

Bridport Historic Urban Character Area 11

St Andrew's Road

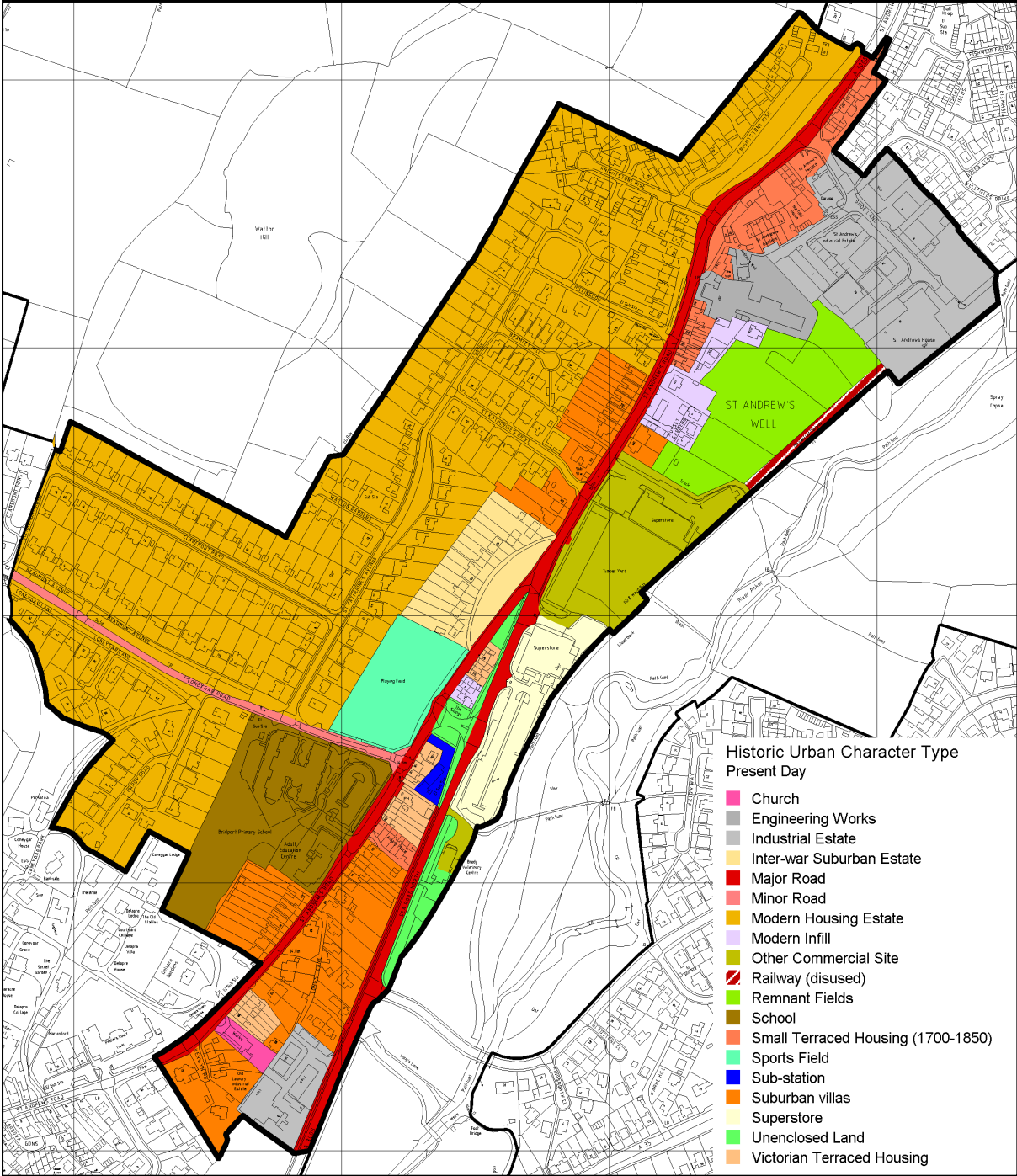


Figure 131: Map of Historic Urban Character Area 11, showing current historic urban character type.

