



The Ipswich Society NEWSLETTER

www.ipswichsociety.org

October 2019 Issue 217

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*A burst of colour comes to College Street: 'Mural by Zee Power with & for the folks of Ipswich'.
Photograph by Tim Leggett*

Editorial

Sheer(an) madness. On the hottest Bank Holiday weekend on record, Chantry Park in Ipswich played host to 160,000 people over four days of music, while the *Made in Suffolk* exhibition had them queuing outside the Wolsey Galley at Christchurch Mansion for an exhibition of fine art and Ed Sheeran's story. Timed/dated tickets for the exhibition are free. The logistics of all this must have been a real challenge, so we must tip our collective hat to the organisers and support services for events enjoyed safely by all, many of whom would have been visiting our town for the first time.

Barely a week later and Ipswich showed itself to best effect again with the *1 Big Multicultural Festival* in Alexandra Park – a family event unique in this country. Organised by BSC Multicultural Services (which has emerged out of the Bangladeshi Support Centre) which is based in Suffolk's most ethnically diverse and vibrant town, the BSC reaches out to advance education and empower individuals and communities. Contrary to weather forecasts, sun came to make the ninth festival of music, food, play and sport a great success. Along with the Ipswich Music Day in Christchurch Park at the end of June and the Global Rhythms world music event shortly after, Ipswich maintains its fine tradition of a free music scene, supporting musicians and lifting the spirits of the populace and visitors alike.

Ipswich: a town to be proud of, indeed.

Robin Gaylard

New Members

In 1915, the Metropolitan Railway coined the term Metroland to describe a band of countryside just north-west of London, marketed as a land of idyllic cottages and wild flowers. See the article on page 22.



Chairman's remarks

The proposal for an Ipswich Northern Route has caused a number of members to write to me, suggesting that the Ipswich Society take a stand against the proposal (particularly those members who live in the rural area that is most likely to be affected) and by some who think we should support the Suffolk County Council proposal believing that a new road will go some way to relieving Ipswich of its traffic problems.

Even the politicians are split with the current MP Sandy Martin and the Conservative candidate Tom Hunt both supporting the proposal with local MPs Therese Coffey and Dan Poulter both against.

The first fact to note is that a new road won't make a great deal of difference to central Ipswich's traffic overload. Suffolk County Council's own figures, released as part of the case for the new road, suggest that it will make less than a 2% difference to traffic in Star Lane. Importantly, traffic from the south will still queue at the Copdock junction (junction 55) and to get off the A14 at junction 53 (ASDA).

Where it will make a difference is in providing a direct line between Needham Market and Martlesham, for onward travel to the Suffolk Coast and the Port of Felixstowe. It is the latter that makes the strategic case stack up: the A14, and particularly the Orwell Bridge, are frequently at capacity resulting in stationary or slow moving traffic.

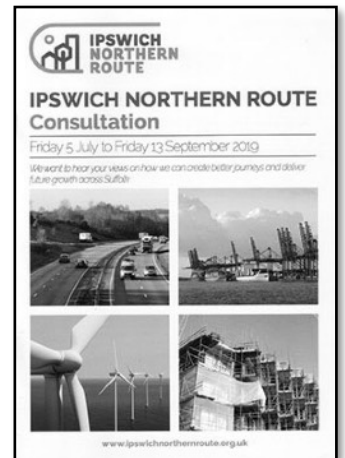
There is no case for building a new road 'just in case' the Orwell Bridge is closed. Such events are still, thankfully, so infrequent as not to be economically significant, (you may not agree if you've been caught up in the gridlock that occurs in Ipswich when all of the A14 traffic has to find an alternative route through town).

What I haven't been able to find is an 'Origin and Destination' survey of motorists who are likely to switch to the new route. The consultation document suggests journey times between Needham Market and Adastral Park (for example) will be reduced but it doesn't know how many people currently make this journey.

Finally, there is the thorny subject of cost and how we are going to pay for it. I'll not speculate on the total cost or by how much the estimate will increase during the life of the project but Suffolk County Council see the majority of the finance coming from developers, building new homes north of Ipswich (and serviced by the new road). Estimates vary but that could mean between 15,000 and 20,000 new homes. (There are currently 60,000 houses in Ipswich).

You will find enclosed within this *Newsletter* a four-page insert, our response to the Consultation which was recently carried out by Suffolk County Council. It is different to most in that it is based on a POPE (Post Opening Project Evaluation) for the A120 Braintree-to-Stansted dual carriageway. You might be able to draw parallels between what has happened around this road and the likely scenario north of Ipswich if the new road goes ahead.

John Norman



Planning matters

‘Digital Communication Hubs’. A proposal to install five of these 2.4m tall, 1.5m wide telephone and advertising screens in central Ipswich. Under the Town and Country Planning (General Permitted Development) Order 2015, Schedule 2, Part 16 the LPA cannot refuse these advertising hoardings. The order was introduced by the then Labour Government to protect K6 red telephone boxes. Under the Law of Unintended Consequences the largest advertising company in the world, JC Decaux, can place these wherever it likes and nobody can do a thing about it. We are consulting Civic Voice to assess the situation nationally and to check whether they are taking it up nationally with their central Government contacts. The Highways Authority and Suffolk Constabulary have objected; we and the Conservation Panel also object. Ipswich Borough Council (IBC) has refused prior approval to all six on grounds of obstruction to pedestrians, encouraging public disorder and harmful effect on the central Conservation Area and buildings Listed Grade 2*. But we understand that BT is proposing to replace all the existing 31,000 pay phone boxes in the UK with similar devices as above. If the intentions of the advertising industry and BT are successful, then our town centres are going to be blighted with these obstructive advertising hoardings.

Land to the west of the A12 and to the north of the A14 at Foxhall in East Suffolk. In the face of much local objection and trenchant criticism from local planners, Gladman Developments have withdrawn their proposals for a ‘garden village’ on 142 hectares of countryside with 2,700 houses (33% affordable), 70 apartments with care, a new roundabout from the A12, a neighbourhood centre, two primary schools, a village green, a medical centre and much else. The Ipswich Planning & Development Committee objected strongly as well as 112 members of the public, six parish and town councils, Suffolk County Council Highways, Highways England, Babergh and Mid Suffolk District Councils and the Woodbridge Society. No consultation had taken place with the Local Planning Authorities Group. It would produce a major increase in traffic whereas the proposed changes to the A12 and A14 have not been approved; there is no public transport scheme identified. There would be the loss of 142 hectares of best farming land and the loss of the countryside setting of Ipswich. East Suffolk District Council has already identified sufficient housing for its needs; this site is not needed.

