chapel was built 1841 near the southern end. Detached and semi-detached suburban houses expanded along Victoria Grove from the late 19th century.

54. *St Andrew's Road*. There was piecemeal development of small terraced housing along the southern end of St Andrew's Road in the 19th century, with mainly semi-detached houses of mid-late 19th century date further north.

55. *East Road Villas*. A group of stucco-fronted villas with low-pitched hipped roofs and wide eaves, constructed c. 1840 (Figure 30).

56. *Portville*. A group of stucco-fronted houses with low-pitched roofs and wide eaves, which form part of a planned development called 'Portville', by Samuel Gundry junior, dated 1837.

57. *West Bay Road*. There is a 18th century thatched rural stone cottage at the north end of West Bay Road and The Crown Inn was built adjacent in the early 19th century. Suburban development along West Bay Road started with a group of stuccoed semi-detached houses with hipped roofs on wide eaves, built in the early 19th century.

58. *Crock Lane, Bothenhampton*. Some large suburban houses were built at Hyde Corner in the northern part of Crock Lane in the early nineteenth century.

59. *Coneygar Hill*. A number of large houses and villas were built on the slopes of Coneygar

Hill. The land was purchased by William Downe in 1770 and he constructed Downe Hall with its attached landscape park and pleasure grounds c. 1789. It was substantially enlarged and altered in 1893. On the lower southern slopes of the hill were Mountfield and Rax House, both part of Downe's estate. Grove House, a brick town house (Figure 31) was built in 1830 by James Templer. On the north east side of Coneygar Hill, Coneygar House was built in the 1840s and enlarged in 1904 by Alfred Colfox. Delapre House, off St Andrew's Road was built c.1803-5 as part of Bridport Barracks.

60. *Westmead House*. Built in the later 19th century for William Colfox.

61. *The Cottage*. Early-mid 19th century house, the residence of Joseph Gundry.

62. *Wanderwell House*. Probable early 19th century house, the residence of J. P. Stephens.

63. *West Bay Esplanade*. The esplanade along West Beach was opened in 1887 and a pavilion built on The Mound, as part of the beginnings of the development of West Bay as a minor seaside resort.

64. *St Andrew's Church, Bradpole*. Built 1860.

65. *Infectious Diseases Hospital, Allington*. Built 1898.

66. *Bridport Railway*. Opened as far as Bridport in 1857, extended to West Bay in 1884.

67. *Bridport Station*. Opened 1851.

68. *West Bay Station*. Opened 1884.



Figure 29: Laurel House, 5 North Allington, formerly Robert Hounsell's house with net loft behind.



Figure 30: East Road Villas.



Figure 31: Grove House.