Bridport Historic Urban Character Area 11

Structure of Character Area

Overview

This character area comprises St Andrew's Road, which historically linked Bridport with Bradpole and Beaminster, together with Sea Road North, which replaced it in the 1980s as the main route to Beaminster and the modern suburban housing estates on Watton Hill. The character area is heterogeneous; being defined more by its location and relationship to the roads, rather than by a consistent character.

Topography and Geology

This area lies along the western slopes of the Asker valley. St Andrews Road gradually rises up towards the north. The eastern part is low-lying and relatively flat next to the river floodplain, but rises up increasingly steeply to the west along the slopes of Watton Hill. The area lies mainly on sandstones of the Bridport Sand Formation with some limestone of the Beacon Limestone Formation and sandstone of the Down Cliff Sand Member and Thorncombe Sand Member along the eastern edge.

Urban Structure

This area is focussed on St Andrews Road, which, together with Sea Road North forms the main route north from Bridport. Coneygar Road is a minor road running at right angles over the saddle between Coneygar and Watton Hills to link up with Victoria Grove and Pymore Road. There are a number of small, mainly straight, access roads running off St Andrew's Road and Coneygar Road serving modern suburban housing estates

The earlier plots along St Andrews Road are generally narrow rectilinear in shape. Later plots are more rectangular in shape. On the lower ground east of the main through route the plot sizes are more irregular and include a number of large industrial and commercial plots.

Present Character

Figure 131 shows the present day historic urban character types. Along St Andrews Road are groups of Suburban Villas and occasional areas of Small Terraced Housing (1700-1850) and Victorian Terraced Housing and Inter-war Suburban Estate, together with School and Playing Field. There are two Industrial Estates and an Engineering Works. On the site of the former railway station is a Superstore and Other Commercial Sites. Modern Housing Estates predominate along the western half of the area. Other minor historic urban character types include Modern Infill, Sub Station, Remnant Fields and Disused Railway.

Time Depth

St Andrew's Road is a route of some antiquity,

probably dating to at least the Saxon period or earlier. Coneygar Road is an ancient local route providing access between the Brit and Asker rivers across the saddle between Coneygar and Watton Hill and formed the 19th century municipal boundary of Bridport. Sea Road North is a much more recent route, being part of the Bridport By-pass construction of c. 1987, partly following the line of the former Bridport Railway. The area was largely farmland until the early 19th century, which saw the first piecemeal suburban development along St Andrew's Road. This development intensified with the coming of the railway in 1857. The school was carved out of the grounds of Coneygar House (to the west of this character area) in the first years of the 20th century. The Old Laundry Industrial estate is on the site of the former 19th century Bridport Laundry. The 1960s saw the expansion of suburban housing estates up the slopes of Watton Hill and across the saddle between Watton and Coneygar Hills. Smaller estates built in the 1970s-90s have extended the original 1960's suburban area. The former site of Bridport Station, demolished after the closure of the railway in 1975, is now occupied by a supermarket and other extensive commercial development.

Settlement Pattern and Streetscape

The settlement pattern is a ribbon development of medium density housing along the main through route with low density housing along linear or curvilinear estate roads elsewhere. St Andrews Road is irregularly built up with the majority of houses set back from the frontage behind small gardens and stone perimeter walls. There are a number of terraces set directly along the street frontage.

There are few open spaces in the area. The sports field on the corner of Coneygar Road and St Andrews Road is the largest green space. There are some mature trees and hedges along St Andrews Road and Coneygar Road preserves a semi-rural character as a narrow sunken way screened by trees from the surrounding suburban areas. There are views to the upper tree-lined slopes of Watton Hill and across the Asker valley.

Bridport Historic Urban Character Area 11 Built Character

Building types

The historic buildings consist mainly of small areas and groups of houses along St Andrew's Road, which gives an interesting varied streetscape, particularly towards the south. The southern end of the area generally has houses of higher status than further north. The large early-mid 19th century semi-detached and detached stone houses Nos. 78-86 comprise an interesting and imposing group. Across the road is a group of middle class semi-detached houses of later 19th century date. A group of Edwardian semi-detached suburban villas lies further north, near St Andrew's Well.

The lower status terraced housing is concentrated around the former station area, including Nos. 106-112 and Albany Place, which is set at right angles to the road. Another short early 19th century terrace at right angles, St Andrew's Terrace, is found further north.