Ipswich Hospital NHS Trust, Heath Road. The Hospital has gained £60 million from its merger with the failing Colchester University Hospital. Most of this will go to building a new extension for urgent and Accident & Emergency care as well as improving the Medical Admissions Unit, the Surgical Assessment Unit and Scanning facilities. It will be housed in what is now the Orthopaedic Out-patient department at the south entrance. A new main hospital entrance will be constructed on to the corridor connecting the hospital to the Elizabeth Garrett Anderson wing (EGA). The Orthopaedic out-patients department will go into the ground floor of the EGA. The whole scheme is a reversion to the original use of 1984 when the Casualty department was at the south end. Architects KLH have tried their best to achieve some architectural cohesion with the external cladding, but it is an impossible task.

Burton Son & Sanders Warehouse, St Peters Wharf. IBC are making a full application for change of use and associated external works to the brick warehouse building to leisure use for Gecko, a ‘physical theatre’ without a home to use Burton's warehouse as a rehearsal space. To raise the funds the owners, IBC, has engaged a pair of architects, EDRM, to come up with a >

scheme for the whole site. Assuming the planning application is successful, funders will have to be sought which is presumably more difficult. As an architectural scheme, it is sensitively done and there can be few serious objections. An outline application for change of use and associated external works to the concrete framed building (including link section) to increase the height of the building by 3 storeys, to provide retail and cafe/restaurant/takeaway at ground floor and basement level, offices on the first and second floors and for up to 14 self-contained flats with roof terrace amenity area and ancillary plant at 3rd to 7th floors. As this part is at outline stage, no details are currently known.



Open space, Mansbrook Boulevard, Ravenswood. The site, next to the Blue Bird Respite Home, was allocated for recreation and has now been acquired by Headway to concentrate its services for the rehabilitation of the brain-injured in a much larger new build on this site. This is welcome to Ipswich, providing for both day and in-patient care for the injured and their relatives. However, The Society and the Design Panel were disappointed with its uninteresting layout and design; they have made some encouraging changes. Many such buildings are architecture prize-winners – it's an opportunity lost.

Top Yard, behind Ranelagh Road terrace. Freightliner, the second largest freight train operator in the UK, American-owned, has permission to build a new depot in the old 'Top Yard' behind the terraced houses in Ranelagh Road, opposite the Penta Hotel. This will enable them to repair and maintain wagons and locomotives close to Felixstowe. No longer will the diesel locomotives have to cross and recross the passenger lines to the refuelling point at the station. When Peter Bruff built his structures they looked good, lasted 100 years and got Listed; this won't be the fate of these tin sheds.

Mike Cook

Peter Bruff and I

The story of the plaque celebrating Peter Bruff's life began about ten or more years ago when I bought a book in a second-hand bookshop in Southwold. It was entitled; *East Anglia's First Railways*. I thumbed through it and thought that it looked very interesting. I had never heard of the Peter Bruff, who was mentioned on numerous occasions within its pages.

I became fascinated by the story of how this man had been trained by a legend of the early railway world, Joseph Locke, on the Liverpool and Manchester Railway (L&MR) in the 1830's. Locke had been influential in getting him an appointment working directly for John Braithwaite on the Eastern Counties Railway (ECR) in 1840. They were building a line from London to Norwich. Unfortunately, they ran out of money by the time the line reached Colchester. Bruff, having been sacked by the ECR, had surveyed an alternative, cheaper route to Ipswich and eventually on to Bury St Edmunds and Norwich. To do this the Eastern Union and Ipswich and Bury Railways were formed with Bruff as engineer in charge. These later became part of the Great Eastern Railway (GER) in 1862.



Peter Bruff in middle age (reproduced with kind permission of Suffolk Record Office, Ipswich branch, HD2816/1/1/42)

I could not understand at first how I had missed Bruff's name when I had been a GER enthusiast for sixty years. The reason was that few of the significant recorders of Great Eastern Railway history had ever given him more than a passing mention.

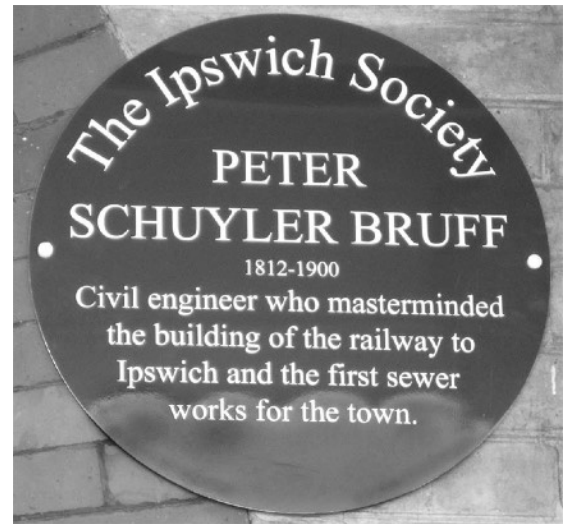
There he sat in a photograph in the book, a man in middle age – a typical picture of the successful Victorian – confident and in charge of his life. A man who had walked the same streets as I had, a century and a half before me.

Returning to the book: the author, Hugh Moffat, was recorded as living at Clopton in Suffolk. On the cover was the reproduction of a painting by a fellow member of the Ipswich and District Historical Transport Society, Ken Leighton. I rang Ken and he told me that Hugh had also been a founder member of the society and had moved to Felixstowe.

Hugh filled in many of the gaps in my knowledge concerning Peter Bruff's life. He also asked me to find a home for his collection of railway related slides. They are now on permanent loan to the Suffolk Records Office. They include many of the photographs appearing in Hugh's book.

I wrote a piece on Bruff's life for the *Ipswich Society Newsletter* and eventually constructed a talk describing the story of the building of the line from Colchester to Bury St Edmunds. I have given this talk some thirty times over the last six or seven years and began to feel that I had grown to know this man known as 'The Brunel of the East'. I read with interest Ruth Serjeant's work uncovering the private life and family of this busy man. It was clear from Ruth's article that he and his wife had their worries concerning their large family and their antics.

I talked to John Blatchly and Doug Harper about him and they gave me some A1 size drawings of the opening of the Eastern Union Railway. They were drawn by Fred Russel, a well-known Ipswich-based artist of the early to mid-nineteenth century, showing a scene at the first Ipswich Station in Croft Street on that June day in 1846. Peter Bruff is shown standing with the man who had helped him to gain support for the line, John Chevallier Cobbold.





The opening of the Eastern Union Railway, 1846

I began to think about a blue plaque to celebrate Bruff's life in 2011 and I expressed the thought in a letter to Neil Salmon – then responsible for plaque installation for The Ipswich Society committee. Neil was positive about this but there were problems which I mulled over with Neil's successor, Tony Marsden. Where were we going to install it? Handford Lodge in Handford Road, where Bruff lived for fifty years, had been demolished ninety years before and the current Ipswich Station might present practical difficulties.

I had hopes when a new block of flats was constructed by McCarthy and Stone on the site near where the entrance gates to Handford Lodge had once stood. I suggested that the building might be named Bruff Lodge. It was decided, however, that a more logical name would be Booth Court since

Handford Lodge had been the home of

William Henry Booth after Bruff had died. Booth was a coal merchant who had donated his substantial art collection to Ipswich Corporation.

