

 The Ipswich Society
NEWSLETTER

JANUARY 2010

ISSUE 178

Editorial: Our Contributors	2
New Members	2
Cardinal Wolsey Project	2
Chairman on Current Affairs	3
The Society's Awards 2009	4
Local Development Framework	7
Planning Matters	8
Some Shorts	9
Churches and Chapels	9
Public Clocks in Town	10
Where/What is this Waterfront?	11
Boundary Changes Good & Bad	11
Our Golden Anniversary	12
'Window Museum'	13
Wolsey's Bells	14
Red House & Danson House	15
The Town Lectures	15
A Northern Bypass?	16
Activities at St Peter's	16
Our Town: The Next Decade	17
Heritage Open Days 2009	19
Bawdsey Peninsula Churches	19
Bury St Edmunds	20
Local Transport Scene	21
Letters to the Editor	22
Your Committee	24
Lectures & Outings	24



*In the news, internationally:
One of the Panacea Five returning home
to the Church of St Lawrence, (Dad Lane,
See Dr Blatchly's account on pages 14-15).*

Issue 178 Newsletter Jan 2010

Contents:

- Editorial: Our Contributors
- [New Members](#)
- Cardinal Wolsey Project
- Chairman on Current Affairs
- The Society's Awards 2009
- Local Development Framework
- Planning Matters
- Some Shorts
- Churches and Chapels
- Public Clocks in Town
- Where/What is this Waterfront?
- Boundary Changes Good & Bad
- Our Golden Anniversary
- 'Window Museum'
- Wolsey's Bells
- Red House & Danson House
- The Town Lectures
- A Northern Bypass?
- Activities at St Peter's
- Our Town: The Next Decade
- Heritage Open Days 2009
- Bawdsey Peninsula Churches
- Bury St Edmunds
- Local Transport Scene
- Letters to the Editor
- [Your Committee](#)
- Lectures & Outings

Editorial: Our Contributors

Whether or not you were able to attend the Society's Awards evening on 11 November, you might be interested in the results set out in this Newsletter. It is quite rare for two Awards of Distinction to be made in one year - often there are none. This time the Society was able to commend the efforts of private owners who have invested heavily in very important historic buildings and done so in appropriate conservation ways.

Without such initiatives, Ipswich would be left with admired old buildings for which nobody can provide either the ideas or the money for their re-use. This is the dilemma facing societies like ours - and indeed facing town planners and conservationists everywhere. Ipswich is fortunate to have a few owners who buck the trend. (Even more would be ideal!) But you will also see that the Society has recognised the quality of two major modern constructions as well. We are not simply a preservation society.

Once again I'm pleased to say that I have received plenty of good material for the Newsletter. Each time some articles have to be postponed - which is why some summer trips are described here! But I welcome your contributions, and if they come from a wide variety of members so much the better. Different voices and different opinions are good. Even familiar voices can sometimes provide some challenging differences of opinion, as you might find in the articles by John Norman and Mike Brain.

Brian Jepson's survey of clocks in the town and Tony Marsden's preview of the Society's 50th anniversary events both deal with time ticking away (or stopped!) and very interesting times to come. I hope you will read on.

Neil Salmon

Cardinal Wolsey Project

Not all members will have heard or read about the recent initiative to commemorate Wolsey by creating and installing a distinguished artwork which will do much more than simply remembering him in the name of a street or even a theatre. It is 500 years since Wolsey took up his first post as Almoner to King Henry VIII in 1509, after which he rose to being second only to the king as both Lord Chancellor and a Cardinal of the Church. He was a wise and just statesman with a great interest in education. Only his fall from grace in failing to secure Henry's divorce from Katherine of Aragon prevented the continuance of his college in Ipswich which would have equalled the status of Eton and Winchester. The patrons of the project, chaired by Dr John Blatchly, are seeking to raise £100,000 for a major artwork.

See details at www.wolseyinipswich.co.uk. Cheques can be sent to The Ipswich Town Trust, c/o Fifth Floor, Grafton House, Russell Road, Ipswich, IP1 2DE.

Chairman on Current Affairs

At 2.30pm on 10 November I was due to meet James Hehir, Chief Executive of Ipswich Borough Council, one of the regular meetings we held on a one-to-one basis. At about 11.30am that day I received a message that the meeting had had to be cancelled - James had died that morning.

I was immensely shocked. Over the years he had become a true friend. In the following days tributes poured in from all quarters, and on 24 November was held his memorial service at St Mary le Tower with a video link to the Corn Exchange for the large overflow. James did an enormous amount for Ipswich over twenty years and, although the Society didn't always see eye to eye with the Borough, on many projects he worked with and supported the Society. He is sorely missed.

One project he was heavily involved in was to provide a memorial for Ipswich's famous son, Cardinal Wolsey. Interviews will have taken place to decide the successful applicant to execute the work, and with this the fund raising to achieve the £100,000 will commence in earnest. The site will be either outside St Peter's Church or at the bottom of Silent Street and it should be a great adornment to the town. Visitors from abroad are often amazed that Ipswich has nothing (apart from the old Gateway) to mark this illustrious son.

Also happening at the moment is a scheme to re-position the Giles statue in a re-modelled Giles Circus. Public consultation will have taken place over different models to do this and they mark a big improvement on the present situation. Quality paving, trees and seating will all be provided.

I have written before about the celebrations for our 50th anniversary and a list of events appears in this Newsletter, but one I wish to mention here is our History. The idea of commissioning a History of the Society was mooted several years ago and preliminary work was begun. We are now well advanced and are confident of publication in our birthday year. It should be of interest to all members and others.

Planning applications and developments continue apace, and there are a number of very important sites currently in the news. The Tesco proposal for Grafton Way is still on the table and generating much heat about its impact on the town. The Ipswich School application has been withdrawn at the moment but their proposals have re-opened discussion about the development of what has become known as 'the Northern Fringe'.

All of this has been opened up a by a major change in planning procedures proposed by the Government, reviewing the use of land and housing throughout the country. This has involved the Executive Committee, and particularly its Planning Officer Mike Cook, in an enormous amount of work. We have made a number of comments but the over-arching one is that a proper infrastructure, including transport and all services, must be made before development is authorised.

Discussions about the organisation to replace the defunct Civic Trust are continuing. It is good that proper time is taken to consult so that the new structure is to everybody's satisfaction, but one unwelcome proposal has been a substantial increase in affiliation fees. Should this occur The Ipswich Society would have no choice but to increase our subscription fees, which have not been changed for many years.

Jack Chapman

The Society's Awards 2009

St Nicholas Church Centre, 11 November

The front rows were occupied by more invited guests than usual, all waiting to receive some level of award from the Society. And with twenty nominated buildings and projects to be described before the Awards could be announced, there was an atmosphere of lively chatter and expectation. But first we were silenced by Jack Chapman's tribute from the Society to James Hehir, the Borough Council's Chief Executive, who had suddenly died on the previous day. It was very fitting that amongst the photographs of James on the screen was one showing his receiving an honorary degree at UCS, the founding of the university being one of the many achievements which he helped greatly to promote, and this perhaps his favourite.