There are a number of post-WWI housing developments, the most distinctive being St Andrew's Crescent, with garden suburb elements, designed by Barry Parker. The modern housing, industrial and commercial developments are typical designs incorporating little local distinctiveness in terms of its form, architectural detailing and materials used. This housing is primarily set well back from the main routes and reached by culs-de-sac, which form an integral part of the planned layout, and the houses are surrounded by broad gardens. The main 1960s housing is primarily medium-large detached houses and bungalows, while the later houses tend to be smaller in scale. The modern industrial buildings consist mainly of steel-framed sheds, typical of modern industrial and commercial developments.

Building Materials

A wide range of materials is used. Many of the historic houses are built of local bricks and local Bothenhampton stone is also used for both larger and smaller houses. The roofs are mainly Welsh slate and plain clay tiles.

The modern buildings are mainly red or brown brick, some pebbledash or tile hanging, with concrete or clay tile roofs.

Key Buildings

Public Buildings: St Andrew's Church, former Bridport Primary School (now Bridport Adult Education Centre).

Suburban Villas: 78/80 St Andrews Road, 82/84 St Andrews Road, 86 St Andrews Road.

Worker's houses: Albany Place, 116-8 St Andrews Road, 106-110 St Andrews Road, St Andrews Terrace, 250-254 St Andrews Road.

Commercial Premises: King Charles Tavern
Inter-war buildings: St Andrew's Crescent.



Figure 132: Nos. 78-84 St Andrews Road.



Figure 133: St Andrew's Church.



Figure 134: Modern Housing Estate at Watton.

Bridport Historic Urban Character Area 11 Archaeology

Archaeological Investigations

There has been a single archaeological investigation in this character area. In 1965, during the construction of 5 Watton Gardens, a single Roman grave was discovered and excavated. It contained an adult inhumation burial in a lead coffin placed within a stone cist.

Archaeological Character

The very limited below-ground investigation constrains any consideration of the

archaeological resource. The discovery of a Roman grave on Watton Hill highlights the potential for isolated archaeological features. The area lies outside the historic core of the town and much of the area was agricultural land until the second half of the twentieth century. There may be some archaeological remains along the line of the ancient route to Beaminster and also around St Andrew's Well, though the precise character of this is difficult to determine without further evidence.