Tony was hoping to install the Bruff plaque on the building but ultimately it was decided that the railway station in Burrell Road was a more appropriate location particularly as it was about to undergo a major facelift.

Tony Robson took over as officer-commanding-plaques in the mid-2010s. He asked me to make contact with Abellio Greater Anglia with a view to installing the plaque on a wall at the entrance to the station. A simple instruction – but, as it transpired, not an easy one to action. Greater Anglia are easily contacted if one wants timetable information but anything else is almost impossible.

Eventually I rang Councillor Mandy Gaylard and she suggested that Cllr. Phil Smart might be able to help with supplying a contact name. Phil has a special interest in transport matters and was a key person in getting the new roads in the Stoke area named after such railway luminaries as Peppercorn, Gresley and our hero; Peter Bruff. He gave me the name and contact details of Paul Oxley, Greater Anglia Public Affairs Manager, stationed in their London office. The latter was very helpful and keen that the project should go ahead. Having made contact, Tony Robson continued further negotiations with Greater Anglia.

It was agreed that the most appropriate location for the plaque would be on a wall at the entrance to the station above a Victorian post box. Eventual installation of the plaque was delayed somewhat – one of the reasons being that Paul Oxley moved on to pastures new. Alan Neville soon took up the baton on behalf of Greater Anglia and the plaque was eventually installed in March 2019 by a contractor.

I began to think about the unveiling ceremony and who we could invite to carry out the task. It would be very appropriate if we could find a descendant of Bruff – but how to do that? It is very easy now, with the advent of the internet, to trace ancestors but the tracing of descendants is another matter.

I had one clue. Bruff's daughter; Elizabeth Kate (born 1840/41) had married a Newson Garrett. This was one of the famous Garrett family of Snape and Leiston. I decided to ring the Longshop Museum at Leiston to see if they had any genealogical information which would help in the task.

The man I spoke to there helped me make contact with a lady who was an expert on Garrett family history, Margaret Young.

She had the contact details of a lady who is a direct descendant of Elizabeth Kate and great great granddaughter of Peter Schuyler Bruff. Mrs Virginia Jani lives in Shepherd's Bush in London. It was arranged for her and her two daughters (3 times granddaughters of Bruff) to come to the unveiling of the plaque on 17 June.

At the eleventh hour; Mike Cook was contacted by a man in Leeds named Peter Bruff. His grandfather was Peter John Bruff (born 1845) who emigrated to Norway and he himself was brought up in Bulawayo, Zimbabwe (formerly Northern Rhodesia). The family had moved there in about 1910. The Leeds-based Peter Bruff was therefore the great grandson of our Peter Schuyler. The former had seen mention of his ancestor on the Ipswich Society website and, of course, he and his wife were also invited to the unveiling.

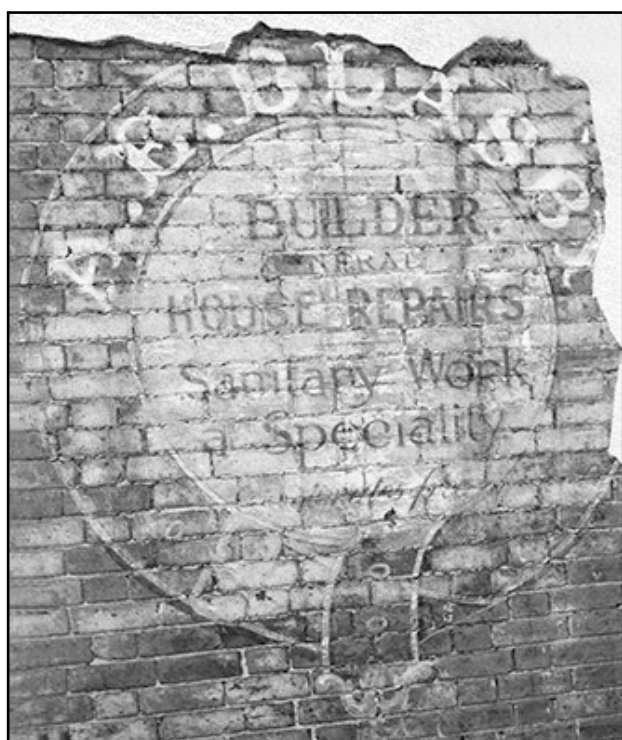
On the morning of Monday 17 June 2019 a large group of people assembled at Ipswich Station. Our guests of honour, the descendants of Mr Bruff, were present. After a short introduction by John Norman and myself, the plaque was unveiled by Mrs Jani and Mr Peter Bruff. Photographs were taken and an interview was conducted with Mrs Jani by Radio Suffolk. We all then adjourned to the Railway Hotel opposite for a finger buffet and drinks: the end of a successful blue plaque adventure.

My sincere thanks to Tony Marsden and especially Tony Robson for all their efforts in bringing this project to fruition.

Merv Russen



Mrs Ginnie Jani with her daughters Nisha and Maya with Mr Peter Bruff beneath the unveiled plaque.



Ghost signs II: traces of lost Ipswich businesses an illustrated talk by Borin Van Loon

Traditionally, tradesmen painted the names of their business plus other signs and advertisements on the fabric of their buildings. As a town with a long industrial history, Ipswich still bears traces of those bygone businesses. This new talk by the creator of the Ipswich Historic Lettering website includes some trade signs which will be familiar to Ipswich residents and many 'ghost signs' which are little noticed today in the era of digital marketing. We will look back at signs which are being uncovered, those sadly lost and one or two which have been moved.

Ipswich Building Preservation Trust: short AGM followed by talk. Isaac's on the Waterfront, at 6.30pm on Tuesday 22 October 2019. Free entry, all welcome; refreshments will be available.

Ipswich Borough Council: Encouraging high quality design through the adoption of Supplementary Planning Documents

The Council produces Supplementary Planning Documents (SPDs) to provide greater detail on the planning policies that have been adopted in the Ipswich Local Plan. At the Full Council meeting in July, two Supplementary Planning Documents were adopted following public consultation: the Ipswich Urban Characterisation Studies and the Ipswich Town Centre & Waterfront Public Realm Strategy.

Ipswich Urban Characterisation Studies

In planning for growth in Ipswich, it is important to deliver high quality change which safeguards the best of the town's character and secures positive improvements to the townscape. The Ipswich Urban Characterisation Study SPDs were commenced to provide urban character analysis and guidance to areas outside of the town's core which do not benefit from design guidance (such as Conservation Area appraisals).

The borough was divided into eight 'urban character areas', to explore where local distinctiveness could be identified and help inform new development. The adopted SPDs enable valued characteristics to be taken into account when changes affecting an area are proposed by way of a planning application and ensure that development and change reinforces local distinctiveness and contributes to good design. The documents also look at the history and development of parts of the borough which are outside of the medieval core of the town, revealing the history of the borough prior to the widespread suburban growth of the town. The Ipswich Urban Characterisation Study SPD provides urban design analysis and information, but not prescriptive advice about how development should be designed.