Jack then introduced Bob Allen as our commentator of the evening who would speak on behalf of the Society's five anonymous judges. Although no longer a committee member, Bob still follows the activities of the Society keenly. He was our second chairman after Peter Underwood and the first chairman in post when the Awards scheme began. He entertained us with some intriguing and amusing comments as well as a considered report on the judges' decisions. These are just a selection of comments made, in the order in which the nominations were presented.

- Paving scheme, Upper Brook St - a welcome improvement, excessive signing, 'fascinating' lights.
- Paving scheme, Northgate St - good use of stone, nice area near library, enormous 'turn left' arrow.
- Alexander House, St Matthew's St, conversion for student accommodation - better than it was but not as good as its original handsome self.
-
- Arlingtons, Museum St - restaurant conversion is a welcome re-use of the town's original museum.
- Isaacs, Neptune Quay - important range of merchant's property cleverly adapted as bars, etc.
- 8 Fonnereau Rd, former Tower Vicarage - brickwork and windows refurbished, garden wall uneven.
- Suffolk New College - effective colour and articulation of each storey, impressive atrium, but disabled parking is right in front of main entrance.
- Gainsborough library, Clapgate Lane/Mildmay Rd - good to see an unashamedly modern building but visually a 'curate's egg'.
- 40 Princes St - new office building, imaginative use of materials but odd break in facade.
- Sir Bobby Robson Bridge - nice detailing, 'skylon' makes bold statement, good for neglected area.
- The Mill, Key St - valuable development but unfinished, Dance East a great asset.
- Obolensky Statue, Cromwell Sq - good to have more public art, good materials, but is it in best place?
- Ipswich School, Ivry St, new entrance and classroom - good understated design but lacks quality of other new buildings at School.
- Corn Exchange - restoration of exterior, ironwork replaced, stonework cleaned, Victorian colours.
- Bond St, new apartments - significant addition to street but small superficial details like measles!
- Ramada Encore hotel, Ranelagh Rd - its mass and cedar cladding could be seen anywhere in UK.
- Bramford Rd/Adair Rd - apartment block with protruding pipes, very inferior to the pub it replaced.
- Britannia Rd/Freehold Rd - apartment block with odd fenestration and poorly pointed brickwork.
- 32A Alan Rd, new detached house - ordinary solution to a vacant plot.

The Mayor, Councillor David Goldsmith, the Society's President, presented the following Awards. It became clear that Bob Allen had created a nice sense of drama by previously withholding the judges' praise for the two schemes which won Awards of Distinction!

Award of Distinction for the restoration and refurbishment at Arlingtons, Museum Street.

Client/owners: K and E Ambler

Design: Stewart Brown Contractor: Elliston, Steady & Hawes (Building Ltd)

Award of Distinction for the restoration, refurbishment and conversion of Isaacs, Wherry Quay.

Client/owner: Aidan Coughlan

Design: Nicholas Jacob, Architects Contractor: Chapman & Pleasance

High Commendation for Suffolk New College, new building, Rope Walk

Client: Suffolk New College

Design: Sheppard Robson Contractor: Morgan Ashurst plc

Commendation for Corn Exchange restoration, refurbishment of exterior

Client: Ipswich Borough Council

Design: NPS South East Ltd Contractor: Noble & Taylor (Ongar) Ltd

Commendation for Sir Bobby Robson Bridge, new pedestrian river bridge

Client: Fairview New Homes Ltd

Design: Train & Kemp Consulting Engineers Contractor: Tamdown Group Ltd

Neil Salmon

Local Development Framework

... Core Strategies and Policy Document

This is a summary of the many responses made by the Society in late November to IBC's document, much of which has our support.

The Location of and Nature of Development

This proposed policy of allocating employment to the Cranes site will not encourage the engine of the town centre. We believe it is important to encourage the redevelopment of sites in Princes Street and Grafton Way. It seems illogical to site our major employment sites on the eastern borders and the housing areas on the north western fringe.

The amount of housing required

We remain sceptical, not about the numbers, but about the rate of growth. We can find no evidence that at current economic growth rates we will need to bring forward the date of utilising greenfield land north of Ipswich. Nevertheless in due course it will have to be used and thus if Ipswich is to retain any reputation as a well planned authority it is obligatory to have the whole of the Northern Fringe assessed and planned by consultants of national status. It would be totally unacceptable to allow individual house builders to proceed as they wish, driven by what they see as the market. It is probable that in future years it will have to take up to 5,000 dwellings.

Planning for jobs growth

We would like to see specific encouragement given to upper level developments for professional, business, banking and insurance use, particularly in the IP-One Area. This would reduce the need for commuters to cross town, and some would clearly live on the Waterfront and walk to work.

East-West Transport policy

Whilst the Society would like to see improvements to the east-west traffic flow, it does believe that this is not such a major problem. Some relatively minor improvement schemes with traffic light phasing will help a great deal.

Urban Design

We would like to see this re-worded so that it becomes incumbent on any applicant to fulfil strict criteria laid down by the Council. We are still allowing too much very poor stuff to be built. The Planning and Development Committee needs to be given more teeth so that it can more comfortably reject such applications without fear of appeals.

Buildings of Townscape Interest

1. The Government's Draft PPS 15, to which the Council has replied, reduces the protection of Grade II Listed buildings. Your intention to make protection remains as it is now should be emphasised.
2. We are particularly concerned that buildings which do not comply with a low C02 footprint may be altered in a completely unsympathetic way or even demolished.
3. We are delighted that the Local List is to be updated. The Society itself produced the 1977 edition and would hope to be involved with the Head of Conservation in this work.

Planning Matters

'Shed 8' Orwell Quay, Ransomes Wharf, an application to erect 3 buildings incorporating a 90 bedroom hotel, 200 residential units, health club and spa, commercial office spaces, ground floor retail, new public space and basement car parking.

This is the third application from the owners and developers with the same architects. We await the architects' presentation with interest and will report further in due course.

Crown Street car park. As is well known 'concrete cancer' has recurred. Engineers have deemed the upper floors unsafe so it is to be reduced to two floors with 236 spaces. This is a loss of nearly 900 spaces. The season ticket holders have been moved to Portman Road and there has been a rash of applications for temporary car parks elsewhere. Few of these spaces will be available in December as we write and Ipswich Central indicates it may be the nail in some outlet's coffin. It's also a loss of £500,000 to the Borough and of course there will be the re-build cost, which might be insured, but probably not.

Mersea Homes' application to build up to 1,085 dwellings, etc "south of railway line, Westerfield Road" was described in the previous two Newsletters. The Council expected a huge turnout for the hearing so the Committee was held in the meeting room at IP-City which holds over 200 people. In the event I could identify less than twenty spectators. To the evident disgust of the developer and his

team it was rejected with little debate. An appeal is widely expected. Ipswich School's application for a neighbouring site has been withdrawn.