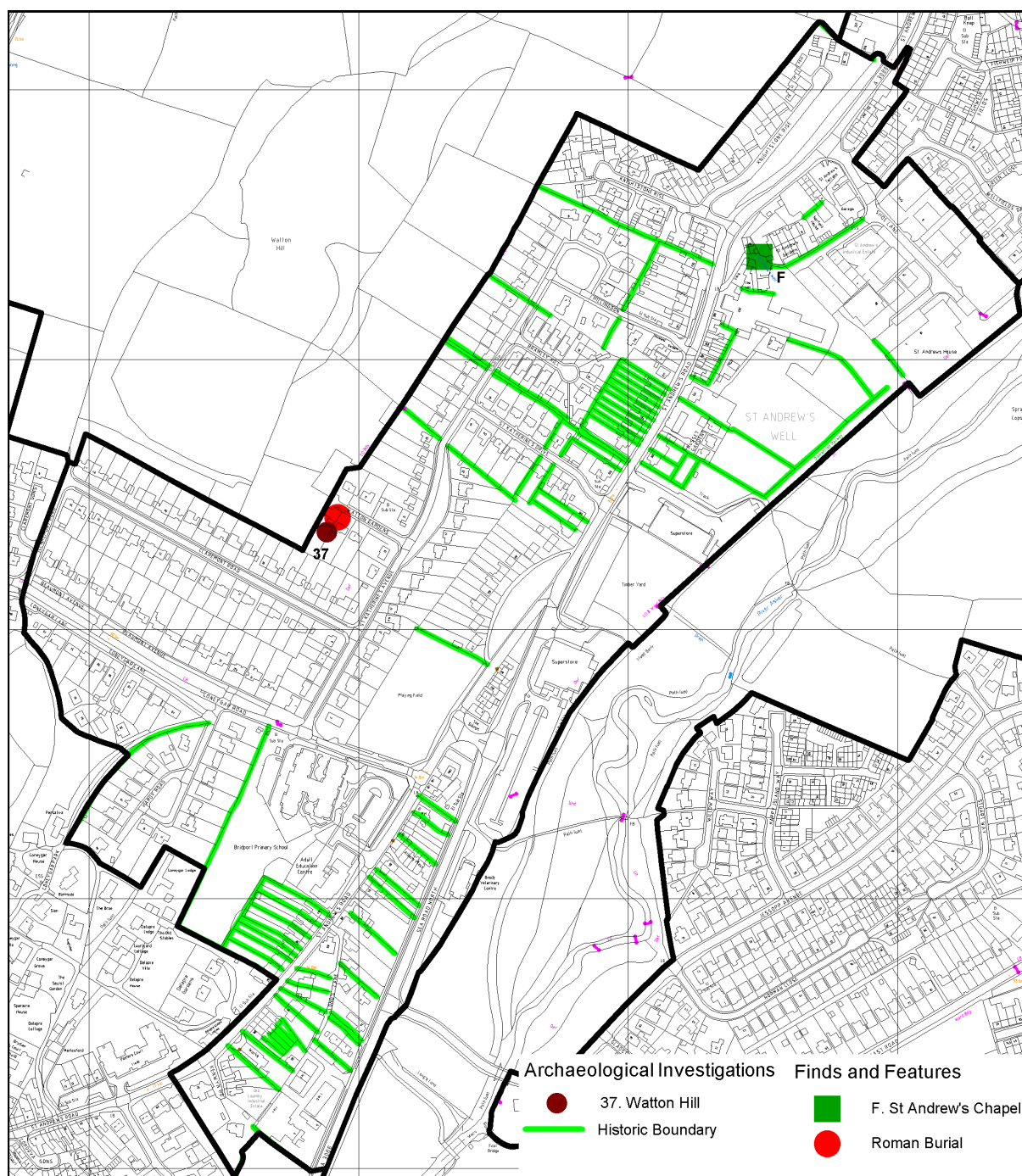


Figure 135 Archaeological Investigations and features in Historic Urban Character Area 11.