The preparation of this SPD has been carried out over the course of 2014-2019. The Council adopted the Ipswich Urban Characterisation Study SPD for Norwich Road; Gipping and Orwell Valley; Parks; California and Chantry, Stoke Park and Maidenhall in 2015; and the final three Urban Characterisation Studies for North East, South East and Castle Hill, Whitehouse and Whitton were adopted by Ipswich Borough Council on 24th July 2019.

The suite of Urban Character Studies is now complete, with documents for all 8 character areas being adopted at Full Council. These documents will encourage new development to be appropriate to its context and encourage high quality design in the borough.

The documents can be viewed on the Ipswich Borough Council website:-

<https://www.ipswich.gov.uk/content/urban-character-supplementary-planning-document>

continued>

Ipswich Town Centre & Waterfront Public Realm Strategy

Investing in the public realm is an investment in placemaking, business and community. Improving the spaces used for shopping, recreation and other aspects of daily life is a cost effective way to support local businesses and improve the quality of life for residents, and to make the town function better, make it more welcoming for visitors and more attractive as a heritage and recreational destination.

The Ipswich Town Centre and Waterfront Public Realm Strategy SPD provides design guidance for the renewal of Ipswich town centre's public spaces, including the waterfront quays and green spaces within the central area, mostly churchyards (the study does not include the main urban parks, such as Christchurch or Holywells).

It sets out 3 objectives for public realm improvements: improving connectivity between key places; improving legibility and permeability; and creating a coherent identity for the town centre and its character areas.

40 projects are described which will deliver the objectives. The potential for improvement in each case is illustrated with plans and photographs. In addition, two area-wide projects are identified, a local nodes project and cultural trails project. Generic design guidance is provided for the study area, covering categories such as street tree planting, paving specification and lighting design. Project delivery and the importance of stakeholder engagement are included, and appendices of the SPD provide additional guidance on design and highways maintenance / management issues.

The document can be viewed on the Ipswich Borough Council website:-

<https://www.ipswich.gov.uk/content/public-consultation-ipswich-town-centre-waterfront-public-realm-strategy-spd>

Rebecca Styles, IBC Conservation Officer


CASTLE HILL, WHITEHOUSE AND WHITTON CHARACTER AREA

HISTORY 5


Brook House could be found off Henley Road to the west of Sparrowe's Nest (now Taunton Road), which was an eleven bedroom countryside mansion set in 6 acres of well-timbered grounds. This large country residence was demolished to give way for housing, although 2 cottages at Epsom Drive remain which belonged to the Brook House estate. Dale Hall was a more historic manor with an associated farmstead which was located to the north of the railway line (now Larchcroft Road). The Dale family lived in Thurlston as early as 1271, holding land there continuously, including Dale Hall. Dale Hall had a similar fate, being demolished in 1961 for modern estate housing.

Until the late 1950s, several brick and tile works could be found to the south of the railway line, utilising the railway track for the transport of coal to the kilns, as well as for the export of finished goods. Several workers cottages for employees of the brickyards can still be seen at The Grove which are dated 1880, and benefit from unusual decorative tiles and brick banding, illustrating the quality and variety of products which could be made in the brickyards. Evidence of the deep quarrying for sand and clay associated with the brickyards can still be seen at The Dale's Nature Reserve, which has an unrelenting character with steep banks.



Dale Hall, 1960s – reproduced by kind permission of Suffolk Record Office, Ipswich Branch



Brantford Road, 1920s – all photos courtesy of David Kindrod



Merridith Road, 1962 (above) Henicker Road, 1960s (below)



The quarrying activity in this area led to the discovery of significant archaeology, notably locating a Roman burial chamber in 1935 and wider Roman cemetery. It was thought at the time of the archaeological excavations in 1935 that the burials were so deep (20-100ft below ground) as it was customary for Roman nobility to be buried deep below ground as an expression of wealth and to safeguard their remains. The excavations also found funerary objects and jewellery buried with the bodies, a traditional burial ritual of the time. The excavations also revealed rare evidence of a 4th century cremation. The brickyards closed in 1959 and the area is now occupied by housing and industrial development.

The northwest of Ipswich, which this document considers, was developed for housing largely from the 1930s until the 1970s as a response to the growing population of the town and to provide housing to replace those older dwellings demolished during slum clearance schemes. This character area therefore has estates which illustrate principals of post war planning, with public housing estates emulating the garden city principals of Ebenezer Howard with local centres and tree lined boulevards, as well as more organic linear development built by speculative house builders.

The northwest provides examples of approaches to house building after the Second World War, and illustrates changes in architectural fashions and social aspirations, moving away from the style of Victorian/Edwardian terraces, to dwellings more influenced by the Arts and Crafts movement, to the mass housing more typically associated with the later 20th century.

The future of the Museum of Knots & Sailor's Ropework collection

The Ipswich Society Newsletter #204 (2016) carried an invitation to celebrate the 20 years of the Museum's existence in Ipswich. The long term future of the collection has needed to be considered for a long time.



In 2012, at a meeting of the Maritime Curators Group, I was challenged with the question 'What is your succession plan?', and took the opportunity to talk to the director of Chatham Historic Dockyard, who was at the meeting, raising the possibility that it might find a long-term home at Chatham.

Since then it has been a long and frustrating journey, with three failed funding applications, but finally an agreement to fund the whole collection's move and its future care, has been reached. Over the next three years the collection will gradually be moved to Chatham, where it will be quarantined, catalogued and digitised, with proper provision made for the storage and relatively easy accessibility for researchers and other interested bodies, both at Chatham and digitally, in much the same way that their *HMS Invincible* collection has been dealt with. Before the move of the collection, Ipswich Maritime Trust took the opportunity to create, as their 17th Window Museum display, a special exhibition: 'A Selection from the Collection of the Museum of Knots & Sailor's Ropework'.

The actual move to Chatham has been a slow affair with the first 100 items being delivered in November 2018. The conversion of the Fitted Rigging House to the new offices of Chatham Historic Dockyard Trust, conservation department, library and research facility has delayed matters, indeed there are still problems and delays, but the next batch went on June 28 2019 and another went on the 6 August. After this, I hope that things will speed up. Between the Chatham Historic Dockyard Trust & myself there is a desire that the items and all that I know about them is properly preserved. This, in itself, is proving to be an interesting exercise as I have to put myself in the position of recording knowledge that I would normally take for granted.

I expect to continue to research and write on this whole area, producing further monographs and expanding those already produced as information comes to hand.



Meanwhile there is still a great deal more to see than if you had visited in the early years; so, perhaps until the end of 2019, if you wish to visit us you can arrange an appointment by contacting me either by e-mail (des@despawson.com) or phone 01473 690090 and we can work out a mutually agreed day & time.