St George's House, St Matthew's Street (see October Newsletter). The architects have presented a re-think of the application previously refused. They have addressed the points raised as to the facade to St Matthew's roundabout and the relationship of the mass to the Listed Grosvenor Hotel. The height has been lowered by a storey throughout. The proposed uses - hotel, very sheltered housing above retail units - remain unchanged, as do the unsatisfactory service arrangements. We shall be considering it further before replying.

The Mill, College Street: change of use of first 3 floors of car parking facilities to temporary public car park. The facts are: apartments approved 337, actually built 194, of which 149 are sold but only 78 occupied. Consequently the developers wish to let the public pay for 68 car park spaces, 7 am to 10 pm. Recommended for one year only and approved by mc.

Suffolk New College, application to build sports hall and 11 all-weather sports pitches. This is a joint scheme between the College and Goal Soccer Centres who have developed 34 similar centres. There will be wider community use in the future. Approved by IBC.

419 Norwich Road. The Food & Wine shop by the railway bridge installed a completely occlusive roller shutter, applied for retrospective planning permission, was refused, had this appeal rejected but has left the shutter in place. An Enforcement Order will be applied. It is essential that the planning process is seen to work and is applied. The Society's objection to roller shutters is not only that they are ugly but they increase insecurity through creating an anxiety ridden street scene and thus actually increase crime.

The Spinney, 108 Westerfield Road: this house, designed for his family's own use by the late Birkin Haward, has been Listed by English Heritage following a number of recommendations including our Society's.

Mike Cook

Some Shorts

Crown Pools will be undergoing a £3.5m refurbishment programme this year, improving the heating, roof, reception area and changing rooms. A good investment.

The town's **graffiti squad** does a great job - graffiti seen one day is frequently gone the next. These people didn't deserve a journalist's nasty ridicule for removing the giant footprints used by Ipswich Central to advertise shopping and a pantomime. Communications break down sometimes, even in newspaper offices! The footprints set a dubious precedent anyway.

Ipswich in Bloom won a Silver Gilt award in the Anglia in Bloom competition 2009 after 5 years of not taking part. The long-lasting colourful displays were an adornment to the town.

Ipswich Transport Museum has been accredited by the Museums, Libraries and Archives Council (MLA), a great achievement for the initiative and hard work of a volunteer workforce. It's a pity their bid for £590,000 of Heritage Lottery funding was rejected.

V A Marriott Ltd of Hand ford Road, builders since 1895, are winding down operations. Sad to see the end of a local company which has had a happy relationship with the Society. The university accommodation comprising 600 bedrooms in Duke Street (photo in July Newsletter) is now named **Athena Hall**, after the goddess of wisdom, reason and peace.

At long last a bust of **Sir Alf Ramsey** has been unveiled at Wembley - a worthy memorial, but photos seem to indicate it's much less life-like than Ipswich's statue in Portman Road!

IP-Art and Ipswich Music Day, held last June/July, have been given the regional Enjoy English Awards for Excellence. Plans are afoot for this year's IP-Art.

The new **Sixth Form Centre**, called Suffolk One, has rapidly taken shape on London Road opposite Holiday Inn. It opens in September and will eventually have 2,000 students.

The centenary of the death of **Felix Thornley Cobbold** has been celebrated by special events at Christchurch Mansion which he bought in 1895 and presented to the town on condition that the Council bought the park. The Cobbold Trail in the Mansion features many purchases made possible by his bequest.

Churches and Chapels

A WEEKEND OF SUFFOLK CHURCHES AND CHAPELS

Friday, 30 April- Sunday, 2 May

This is the theme of the annual weekend course to be held at Belstead House under the auspices of the Suffolk Local History Council. Lectures by Clive Paine, Dr Nick Sign and Roy Tricker will explore the differences in Victorian Suffolk between church and chapel in doctrine, worship and architecture; their roles in influencing aspects of education, moral and social improvement. Visits to churches and chapels to explore these aspects are included.

A leaflet and full details of residential and non-residential rates can be obtained from Belstead House and bookings made direct with them - Belstead House, Sprites Lane, Ipswich, IP8 3NA. Tel: 01473 686321.

Public Clocks in Ipswich

Visual assessment conducted early November 2009

1. Christchurch Mansion -- going well
2. St Margaret's Church, Soane St -- going well
3. County Hall, St Helen's St -- not going well
4. St Clement's Church, Star La -- not going well

5. Loch Fyne, Duke St. -- going well
6. Trinity Church Fore Hamlet -- going well
7. Custom House, Waterfront -- going well
8. St Mary Quay Church, Key St -- not going well
9. Price's, now Ollie's, Tacket St -- going well
10. St Peter's Church, College St -- going well
11. Railway station car park -- going well
12. Royal Mail, Commercial Rd -- not going well
13. CSV Media, Portman Rd -- not going well
14. St Mary Elms Church, Elm St -- going well
15. St Matthew's Church, Civic Dr -- not going well
16. Elim Church, Barrack Corner -- not going well
17. Samuels, Westgate St -- going well
18. Town Hall, Cornhill -- going well
19. Tower Ramparts Centre -- going well
20. The Walk, Tavern St -- not going well
21. Croydon's (Black's) Tavern St -- going well
22. Yorkshire Build Soc Tavern St -- going well
23. Electric House, Tower Ramps. -- going well
24. The Cricketers, Tower Ramps -- going well
25. Robt Ransome, Tower Ramps -- going well
26. St Mary le Tower Church -- going well

Since I was implicated in the 'Tom Gondris Challenge' (Newsletter October 2009) of reassessing the town's public clocks, the above review has been undertaken. The numbering sequence is based on beginning in the north with Christchurch Mansion and St Margaret's Church progressing clockwise (what else?) east, south, west, then returning to the north with Tower Ramparts.

In overall terms and probably a decade on, things have declined. The current economic climate precludes owners/organisations from spending on maintaining invariably ancient time pieces requiring that twice a year hourly adjustment. I suspect the horology expertise needed to maintain our street viewed clocks is a diminishing skill in our computer age.

Congratulations to those with sufficient civic pride in keeping the clocks going, and to those responsible for the sad static hands perhaps they can be encouraged to get them moving. This applies particularly to clocks numbered 3, 13 and 16, these being in key open locations and would restore the feeling of pride in our town, especially so if illuminated at night. This review indicates a 30% non-functioning rate and raises the question how this would compare with similar sized venues in East Anglia, let alone mainland European urban centres where my suspicion is that greater community zeal exists.

Please let me know if you find errors in my analysis, in particular if I have failed to discover some worthy contender in the heart of our town. I am aware of good examples further out of town, but the recording of these (invariably on cycle) will await more suitable weather.

Brian Jepson

Where/What is this Waterfront?

I'm sure Ipswich Society members could answer the question above - and perhaps wonder why it's even asked. But three seemingly trivial personal experiences prompt me to write.