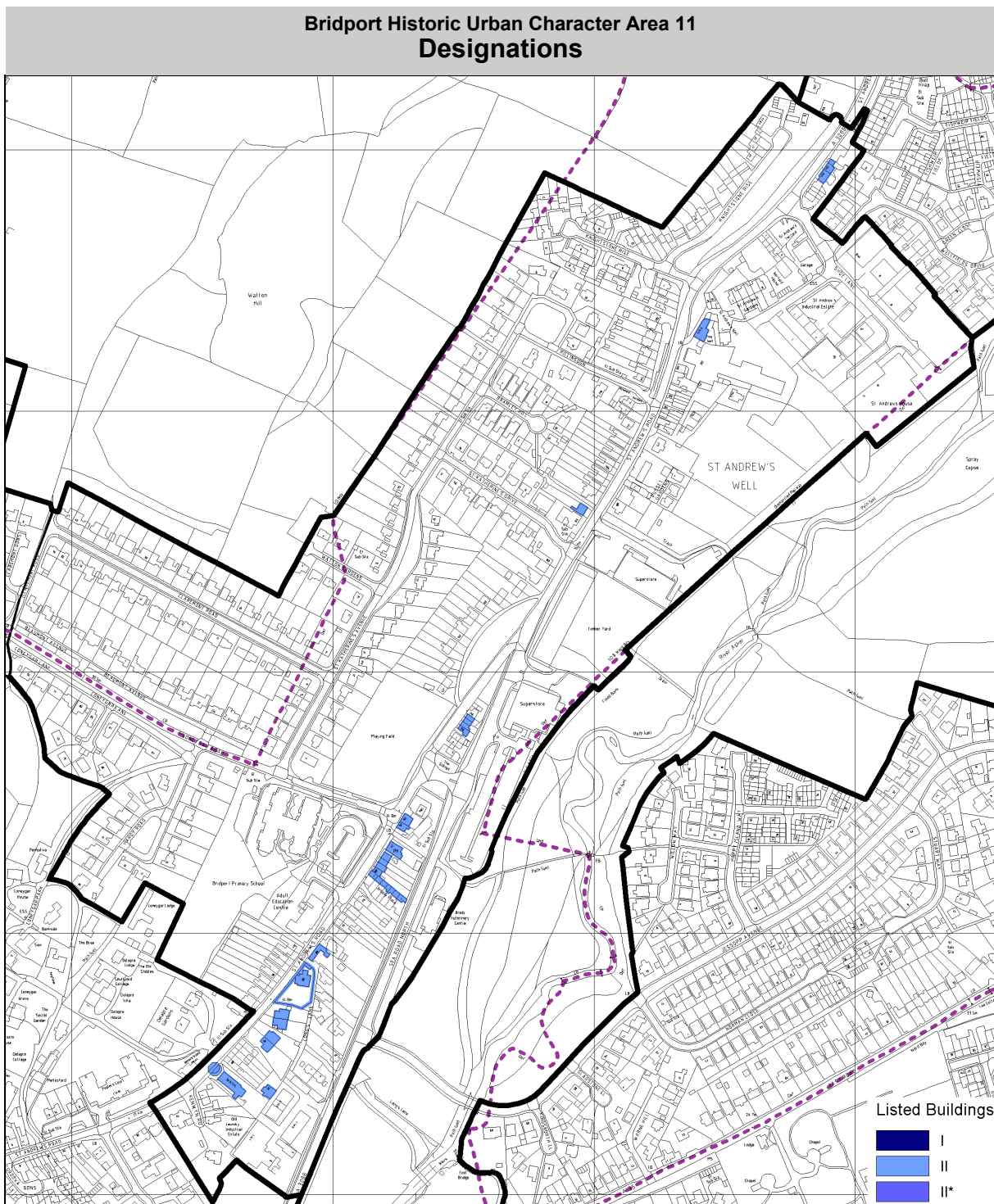


Figure 136: Listed Buildings and other designations in Historic Urban Character Area 11.

Listed Buildings

There are 16 Listed Buildings in the Character Area, all Grade II.

Conservation Areas

The spine of St Andrew's Road forms part of the Bridport Conservation Area (Figure 41).

Registered Historic Parks and Gardens

There are no Registered Parks and Gardens within the Character Area.

Scheduled Monuments

No Scheduled Monuments lie within this character area.

Bridport Historic Urban Character Area 11 Evaluation

Strength of Historic Character

The strength of character of this area is judged to be **Medium**. The route of St Andrews Road has an interesting series of historic suburban houses along its length with lower class housing around the former station area. There is some fossilisation of former field boundaries within the present settlement layout. Elsewhere, the modern development on the former station site and the modern housing estates on the slopes of Watton Hill reduce the overall strength of historic character.

Sensitivity to Large Scale Development

The area has a **Medium** sensitivity to major change. There are parts, like the south end of St Andrews Road, which have relatively complete historic streetscapes with few modern intrusions, where any large-scale development would cause irreparable harm. Elsewhere, on the slopes of Watton Hill and in the former area of Bridport Station, the large-scale modern development has a low sensitivity to change.

Archaeological Potential

This character area has a **Low** potential to answer questions about the origins and development of Bridport. Its location beyond the settlement centres of Bridport and Bradpole is in an area likely to have been agricultural land for a considerable period of time. The area around St Andrew's Well has a higher potential, as the well may have acted as a focus for activity and the medieval St Andrew's Chapel of Bradpole is thought to be in this area.

The discovery of a Roman burial on Watton Hill indicates the possibility of evidence for pre-urban activity in this area. The burial is apparently an isolated example, but this is the only evidence for Roman activity close to Bridport. Potentially there may be other surviving buried evidence of Roman and other activity pre-dating the foundation of the town of Bridport.

This area has the potential to provide information which would contribute to Research Questions 1, 2, 3 and 24 (Part 7).

Key Characteristics

- Historic Route of St Andrews Road
- Historic route of Coneygar Road
- Site of Roman burial
- St Andrew's Well
- St Andrew's Church
- Nineteenth and early twentieth century semi-detached and detached housing
- St Andrew's Crescent
- 1960s Housing Estates