Des Pawson MBE

Website-

<http://despawson.com/the-museum/>

Letters to the Editor

A Jorvik for Ipswich? from Jordan Nye

I was recently reading your July newsletter which I always find very interesting. I have been meaning to join the Society but never seem to find a moment!

Looking at the article on College Street, have there been any thoughts to whether it would be amenable to being made into an archaeological centre/museum akin to the fantastic Jorvik centre in York?

From what you have said this is an internationally important site with potentially lots of waterlogged deposits. To have an Anglo-Saxon equivalent to the Jorvik centre would be a massive draw for the town and attract people from far and wide to experience it – and truly make it known that Ipswich is England's first and oldest town. It would also preserve the area instead of it being wrecked by other development... How many more flats can the town really take?



[As so often, these ideas are very attractive and it all comes down to finance, funding, political will and goodwill from property owners. -Ed]

Ipswich engineering history from Graham Day

I was pleased to see Barry Girling's letter in the recent *Newsletter*. Growing up 'over Stoke', the engineering works of Ransomes & Rapier and, to a lesser extent, Cocksedge, dominated the lives of many, including my late father. There was also a huge physical presence in respect of buildings: looking out of our back upstairs windows we could see the Waterside Works, and to the left – where the Ip City complex now is – the gigantic fabrication shop where the massive walking Draglines were built, for use in this country and for export around the globe.

In my middle teens, if I mistimed my walk to the newsagent to collect my evening newspaper round, I would hear the sound and then not be able to cross Wherstead Road as workers from Rapiers, anxious to get home, pedalled furiously along like a swarm of ants! No chance to cross for a while.

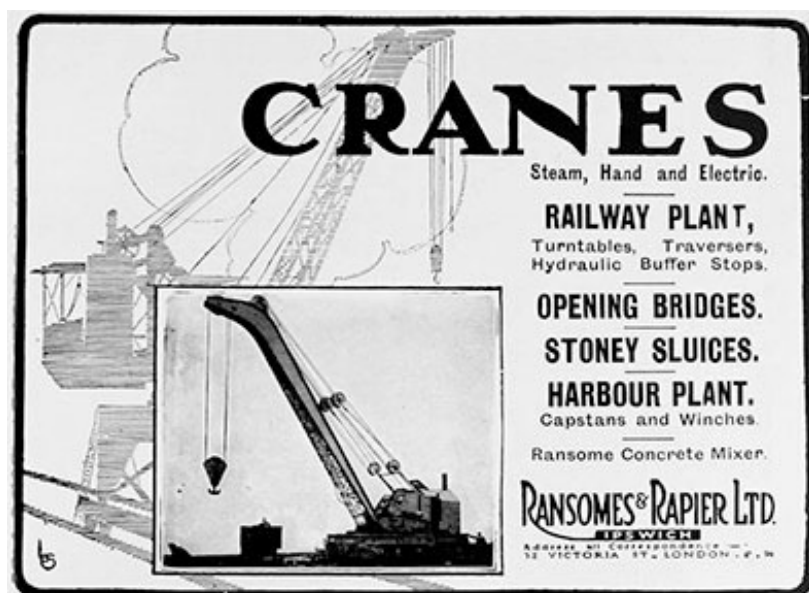
For several years my father travelled by train around the UK, to such exotic locations as Yorkshire, Manchester, and Tyneside, to sample-check components which were sub-contracted out by Rapiers to other engineering firms. As such, engineering was an important and significant part of the lifeblood and prosperity of the town. Barry is correct that the only tangible sign of Rapiers presence is the war memorial, moved from Waterside Works to Bourne Park.

It has infuriated me for many years that the Borough Council effectively air-brushes away the engineering history of Ipswich. There surely should be some marker or interpretation panels to prove and inform about the existence of these significant employers. Other towns are proud of their manufacturing past; why not Ipswich?

And more engineering...

from John Alborough

I was interested to read the excellent feature concerning the Ransomes & Rapier buffers (*Newsletter July 2019*). Members may be interested to know that I have also seen the same design of R & R buffers at Central Station (*Retiro Station*), Buenos Aires, Argentina and also Central Station (*Estación Alameda*), Santiago, Chile. Both stations were British-built.



It's always nice to be travelling a long way from home and then to stumble upon such lovely reminders of our once great history of engineering exports.

Maldon and Wilkins Jams, Tiptree: an Ipswich Society outing 13.6.19

Maldon, on a hill with a commanding view over the tidal Blackwater, has a history dating back to the Anglo-Saxons. Market Hill drops steeply to the river, but High Street is a more gentle slope; there are plenty of Georgian frontages, though much behind is older. The 13th century All Saints Church has a unique triangular tower and contains the Washington window, donated in 1928 in memory of Rev. Laurence Washington, great-great-grandfather of George; he was buried in the churchyard in 1652.

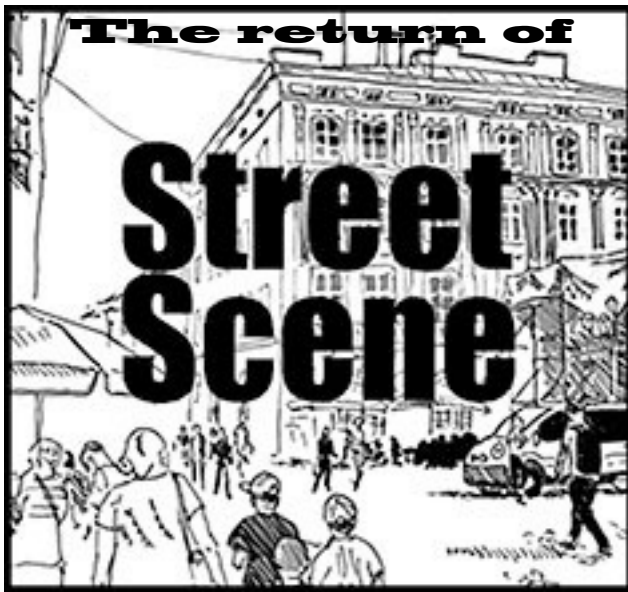
Down the street the surviving tower of St Peter's Church had Dr Plume's library added in 1704; today it also houses the Maeldune Heritage Centre with its heritage, archival, art and craft displays. Near the Hythe the 14th century St Mary the Virgin Church (Grade I Listed) is appropriately called the Fisherman's (or Sailor's) Church – a pilgrimage path runs to St Peter's Church at Bradwell. The long river Promenade terminates with a statue of Saxon leader Brythnoth, who stands defiantly, sword raised against invading Vikings.

On to Tiptree, where the Wilkins family have farmed for over 300 years. 150 years ago they started making jam which is now famous worldwide. Wilkins has a royal warrant. Our guide took us on a bumpy tractor-ride around the fruit fields. Their museum is full of interesting items and our party were treated to a scrumptious cream tea with, of course Wilkins jam. Many thanks to Chris and Lois Terry for a varied and fascinating outing.