Coming back from a nice lunch on the Waterfront and talking to a stranger on a bus I said how enjoyable it was that such a warm sunny day had made the Waterfront seem like the South of France. "You've been to Felixstowe, then?" "No, the Waterfront at the Dock."

"O, I see. The Dock. My father used to work there but I haven't been there for ages."

Next, overheard in Butter Market. A group of youngish men were enjoying their drinks outside and asked a red-coated Street Ranger what was worth seeing in Ipswich. The helpful answer was, "Well, you could walk down to the Waterfront. It's about twenty minutes from here." Twenty minutes! An able bodied person could do it easily in ten minutes; it's that close. But if you are only used to glimpsing the Waterfront from a car in Star Lane or Key Street/College Street it might seem a long way from the town centre! But it isn't!

Finally, and again overheard. Six young people were arriving on the quayside having walked down beside Salthouse Harbour Hotel. "Wow! Does this connect up with the sea? - spoken with an American accent. "I don't think so. It's been dug out so people can float their boats on it"- and that with a local accent! "I don't see the point of that," said the American, quite reasonably, as I walked away out of earshot. I hope our local man was a straight-faced leg-puller, but my impression was he didn't know! (A much more common mistake is to think that this is the river, when in fact the river by-passes the dock in the New Cut.)

Dance East and then next year the Witchbottle Theatre (Red Rose Chain at Regatta Quay) plus more restaurants and more coming and going of students will all help to bring the Waterfront into the public's consciousness. But at present this part of town hardly exists for many townspeople.

Amongst the measures needed is a regular and frequent bus service linking the town centre with the Waterfront. My conclusion is that I do like the name 'Waterfront' but we shouldn't forget the word 'Dock'. Remember how many people still referred to our trolley buses as 'trams' right to the end!

Neil Salmon

Boundary Changes Good & Bad

Stop Press -- A Single Suffolk versus a Two-Unitary Pattern

The Boundary Committee has left the Secretary of State these two options, the second option being Ipswich & Felixstowe as one authority and 'Rural Suffolk' as the other. But that same Committee has expressed a preference for a Single Suffolk - which The Ipswich Society thinks would seriously disadvantage Ipswich.

We shall respond accordingly before the deadline of 19 January. However, it may be that the forthcoming General Election will make any change unlikely.

Our Golden Anniversary

A year ago we set out our plans to celebrate the 50th anniversary of our Society in 2010. During the year a great deal of research, discussion and badgering has taken place with the result that we can expect a celebratory year of substance and some enjoyment.

It was our intention to host monthly meetings with talks in a convivial atmosphere helped by worthy speakers, wine and good food. We feel that this has been achieved and a programme of variety and interest is in place. We have the intention of celebrating planning and architectural change during the last 50 years with the town of Ipswich as a focus. We have drawn speakers from across the spectrum of the Society's interests, and subject matters are as broad as possible within the requirement for a local interest. The venues are varied also, with a return to some favourites as well as new ones to increase members' interest and enjoyment. The costs of many of the events will be borne by the Society. We will have to make a charge for some, however, where a full buffet supper is provided; tickets will be sold in due course.

We commence with the launch of our 50th anniversary on Friday, 23rd April. The Annual General Meeting in the atrium of Suffolk New College will see the business part of the meeting followed by a talk to be given by **Jonathan Glancey, architecture and design correspondent of The Guardian** and author of several books on mostly modern architecture. Wine and canapés will be supplied by Caterlink, the College's own catering group, and tours of the building will be organised. There will be no cost to members.

On Wednesday 12th May we shall meet at St Peter's Church where we'll be greeted by the Ipswich Youth Steel Band. After this **Tony Burton, the Director of the Civic Society Initiative**, will present a talk about the workings of the Initiative and its relation to East Anglia, followed by questions. The evening will close with wine and canapés arranged by the Society. Once again there will be no cost to members.

In June, on Wednesday 16th, we have the opportunity to return to the Willis Building for an evening with **Jay Merrick, the architectural correspondent of The Independent and Ipswich resident**, who will talk about Ipswich and planning, focusing on the erosion of authorities' power. He would also like to present an insider's view of architects: their glamour versus their projects. Refreshments and a buffet supper will be served and tickets will be on sale later.

Our planned July meeting will take us to Woolverstone Hall on Wednesday 14th. **Neil Clayton**, who worked at the Hall for a number of years, has agreed to speak about Woolverstone and its place in the Suffolk scene. We will be able to tour the buildings and grounds before being served with wine and refreshments. Numbers are limited for this event so we will again be selling tickets. During August it was felt that many of our members might be otherwise occupied so no event has been planned. In September we shall organise our Heritage Open Days again which will be the main focus for the month.

During October we shall meet on Wednesday, 13th or 20th. At present we are in negotiation about the venue for the meeting but hope to make a surprise booking at a new Waterfront venue, previously unused by us and recently opened. Our speaker will be **Ken Powell, the architectural critic, consultant, historian and writer**. He is a former Director of The Twentieth Century Society

and is an Honorary Fellow of the Royal Institute of British Architects. We can expect a lively talk on modernism and a focus on the last decades of the twentieth century. Wine and refreshments will be served after the talk.

In November on Wednesday 10th, our very popular Awards Evening will be held this year at St Peter's Church. We expect there to be another large nomination of buildings and new structures all of which will be appraised for the second year by Bob Allen.

Our final celebration which is very much in the planning stage will, we hope, take place in the Old Council Chamber, no later than 10th December. This will take the form of a dinner with a speaker presenting a short address to members. On this occasion we intend looking back at the work of the Society and project into our next fifty years.

These are many dates for your new diaries and this does not include a separate and equally exciting programme for Society outings in 2010. Naturally there will be further information during the course of the next few months; we hope that you can look forward to the 50th celebration with some pleasure and anticipation.

Tony Marsden

'Window Museum'



Ipswich Maritime Trust Window Museum

After years of planning, the Ipswich Maritime Trust's Window Museum on Albion Wharf was officially opened on Sunday, 13 September by Captain Jim Lawrence in the presence of the Mayor of Ipswich. Ipswich Sea Scouts formed an impressive Guard of Honour. The formal opening was followed by a celebration party at the Custom House. This first window (more are planned) will have a succession of themed displays, each one running for about six months. The first display features sail making (based mainly on artefacts donated by Mrs Vera Whitmore) and barges (based on a variety of models and name boards). Currently historic maps of the Wet Dock feature as a backdrop to the display.

Anyone interested in obtaining information about forthcoming events can go to our website: www.ipswichmaritimetrust.org.uk. Lectures held at the Royal Harwich Yacht Club are open to everyone.

Diana Lewis

Wolsey's Bells

Only at St Lawrence Church, Ipswich, and at St Bartholomew the Great, Smithfield, in the City of London, are there rings of five bells surviving from before the Reformation, and ours are the senior. The building of the tower at St Lawrence began about 1430 because John Bottold was described on his slab at the entrance as its 'first beginner'. In 1447 Thomas Prat's wife Alice left twenty shillings to 'repairing the bells', proof positive that the tower was already built and the first bells hung. The following year Alice Grenehood, widow, left the same amount 'to the making of a bell in the tower there' and in 1451 Christine Hall left more for the same purpose. The Ipswich bells therefore predate the Smithfield five (all cast in about 1510).

While Thomas Wolsey's parents Robert and Joan lived and probably worshipped in the neighbouring parish of St Nicholas, Joan's brother, the wealthy and influential Edmund Daundy, lived in the parish of St Lawrence and endowed a chantry of St Thomas of Canterbury in the church where priests would sing masses for the souls of the Daundys and Wolseys in perpetuity. The sound of bells at his uncle's church will have been familiar to the young Thomas Wolsey who was born in 1471.

In September 2009 the bells were lowered eight metres and rehung in a new frame in the sturdy part of the tower where they can be safely rung. Ringers will come from all over the country, indeed all over the world, to ring them and hear their uniquely medieval sound, a sound which Wolsey knew well and is unchanged today.

The five bells and their inscriptions

Two bells honour the Virgin Mary and there is one each for St Thomas of Canterbury, St Giles, patron saint of blacksmiths, and St Katherine. The Latin prayers are cast on them in raised letters as follows:

Treble Sancta Maria Ora Pro Nobis [Holy Mary pray for us] Made 1490 by Reignold Chirche of Bury St Edmunds

Second Sancta Katerina Ora Pro Nobis [Holy Katherine pray for us] Made about 1440 by William Chamberlain of London

Third Sonitus Egidii Ascendit Ad Culmina Celi [The sound of Giles rises to the vaults of heaven]
Made about 1449 by Richard Brasyer 1 of Norwich

Fourth Nos Thomas Meritis Mereamur Gaudia Lucis [May we deserve the joys of light by the merits of Thomas] Made about 1449 by Richard Brasyer

Tenor Sum Rosa Pulsata Mundi Maria Vocata [I am, when rung, called Mary the Rose of the World] Made about 1449 by Richard Brasyer

It is planned to ring the bells as follows:

- The first Sunday of every month, 9.30 - 9.50 am.
- Every Wednesday lunchtime, 12.30 -13.00 pm.
- Remembrance Day - a muffled peal.
- Christmas shopping Saturday, 18 December 2009 at Noon.
- Christmas morning, 9.30 - 9.50 am.

Other bell ringing in 2010

Easter Sunday morning 9.30 - 9.50 am.

Mayor Making on 19 May and the Celebration of the Town Charter of 1200, on 29 June. Saturday, 10 July, for the Annual Country Dinner of The Ancient Society of College Youths. And on other occasions requested by Ipswich Borough Council or the Churches of Ipswich.

John Blatchly

[**Editor:** Dr Blatchly tells me that the extensive coverage of news about the bells included the BBC World Service. His interview was broadcast in the United States as perhaps the "light entertainment" sandwiched between President Obama's having been called a liar and the predicament of a woman on death row! He also says that there have been visitors coming to Ipswich to hear the bells, staying in hotels on Tuesday night ready for the ringing on Wednesday morning. This is indeed putting Ipswich on the map, pleasantly.

Red House & Danson House

Wednesday 16 September was the last outing for 2009 with the Society - a full coach made its way down to Bexley to visit two very different houses. As only fifteen at a time could go around the Red House we made four trips during the day from our base in Danson House.

The Red House was commissioned by William Morris in 1859 as a family home and designed by Philip Webb. It was constructed of warm red brick under a red tiled roof and has a strong Gothic influence. When it was built it was surrounded by orchards and fields but now is in the middle of a housing estate. The garden 'clothes' the house on four sides with subdivided areas as in Morris's time. We were taken round by two excellent guides who pointed out things of interest including fixed furniture used by Morris and original Burne-Jones stained glass. They answered all our questions and made the tour most interesting.

The other house we visited was Danson House, a fine Palladian villa built in 1766 ~ designed by Sir Robert Taylor - but by 1995 it was riddled by wet and dry rot, with no slates on the roof and the

west bay had collapsed. English Heritage stepped in and joined later by the Bexley Heritage Trust returned it to its original glory in ten years.

Again excellent guides took us around and explained the 18th century history. There was an interesting kitchen area in the basement with many old implements laid out to view. Most of us enjoyed the food and drink on offer. The weather was kind to us on the day - before, it had poured - so we were also able to enjoy the gardens in the park.

Barbara Barker

[**Editor:** Sir Robert Taylor also designed Heveningham Hall, which many members will have seen.]

The Town Lectures

The Ipswich Arts Society is presenting another six lectures this year. They will be given at lunchtime (1-1.50 pm) on Thursdays in Museum Street Methodist Church, as follows:

- 14 January: 'Industrial Revolution in Ipswich' by Elizabeth Townsend
- 11 March: 'Belstead House: Hidden Lives' by Janet Dann
- 13 May: 'England is the Place for Me - The Windrush Generation Story' by Del White
- 8 July: 'Wartime in the Suffolk Countryside' by Peggy Cole
- 9 September: 'The Author's Choice of Ipswich Characters' by Dr John Blatchly
- 11 November: 'George Orwell in Suffolk' by DJ Taylor

A Northern Bypass?

The LDF (Local Development Framework) continues its relentless progress through the various requirements of public, officer and elected member deliberation. When it started life the socialists had been running the Borough Council for some 25 years. It has been more recently moulded to suit the current administration and shows slightly different emphasis.

One such noticeable difference is the inclusion of the Northern Bypass, or at least a cry for consideration of such a relief road. The actual wording in the document is:

"The Council will actively encourage key partners to investigate the possibility of a northern bypass, to address the issues of:

- central east-west movement
- movement within and around the north of Ipswich
- the capacity of the A14, particularly around the Orwell Bridge."
-

The same document predicts that, if built, the road would bypass Ipswich north (rather than south) of Westerfield (i.e. some distance away from the proposed Northern Fringe development, and thus only of marginal benefit).

The key partners referred to above are, in particular, the District Councils of Suffolk Coastal (based in Woodbridge) and Mid Suffolk (Needham Market), neither of which has a need for such a road. Other partners are SCC (the Highway Authority) and the Haven Gateway, both of whom could take a wider overview.

The documents do not actually call for the building of the road, rather that the merits and delivery options are fully investigated. There are a number of issues with such an inclusion. Proposals contained within the LDF should be based on evidence: by suggesting that others investigate need, clearly indicates there is currently no evidence for such a road. Suggesting it will relieve central east-west movement assumes these vehicles currently using Star Lane and adjoining roads on the Ipswich gyratory system will travel a couple of miles north to join the new road, take a single junction hop and then travel a couple of miles back into town to save a few minutes delay on Bishops Hill or Fore Street. This type of journey between adjacent junctions makes up a substantial proportion of current Orwell Bridge traffic.