Richard Worman



Maeldune Centre, Maldon



It's been six months since the last *Street Scene*. In that time 55 large elephants have appeared on the streets of Ipswich to remain until September, with 84 smaller ones found mainly in herds around the town to raise funds for the St. Elizabeth Hospice.

Shops and businesses disappear all the time in town centres today but there are still new ones arriving. The biggest one in Ipswich in the last six months is probably SuperDry which filled three units in the Buttermarket centre, all of which had been empty since the centre's redesign was completed about three years ago. This means the shopping section of the centre is full for the time being.

Other new shops and restaurants in town over the last six months include:

New shops, restaurants etc.

Bolognaise Food restaurant, King Street; Hullabaloo vegan restaurant, St. Peter's Street; Lotus Nail Bar, Upper Brook Street; Modify Hair Lounge, St Nicholas Street; Ocean Fish Basket restaurant, Upper Brook Street; The Green Room coffee shop, St. Margaret's Green; Peninsula Vegan Foods, Lloyds Avenue; The Gym, Cardinal Park; Paddy and Scott's Head Office moved from Framlingham to their new site at the University of Suffolk on Neptune Quay in Ipswich next to their flagship outlet in UoS. Even the old fruit and vegetable stall at Ipswich market has been rebranded from Coxy's to Catchy's.



Hullabaloo, 14 St Peter's St, Ipswich

Coming soon

The Swan public house on King Street which closed last year is soon to reopen under new owners with the name of The Swan and Hedgehog. Honey + Harvey's restaurants, well known in Woodbridge and Melton, are hoping to open their third coffee/tea restaurant in Ipswich by December, facing Giles Circus in the former Mambos Bar, with entrances on Princes Street and Queen Street. This unit has been empty for some time and this already popular independent brand will be a welcome addition to Ipswich market's Food Quarter area.

Argos are closing their Carr Street shop in November and relocating to new premises in the Sainsbury's store in Upper Brook Street which will have a revamp to accommodate them. The London Road Argos, close to the Hadleigh Road Sainsburys, continues to be the main Argos hub in Ipswich.

The former Sun Inn on St. Stephen's Lane, more recently the Fancy Dress Hut, is expected to become an Art and Tattoo studio.

Now open

Just out of town two new branches of The Food Warehouse (part of the Iceland group) have opened at the Euro Retail Park and the Suffolk Retail Park. Both retail parks have been going through extensive refurbishment and Home Bargains have opened their second store in Ipswich at the Suffolk Retail Park leaving both these retail parks full up.



Completed building projects

The St. Peter's Wharf remodelling and upgrade by Stoke Bridge started in January and completed in June with new paving, seating, lighting, trees, litter bins and railings.

The former Paul's Maltings on Princes Street (Hollywoods night club) known as The Maltings, which had been derelict for some time, has completed a major overhaul and conversion to smart offices with parking.

The conversion of Foundry House on Old Foundry Road (formerly the Dolce Vita nightclub) to apartments is complete and work continues by the same developer on the adjoining former Bar Fontaine facing St. Margarets Plain. Both these buildings were long deserted and derelict before work began and will look smart and loved again.

Current building projects

The Winerack residential towers near completion on Ipswich Waterfront with the scaffolding and tower crane all gone. Construction of The Hold, the new Suffolk Records Office and community hub on the University campus facing Fore Street, continues with completion expected in early 2020. Work is expected to begin soon on the McCarthy & Stone retirement homes on the former Archant Newspapers site in Lower Brook Street. Work continues reconditioning St Vincent House on Franciscan Way. Cladding has been removed from St Francis Tower which awaits a decision on what to replace it with and who pays for it.

The giant £40 million internet distribution warehouse on the former Sproughton beet sugar factory site is nearing completion.

The future

Much more is happening in Ipswich than we can cover here but the next town centre change which many will be concerned about is the removal and replacement of 'Cornhenge' on Cornhill. Work to remove the current structure is expected to begin in late September. What will go in its place (if anything) is still a bit vague but we have been led to believe a vastly improved 'Henge', with a shiny surface and other modifications, will replace the current structure, to be in place and completed before the Christmas season. We understand other snagging details on Cornhill will also be dealt with at the same time to include extra handrails and a solution to the tapered step.

Tim Leggett

[See also page 18]



Withypoll memorial stone, Christchurch Park



TRANSACTIONS OF THE MONUMENTAL BRASS SOCIETY

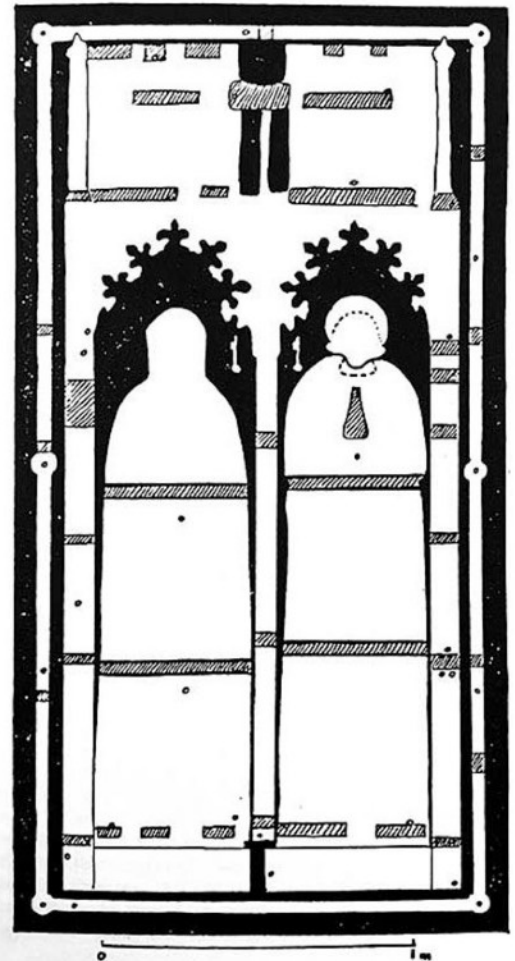


FIG. 1.
Tournai slab, Christchurch Park, drawn by J. M. Blatchly, 1976.

The removal of overhanging yew and ivy growth in the summer has revealed one of the secrets of Christchurch Park: the Withypoll memorial stone. It has stood leaning against a retaining wall near the lawns to the east of Christchurch Mansion since, perhaps, the early 20th century.

Local architect and historian, J.S Corder, produced the book *Christchurch or Withepole House: a brief memorial* in 1893; he mentions the 'Old Brass Stone' slab 'without the north door of the present mansion doing duty for a step' and illustrated it on his plan. It is unlikely that the slab would have been used in this way for long, as the detail would have been worn away.