There does of course remain the outside possibility that such investigation will indicate a Northern Bypass is necessary. What is not available is the cash to fund such a road. If, as seems likely, the road runs between the A14 at Whitehouse and the A12 at Martlesham it is likely to be some 10km in length. Far be it for me to predict the cost per mile but such a sum is clearly more than could be expected of the developers of the Northern Fringe. If it is to be built it will need to be substantially funded from the public purse and thus will need to take its place in the national priority listing. I suspect that the upgrade of the A12 in Essex and the A140 has a higher priority, and that bypasses previously requested for villages in Suffolk Coastal District are of greater necessity.

John Norman

Activities at St Peter's

Bernard Westren, Manager of the Centre, has written to thank all Society members who helped man the church during the summer. There were over 1600 visitors with a further 1800 attending concerts and other events. The Charter Hangings were a big draw. The Knapp Brass, stone coffin and part of another Tournai marble font have recently been added. Jean Hill organised our volunteers; she adds her thanks and will be in touch for next season.

Our Town: The Next Decade

The Local Development Framework (LDF) for Ipswich has begun its final Submission Stage with a public consultation on the revised Core Strategy and Policies document. The LDF is not a plan but rather a statement of the uses to which land within the Borough might reasonably be put over the coming years and which, by implication, protects sites from unsuitable forms of development.

Within the LDF, the Strategy document summarises the Borough's vision for Ipswich and the means by which it might be achieved. For although individual residents may understandably be interested

only in the sites which affect them directly (consultation on which will follow in 2010) the LDF is concerned with how well Ipswich serves everyone who lives or works here or who visits the town. A relatively simple statement of the core principles and values for the whole town is therefore essential to provide this broader perspective, and for guiding development towards the desired outcome through times of rapid change and uncertainty. The document has benefited from the past stages of public consultation and I believe the Borough's planners are to be commended for producing a well balanced response to the likely challenges of the next decade.

But striking a balance between individual interests and the common good is almost bound to be controversial. "Why build more roads to create more traffic?" "Why build on greenfield sites when there are brownfield sites for redevelopment?" Then again: "Where is the sense in focusing all the new development on a flood plain which is as yet unprotected and increasingly vulnerable to storm surges, as we saw only two years ago?" "Why try to squeeze so many fragile eggs into such a small IP-One basket?" It is all too easy to propose that the burden of change should fall in someone else's backyard, to the detriment of their legitimate requirements and quality of life.

Clearly the LDF has to cater for uncertain demands that will affect our lifestyles over the coming decades. There will be growth. But will it be more of the same, based on using the private car for work and play? Or will a response to climate change, the depletion of global resources and shortages of water and food finally necessitate a more sustainable lifestyle based around local communities?

The answer for the critical next decade is probably both. Whether or not Copenhagen will by now have provided any meaningful global agreement on climate change, we will remain dependent on car use for many years to come, but eventually this must give way to a low-carbon way of life, one way or another. Hence it may make perfect sense to focus development on the town centre, to divert traffic from the central area on to a new and effective east-west route via a new Wet Dock Crossing, and to provide all the necessities of life within easy non-car access. But will those many thousands of pioneering non-motoring flat-dwellers, crammed into their single square mile of IP-One, appreciate the quality of their new life-style? Will all their needs have been anticipated and met? Crucially, will their high-density flats - many of which have already been built - be designed to withstand the heat waves of a warming climate without the devastation that was suffered in Europe in 2003, when many thousands of people succumbed to the heat? A recent UKCIP Report emphasises that such dwellings must be appropriately designed from the outset; retro-fitting is not an option.

The latest version of the Core Strategy recognises recent changes in the housing market and the need for more family dwellings, in numbers which can be provided only by developing the Northern Fringe, but again in a strategic rather than an ad hoc manner which would include all necessary local amenities and green spaces. But what will the residual transport needs be, and how will they be satisfied? Several thousand new residents on the Northern Fringe will surely need to move around, and if car use will still be significant, then surely this additional demand will warrant further consideration of a northern by-pass - which would already be valuable as a secure diversion route other than through central Ipswich for when the Orwell Bridge is closed by accident or increasingly frequent bad weather. For even if car use declines, it is hard to imagine the cessation of container traffic from Felixstowe to the rest of the country.

Ipswich is growing. Everyone who already lives in Ipswich has contributed to that story, so we cannot in all conscience deny for others what we already enjoy. If we object to new houses being

built on greenfield land, what sort of land was it that our houses were originally built on? If we object to congested roads, is it everyone else's cars that cause the jams, or are we contributing too? If we have the secret to a car-free life, is it equally applicable to everyone else? We all value our individual quality of life but we must also have regard for everyone else's, and the LDF is a key part of managing that balance.

Some, perhaps many, of the aspirations in the Strategy will not be realised. An effective Wet Dock crossing route would indeed be needed before the Star Lane gyratory could be liberated for pedestrians. However, the need for a northern by-pass to facilitate movements around a developed Northern Fringe is less predictable. But if those new residents use their cars as much as the rest of us, how will the present roads (and their present residents) in the north of Ipswich cope? With no anticipation of such consequences in the Strategy, the corresponding aspirations will definitely not be realised, and that will be to someone's significant detriment.

The town faces big challenges in the coming years, as do other towns, and there is much more to consider than can be related in a few short paragraphs. It is intuitively hard to imagine, for instance, that there would not be a future role for town centres in a low-carbon world. But will retail be the dominant feature, or is it a forlorn hope that the town's retail offer can be re-vitalised after the ravages of out-of-town and on-line shopping? The proper future role for the town centre is perhaps a consideration for the LDF for 2031. One thing is certain: life is changing, and we would be wise to anticipate and adapt to the changes. The challenge for democracy and social cohesion is whether we do it in co-operation or in competition, assuming we do it at all.

Many commentators are saying that democracy itself is at risk, though I suggest the scandal of MPs' expenses, serious though it is, is a poor reason in comparison to the social climate which made such a scandal possible, and pales into insignificance compared with the credit crunch I would suggest instead that democracy must progress. Many decades of globalisation have had the same effect on national economies as the wind-tunnel has had on car design, namely that in any individual class of car, they all look the same. This is of necessity, driven by performance requirements and the limiting effects of nature. In politics as in nature, both globally and locally, we are approaching the limits of what is possible, and we have to move with the times and learn how to live with each other and with the environment which supports us, or be prepared for the consequences. To that extent, the LDF is perhaps a shining example of democracy in action!

Mike Brain (mikebrain1@btinternet.com)

Heritage Open Days 2009

The Success of Heritage Open Days, 12-13 September

From the feedback I have received from the participants there was a large increase in visitors. It was certainly helped by the fine weather, plus increased publicity in the local newspapers. The Mansion at Wherstead, taking part for the first time, received over 350 visitors. Broomhill Pool had 500 visitors and received many donations towards their Appeal. St Stephen's Church, the Tourist Information Centre, was fully booked for their tours. Over 1,000 people visited the Centre. There was a lot of interest in the other churches. I should like to mention St Peter's which is now converted into a heritage centre and rehearsal and concert venue for Ipswich Hospital Band and

which had 600 visitors. St Lawrence Church, now a very successful town community facility and cafe, attracted a lot of attention with the re-installation of the bells. Unfortunately the belfry is not open to public viewing. St Clement's Church had 227 visitors, exceeding the total visitors during the past year. Visitor numbers at Christ Church, Tacket Street, were up by two-thirds.

The Willis Building had 811 visitors, following a warm recommendation in The Observer newspaper and Griff Rhys Jones said in the EADT that he would be visiting the building (but he didn't). The Unitarian Meeting House next door had in excess of 800 visitors. The new university, UCS, open for the first time, had over 300 visitors, and Ipswich Institute about 500. Arlingtons in Museum Street, the home of the original Ipswich Museum and now transformed into an attractive restaurant/bistro, had many visitors interested in the building.

One of the major attractions this year was the vintage bus travelling between Ipswich School and the Waterfront. This was supplied by Ipswich Transport Museum and the conductor on board was very popular with the children. 150 people travelled on the bus, which was completely free. This was my second year of organising the event and I would be interested in any feedback from our members regarding Heritage Open Days; contributions welcome.

Dianne Hosking

Bawdsey Peninsula Churches

On the bright sunny evening about twenty members met in the churchyard of the tower-less All Saints Church of Sutton. Dr Dixon, a local geologist, gave a resume of the geology of the area and the building materials available from the ground. Fortuitously, in the mid 19th century, large quantities of flints, box stones, septaria and red crag became available as waste material from the excavations seeking coprolite (not dinosaur dung but phosphatic nodules). Professor Henslow of Cambridge University (and founder of Ipswich Museum) analysed them and recognised their potential as a fertiliser. This led to Messrs Packard and Fison establishing the fertiliser industry in Ipswich, now gone, but Coprolite Street still remains. We examined the walls of the church and were shown flints encrusted with barnacles, fossilised shells (millions of years old), box stones, and red crag shells in the mortar.

Then we drove by verdant fields and hedges to the church of St Margaret of Antioch in Shottisham. Here we were set the task of identifying the assorted construction materials including septaria with holes bored by the Teredo 'worm'. Exotic stones obtained from the ballast of sailing ships had also been incorporated into the fabric (nothing new in re-cycling!). As dusk fell we made our way to St Andrew's Church at Alderton with its ruinous ivy-covered tower illustrating the disadvantages of the soft crumbly septaria as a building stone. The church is a large edifice of rubble reinforced with brick courses and a Welsh slate roof. We examined the walls and again found a wide range of materials. Many thanks to Caroline and Bob Markham for an educational and convivial evening in the Suffolk Sandlings.

Teresa Wiggin

Bury St Edmunds

A mixture of sun, greenery, ripe harvest and anticipation made even the A14 100k quite exotic on our coach journey to Bury. Once there we had a splendid morning walk with our Bury Society guides. A recent visit by the Minnesota Chamber of Morticians had stated that Bury St Edmunds was a beautiful name for a town, which augured well for our tour. On the Market Hill we were reminded that the Angel Inn featured in Charles Dickens's *Pickwick Papers* (must read that again!) and were told that the green dome on top of the Athenaeum housed a little, or never used, observatory complete with telescope.

The Abbey Gardens were our next treat. The Herb Garden reminded us that the 800-year old Bury Herbal manuscript is now in the Bodleian Library in Oxford. More up to date was the world's first Internet Bench which for a while 'allowed' free telephone calls to anywhere in the world (that was soon stopped!). The ruins of the Abbey were then seen, accompanied by the sounds of a choir practising in the adjacent cathedral. The Appleby Rose Garden was next visited; it was established from royalties from *Suffolk Summer* by American serviceman John Appleby (the book contains a wonderful piece about searching for heel-ball in Ipswich). The houses built into the west front of the Abbey also attracted much comment.

The Cathedral's new tower was then admired (we were told that an earlier - not used - design resembled a Belgian railway station!), its completion being marked by the also admired St Edmund Rose. Although the Bishop's cathedral is in Bury, he actually lives in Park Road in Ipswich.

Two White Marias outside the Shire Hall reminded us of where the trial of Maria Marten took place. We soon had a good view of the chimneys (designed by Michael Hopkins) at the brewery - one in use, one in reserve and one being cleaned. Another view, over the roof tops from Church Walks, reminded us that Bury still has a sugar beet factory. A number of Bury St Edmunds Society awards plaques were seen in this area, including Old Dairy Yard (2009 award) and one (1987) for Harewood House in Whiting Street where the green painted bricks had been turned around in order to show their original pale colour. We then repaired for lunch stops of our choosing. Personal exploration then found more delight including in the cathedral treasury silver cups, flagons and dish from St Clement's Church in Ipswich.

The afternoon session started with a very welcome drink of ice cold water at the National Trust's unique Regency Theatre Royal (opened 1819). Our guided tour taught us how to turn the fore-stage into an orchestra pit and how to simulate waves for *Swan Lake*, whilst the visit was made more lively by a summer school working on *Treasure Island*.

Then to the Unitarian Meeting House (built 1711) in Churchgate Street where the Bury Society plied us with tea and cake, simply confirming our positive impression of them! Some of our members climbed the two-tier pulpit whilst others were fascinated to learn that the Meeting House is used for Alcoholics Anonymous meetings and for sessions for blood donors as well as by the Unitarians.

Then with slightly aching feet but intellectually and visually stimulated at the other end of the body we caught our coach back to Ipswich. Splendid day out - many thanks John (Ireland).

Bob Markham

Local Transport Scene

Ipswich Borough Council took the decision in November 2009 to close and demolish the Crown Car Park, which has a capacity for 1,000 vehicles, for health and safety reasons because of structural problems with the reinforced concrete building. The car park has fulfilled an important function for town centre businesses and shops and for major events taking place in Christchurch Park, the Corn Exchange and the Regent Theatre. After demolition it will be possible to provide a surface car park with a capacity of approximately 300 vehicles, and an increase on this number if one of the tiers can be retained. Arrangements have been made to provide some alternative car parks.

Reductions in frequency and a limited number of withdrawals of local bus services have been announced. The reasons are increases in the costs of operation and a reduction in the number of fare paying passengers during the recession.

Nearly all the bus services within the town are operated on a commercial basis, whereas the Park and Ride services receive a very large subsidy from Suffolk County Council, which enables a return fare of £2.90 to be charged for a group of up to five passengers. This fare is approximately equal to that charged for one person on a similar return journey on a commercially operated bus service, although there are some reductions for regular users of the services.