The drawing above was made by the late John Blatchly in 1976 to show the indentations in the stone left after removal of metal, mainly brass, detailing of figures and lettering. A slab was intentionally used by Edmund Withypoll (1510/13-1582) as his grave stone in the Church of St Margaret, which was built c.1300 as a Chapel-of-Ease to the original Priory Church of Holy Trinity (long demolished, but which must have stood on or near the present mansion, which was built after 1536). However the slab seen in the park today appears to have been removed from St Margaret and become the object of a law suit between William Dandy and Edmund Withypoll in 1563-5.

>

This impressive stone memorial (which presumably weighs several tons) is said to be of Tournai Marble. Our friends at GeoSuffolk have tested the stone and it is clearly of limestone, which means that Tournai Marble (which is a limestone) is not precluded. However, the slab is pale grey and so does not present as the classic Tournai Marble colour which, as seen in the famous font of St Peter on the docks, is black. It could well have been imported from Belgium.

Is it possible that this neglected stone memorial, shorn of its metal details, might yet shed some light on the elusive history (and location) of the lost Church of the Holy Trinity Priory?

R.G.

See www.ipswich-lettering.co.uk/withypollmemorials.html for more information, images, full credits and citations relating to this huge limestone feature.

The Ipswich Maritime Window Museum celebrates a double anniversary

It is ten years since the Ipswich Maritime Window Museum opened to the public as a 24/7 Museum. Possibly a unique type of Museum; one certainly special enough to warrant a feature in the *International Congress of Maritime Museums' Newsletter* where the feature on it was bigger than the expansion of the ship model display at Chatham Historic Dockyard.

During the past ten years, all aspects of Ipswich's maritime history, culture and heritage have been covered, with nineteen differing displays, including; Barges; Boat, Ship & Yacht Building; Trade; Port Changes & Expansion. The current display celebrates another anniversary: eighty years since the *Abraham Rydberg* brought her cargo of grain from Australia to Ipswich on what was to be termed the 'Last Grain Race'. The display celebrates her final visit, along with the many other great sailing ships that carried their precious cargo around the globe to Ipswich before World War II.

Using the power of wind and ocean current alone, the crews of these magnificent square-rigged ships competed to be the winner of the 'Great Grain Race' by completing their course to the UK in the fastest overall time. Over the years, many of these sailing ships brought their cargo to Cranfields Flour Mill at the head of the dock, to the very site of the Ipswich Maritime Trust Window Museum. As a reminder of the perilous nature of the voyage these ships undertook, the display includes a model of the *Herzogin Cecilie* that was lost in April 1936 – having made the fastest passage of the year – off the south coast of Devon, on her way to discharge her cargo of wheat at Ipswich. Luckily there was no loss of life, but she was a total write-off and was sold for scrap.

Des Pawson MBE,
Vice Chairman IMT



Photograph by Stuart Grimwade

Snippets

Passenger Trains

Two hundred years after passenger-carrying railways were introduced the railways are again booming, particularly for longer journeys. The number of people using the railways has doubled in twenty years; in the Eastern Region the number of passengers increased from 79 million (1995/96) to 188.5 million (2017/18). Greater Anglia alone conveyed 1.1 million people every week, all contributing to the costs of the new trains, a totally new fleet of 1,000 items of rolling stock by the end of 2020.

Population of the World

Every day the world population grows by 200,000 people. All of them need feeding. Every minute there are an additional 150 mouths to feed. Every year an additional 75 million people require food, water, electricity and a mobile phone; unfortunately a substantial number won't have access to a toilet.

Heritage Open Days

By the time you read this, one of The Ipswich Society's major annual events, Heritage Open Days in Ipswich, will have been held a couple of weeks previously. No doubt as successful as ever and enjoyed by residents and visitors alike, we will carry a full review of this year's Ipswich HODs in our October issue.

More on Houses of Multiple Occupation (HMOs)

Following the article in the July *Newsletter* Ipswich Borough Council's Planning & Development Committee has published a paper on HMOs. There is some progress on closing down/regulating HMOs using Health & Safety Executive and Building Regulations legislation: Ipswich leads the way.

<https://democracy.ipswich.gov.uk/documents/s25257/>

PD-19-04%20Enforcement%20Update%20-%202019%20Quarter%201.pdf



Street Scene stop press

- Work on the removal of the 'Cornhenge' proceeds. The Borough have paved the space, hiding the fact it was ever there, before deciding on the long term. Snagging problems work will follow shortly afterwards to include new paving along the tops of the steps to make them more visible, extra matching handrails in the middle of the wide steps and matching handrails down the front of the Town Hall steps. Bespoke seating in the same style as the concrete seats incorporating a planter will be bedded into the paving to replace the tapering step. All to be completed before the Christmas tree arrives. (Information from Jason, Clerk of Works and the Brookes and Wood Foreman, Marty.)
- Phase 1 of the revised Theatre Square plan proceeds, which includes the Golden Pavilion. According to the Wolsey Theatre staff they expect completion in May 2020.
- New flooring has been laid in the Buttermarket Centre and the pillars refaced on the ground floor area.
- La Tour Cycle Café on Albion Quay closed for a revamp before re-opening as 'The Hub Kitchen' including a vegan menu.
- Paddy & Scott's international coffee shop franchise move their head office to the University of Suffolk to be up and running by December next to their Coffee House on Neptune Quay which will also have a revamp.

Tim Leggett

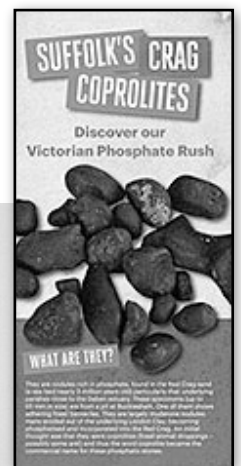
Coprolite Street

Have you ever wondered why we have a ‘fossil animal dung’ street in Ipswich? If so, you need a copy of GeoSuffolk’s new leaflet: *Suffolk’s Crag Coprolites*. These phosphate nodules, which occur in our local Red Crag sands, were discovered by John Henslow of Cambridge University in the cliffs at Felixstowe while he was on holiday there in 1843. His initial thought was that they were coprolites (fossil animal droppings – possibly some are!) and the name has stuck. He had them analysed, discovered the high phosphate content and thus began Packard’s and later Fison’s fertiliser industry.

The coprolite pits were mostly in the Deben estuary area and they were brought to the factory on what is now Coprolite Street in Ipswich to be ground up, treated with sulphuric acid and turned into fertiliser. The factory moved out to Bramford in the 1850s, but the building remained for over a century. It can be seen in the photograph below, taken in the 1960s; today the Neptune Marina apartment block opposite the University of Suffolk stands in its place and only the name of the street running between these two buildings remains as testament to our ‘coprolite’ industry.

Written by Bob Markham, the leaflet is free thanks to funding from The Ipswich Institute and The Ipswich Society. You can find copies at Ipswich Museum, or download it from the GeoSuffolk archive on: www.geosuffolk.co.uk.