It will be appreciated that bus travel is very expensive for family groups, and Ipswich Buses have recently addressed this matter by introducing a fare of £3.00 for an unlimited number of journeys by a family group of up to five people. This facility is available after 3 pm on Mondays to Fridays and all day at weekends and on Bank Holidays.

In June 2009 Ipswich Buses commenced operating services within the grounds of the Ipswich Hospital enabling passengers to alight from and board buses very close to the entrances to the Garrett Anderson Centre and the South Wards. First Buses commenced a similar service in November 2009 with buses operating the No 75 Ipswich to Felixstowe service. Altogether this now provides a total of nine buses per hour from the hospital to the town centre with a selection of different routes. The number reduces to four buses per hour in the evenings and all day on Sundays. The cross-town Park and Ride service operating between Copdock and Martlesham also serves the Ipswich Hospital at ten minute intervals on Mondays to Saturdays from approximately 7am to 7pm. Passengers alight and board these buses close to the Woodbridge Road East entrance to the hospital.

A project is in progress to install lifts and a bridge at Ipswich railway station to provide a link between platforms 1 & 2 and 3 & 4 for passengers unable to use the existing footbridge. The previous facility was demolished in 1985 when the Ipswich to London line was electrified. Since this time passengers have been escorted across the rail tracks by a member of staff.

National Express, the company holding the franchise for the operation of passenger trains in East Anglia, has encountered financial problems. The company has surrendered the franchise of the East Coast main line linking London with the north-east of England and Scotland. It had retained the franchise for East Anglia but it was announced by the Government today that the franchise will be terminated in 2011, without the option of a three year extension.

Russell Nunn

Letters to the Editor

Morland Road Allotments

From John Mowles, Councillor- Gainsborough Ward

Mention was made in the October Newsletter that planning approval had been given for the building of nine bungalows, with reference to 'Morland Road allotments' being 'largely unused'. The piece gave the impression that the development is to be on the allotment site. In fact, the site for the bungalows runs alongside the allotments where temporary buildings for homeless families have been demolished recently. Due to the efforts and enthusiasm of the plot holders I'm pleased to say that the Morland Road allotments are thriving.

In writing, may I assure your correspondent of last month [October Newsletter, pages 18-19] that he is not alone in his dislike of the curved lamp-posts in Upper Brook Street.

Commemorating Peter Bruff

From Barry Moore

Merv Russen's article on Peter Bruff in October's Newsletter was an enjoyably readable short biography of a man who helped shape the Ipswich we know today. I fully agree with the sentiment expressed in his last paragraph about the lack of commemoration of this pioneering civil engineer in Ipswich.

The bicentenary of Bruff's birth occurs in 2012. I would make a proposal to correct the omission. The name of the road Civic Drive has recently lost its relevance with the demolition of the unlamented Civic Centre. For July 2012, persuade IBC (or its successor) to rename this major road Bruff Drive (or Way/Boulevard or whatever). This would give time for the commercial addresses in this road to alter contact publicity/notepaper, etc.

In addition, set up a subscription fund for a statue to be sited on the Handford Road/Civic Drive roundabout. We should be able to expect contributions from bodies such as Network Rail, Anglia Water (because of his work on the sewerage system), the Lottery Fund as well as a local campaign. Possible a Bruff statue should be sited looking along Handford Road towards his last residence. I do hope that there may be support within the Society for this idea or better schemes for his local commemoration.

Peter Bruff and the Building of Ipswich Railway Tunnel

From Jill Freestone

The article praising the achievements of Peter Bruff in the October Newsletter might perhaps have given the mistaken impression that Ipswich Tunnel was built in order to complete the Eastern Union railway line from Colchester to Ipswich. This was not the reason. The tunnel was dug through Stoke Hill in 1846, the same year the EUR line was opened, in order to carry the line on to Bury St Edmunds, the Bury line opening in December that year. A myth has grown up, appearing in various publications recently (not yours I hasten to add) that the tunnel was built in the 1860s so that the line could be extended to Norwich. This story is quite wrong; the Norwich extension was completed in 1849. It is true that a new station was opened at the northern end of the tunnel in 1860 but the tunnel had been in use then for fourteen years.

Have you seen The Cricketers?

From Tony Cheney

Reading the letter by Tom Gondris ('The Value of Public Clocks') in the October Newsletter prompts me to wonder whether anyone waiting for a bus at Tower Ramparts bus station and looking

at the splendid - and accurate - clock over The Cricketers public house opposite ever lets their gaze wander upwards to the weather vane above it. Instead of the conventional cockerel or other ornament above the arrow to show the wind direction, there is a very fine piece of metalwork depicting two cricketers. One in front of a wicket is leaning into a forward defensive shot, the other is the wicket keeper crouching to take the ball if he misses. But it would be nice to know the reason for the presence of a pub with that name in the middle of Ipswich. Cricket never seems to have ranked very highly in Ipswich. Suffolk, unlike our neighbour Essex, appears only as a Minor County as far as Wisden is concerned.

The V S Pritchett Blue Plaque

From Oliver Pritchett

My wife and I paid a short and most enjoyable visit to Ipswich [in October] and one of the highlights was to go to St Nicholas Street to see the plaque that The Ipswich Society has installed to mark the birthplace of my father. I just wanted to let you know what enormous pleasure it gave us to see it. Indeed, as I stood there in the street I felt quite moved. I was also reminded of his autobiography and of his references to Uncle Bugg. I believe my father also spent nearly a year at a school in Ipswich. I tried to imagine where the school was and which of the grand houses was occupied by Uncle Bugg and his family ... I believe the Ipswich Society's Blue Plaque scheme is an extremely worthwhile operation and it added to the interest of exploring the streets of the town.

The Lanes and Alleys of Ipswich

From Christine Hyde

Sonia Brown is quite right about the quirks of Ipswich's town centre. Last week I left the Unitarian Meeting House in Friars Street and went exploring east to see how far I could walk without traffic. I crossed over St Nicholas Street, headed into the first alley and crossed Silent Street; then Turret Lane alley No 2, and across Turret Lane; No 3 into Lower Brook Street; alley No 4 Rosemary Lane across Lower Brook Street; alley No 5 still Rosemary Lane; then alley No 6 through (what used to be) Wingfield Street to Foundation Street and the walkway through Blackfriars Court to Upper Orwell Street. An exclusively pedestrianised and nostalgic way of getting to Martin & Newby's!

Lectures & Outings

Remaining Evening Lectures

in Museum Street Methodist Church, Wednesdays at 7.30 pm

- 10 February David Ireland, Empty Homes Agency, on the Problem of Empty Homes
- 10 March Tim Voelcker on Two Suffolk Naval Families (Saumarez and Broke)
-

Members' Outings 2010

- Saturday 1 May Sandringham, Norfolk
- Wednesday 26 May 50th Anniversary Heritage Bus Ride, Ipswich
- Saturday 19 June Blickling Hall, Norfolk
- Wednesday 21 July Warner Textile Archive, Braintree, Essex Thursday 19
- August Clarence House, London