Caroline Markham



Photograph courtesy Bob Markham

Suffolk Serendipity

On the visit to The Maltings in Princes Street, I received a copy of *Ipswich: a town to be proud of*, published by the Society. Reading the article by Tony Marsden on *An Ipswich Waterfront Walk 2015* reminded me of a day in July 2019 where I tarried awhile on the Waterfront after working at the University.

What was the day like? It was a day of searing sunshine, heralding superb summer days to come. Was this Nice in the south of France or Monte Carlo? No, this was the Waterfront in Ipswich. I had paused for a moment from my walk, sitting on a quayside seat by the water's edge outside the University of Suffolk, to take advantage of a slight breeze.

The strong sunlight shimmered on the serene water of the Marina. Immediately in front of me, at anchor, superb seagoing craft of all descriptions; to the side, pedestrians and cyclists and people enjoying the sunshine. Around the quayside: pubs and restaurants, with contented customers chatting convivially.

Across the water: the Island site with the curved roof of the 1882 Public warehouse, The Last Anchor Café and other businesses. In the distance: the glowing green apartment blocks on the New Cut, 'Over Stoke'. Such a change from my growing-up days when it was an area of millers, brewers, railways, and the site of the first chemical works!

The imminent finishing of the 'Winerack' project is helping to complete the transformation of the area; some parts still need to be improved, particularly at the Stoke Bridge end, but the indication now is that everything is moving in the right direction. However, perhaps also some more thought ought to be given as to how this fine feature can best be linked to the ancient core of the town.

No longer does the area resemble a former war-torn Beirut! The original vision of the planners is now coming to fruition; Ipswich now has another 'go-to' area, a fine feature for a very fine county.

Serendipity indeed!

Graham Day



The Winerack from the waterfront, near completion; photo by Tim Leggett

Winter Talks refreshments

Jean Lockie, who has kept us plied with refreshments after our Winter Talks for many years, is standing down from this task now. The Committee would like to thank Jean on behalf of all of our members for adding to the enjoyment of our evenings together. She leaves a gap to be filled. I am happy to bring necessary supplies to the meeting and work in the kitchen, but I need help. I was thinking that with a team of half dozen maybe, I could email round a week before each meeting to see who is available and two or three from the team could provide the tea/coffee that evening. So, please do contact me if you usually attend some of our Winter Illustrated Talks and could help out in this way at a few of them.

Caroline Markham secretary@ipswichsociety.org.uk

Adventures in Metro-Land: a Society outing, July 16 2019

Sunshine, 46 Ipswich Society members and a tour of the Buckinghamshire Chilterns have the makings of a fabulous day out. Interestingly though, the highlight was neither on the Metropolitan Railway, nor in Buckinghamshire. The Barn at Harmondsworth is 191 feet long and the wood (oak) has been dated to 1426. An English Heritage Grade I building, it is soon to be on the edge of the Heathrow 3rd runway.

The church next to it has a stack of ‘Heathrow Expansion: Properties Policy Information Paper’ documents for the local residents who had to lodge a request for a ‘Home Purchase Bond’ by the end of June 2019. How does that work when consent for the runway hasn’t been granted yet? Those poor people. The village pub did *excellent* sandwiches for us and this trio of ancient buildings sit together on the north side of a green – the housing on the south side soon to disappear under concrete and airliners.

After lunch, our drive north through the Colne valley passed close to Pinewood Studios (though not very close owing to filming of the latest James Bond saga in progress). Our guide entertained us with stories of the famous and we could see some of their fantastic houses among the Buckinghamshire trees as we made our way into John Betjeman’s ‘Metro-Land’. It’s about a century since this area was opened up to commuters by the advance of the Metropolitan Railway and we found some of the distinctive half-timber houses and a shopping parade in ‘new’ Amersham. Down the hill away from the railway ‘old’ Amersham has been preserved in its pre-Victorian state and a warm welcome awaited us at the Museum - in a beautifully restored Tudor house. Refreshing tea and biscuits were provided in the garden along with an introduction to the town and Museum. It *was* a fabulous day out – a big thank you to Barbara Barker for organising it.

Caroline Markham



Society members in The Barn at Harmondsworth

‘The Maltings’ opens in Princes Street



On August 12, 2019 a group of members of The Ipswich Society attended the opening of ‘The Maltings’, for a first look inside since its transformation into industrial-style offices began.

The Grade II Listed building on Princes Street, once the home to an R&W Paul Ltd maltings and much later a night club/music venue, dates back to the 1820s with a reshaping in 1866. The site stood empty and derelict for a decade, but now, with assistance from the New Anglia Local Enterprise Partnership’s (LEP) Growing Places Fund and from Ipswich Borough Council, it has been transformed.

Work started on the £3m project in March 2019, with the complete stripping-out of the building to reveal its original structure. The building, including the tall malt kiln, has been re-roofed in slate with extra insulation. Six new roof lights have been inserted and the original window openings reopened with more added. The building’s original brickwork has been repaired and steam-cleaned and a new Atrium area formed.

Some of the original machinery from the R&W Paul maltings has been preserved *in situ*. One of the business advantages of The Maltings is the on-site parking, accessed via Chancery Road.

R.G.



The Ipswich Society

Registered Charity no. 263322

www.ipswichsociety.org.uk | <https://www.facebook.com/ipswichsociety> | email: secretary@ipswichsociety.org.uk

This Newsletter is the quarterly journal of Ipswich's civic amenity society established in 1960

(views expressed in the Newsletter are not necessarily those of the Society).

Diary dates

Winter Illustrated Talks at Museum St Methodist Church (entrance in Black Horse Lane); all talks start at 7.30pm and free tea, coffee and biscuits are provided afterwards. All are welcome.

Wednesday 16 October: Alan Neville on Greater Anglia's new rolling stock and other changes.

Wednesday 18 December: John Field on 'A pictorial history of our partner town, Arras'.

Wednesday 20 November, 7.30pm: **Annual Awards Evening**, St Peter's on the Waterfront.

21-31 October: **Ipswich Transport Museum / Ipswich Society Exhibition** at the University of Suffolk Waterfront Building.

Tuesday 22 October, 6.30pm. Ipswich Building Preservation Trust – short AGM followed by talk: 'Ghost signs II: traces of lost Ipswich businesses'. Isaac's on the Waterfront. [Article on page 8.]

2020 Outings: *24 April* - Tutankhamun at the Saatchi Gallery, Chelsea; *20 May* - Guided tours of Hadleigh and Finchingfield Guildhall; *11 June* - Gressenhall Museum; *7 July* - Kew Gardens

Newsletter deadlines & publication dates (the latter may vary by a few days)

Deadline for material: 1 December; Publication date: 22 January;

1 March; 2 April;

1 June; 17 July;

1 September; 9 October.



R & W Paul maltings in Princes Street in the 1980s; now refurbished and converted into offices in 2019. See article page 22.