

The Ipswich Society
NEWSLETTER

APRIL 2004

ISSUE 155

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Civic Centre - at the end of the road? (page 2)

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Editorial

Changes > Upheavals

The Newsletter has frequently commented on the many changes taking place in Ipswich. But most of the big changes have occurred around the Wet Dock and "Ipswich Village" near Portman Road so that the town centre hasn't been hugely affected. We've been able to take an interest in a relatively detached way. Not so now. 2004 has started with upheavals, perhaps to an unprecedented degree. The fact that some of these upheavals are not immediate doesn't do much to lessen the concern. The thoughts which follow are Personal ones, not the Society's, although the Society will be contacting various authorities on some of these matters.

Demolish the Civic Centre?

It's been well advertised that £13m would be needed to make safe and refurbish the Civic Centre. I don't dislike the building as much as many people, including the Chief Executive, are said to do: there are uglier ones in the town. Even so, it's a shameful comment on 1960s architecture and construction techniques that such an important building, has such a limited lifespan. Demolishing it is therefore understandable, and so is selling the site. Persistent rumour has it that Waitrose could be interested. The Council's reported wish to move to Russell Road would make it conveniently close to the new County Council HQ - especially if local government were reorganised - but it would be essential, as is being suggested, to re-locate to the Town Hall and some of the suburbs those services which need to be visited the most.

Disposal of the Corn Exchange?

In early March as I write, we have leaks and IBC comments on leaks. And many promises of consultation, which I hope mean what they say. One can sympathise with a Council which has a relatively low Council Tax income, and which has provided arts entertainment for the whole catchment area with little or no financial help from our wealthier neighbouring District Councils or from the County Council. Perhaps, therefore, the Borough Council is being persuaded that they must choose between keeping the Regent or the Corn Exchange.

My layman's view is that the Council's Arts Strategy should be completed, which would then enable applications to be made for external sources of funding to improve and modernise the Regent. With the Regent in a fit state, it would surely be an attractive proposition for commercial management as the major theatre in East Anglia. Otherwise to favour the Regent and to close the Corn Exchange without pursuing every other possible source of funding would be deplorable in my opinion. For the last thirty years the Corn Exchange has provided a venue for a huge variety of community activities - all kinds of music, exhibitions, conferences, meetings. For most local orchestras and choirs the Grand Hall is the best venue in the area, the Regent being too big. The Corn Exchange complements the Regent. To dispose of this centrally located asset would be akin to the 1980s nationwide rush to sell off school playing fields which is now seen as an irrevocable mistake. A region like ours, with an increasing population and a great many cultural activities needs both venues.

Would the Film Theatre go, as well as the Corn Exchange?

It's worth remembering that Ipswich Film Theatre is one of only three such cinemas in the whole of East Anglia. The others are Cinema City in Norwich and the Arts Picture House in Cambridge - that is, one for each of the three core counties of East Anglia. It screens almost every worthy film to be

released in Britain, over 220 different films a year, three-quarters of which wouldn't come to Suffolk otherwise. Without it, there would not be the chance to see most foreign films, many independent American and British films and revivals of the classics. The Film Theatre is also used for many other events such as the Ipswich Film Society's shows, Hindi films, other film shows for specialist groups and Ipswich Arts Association's Town Lectures. The British Federation of Film Societies held its Autumn Viewing Sessions here last November and visitors from around the country envied what we have in Ipswich.

If it ever became unavoidable to close the Film Theatre at the Corn Exchange then, at the very least, alternative and better facilities should be created. It's too valuable to lose.

In short, the varied fare at the Com Exchange/Film Theatre helps to make Ipswich an attractive town to live in - and to move to, if you are a professional person or if you want to re-locate a business. Quality of life and economic well-being go together.

And more upheavals

These range from grim, to sad, to promising. The threatened closure of five sub-post offices in the town is grim, especially for elderly people. Just before going to press came the news of the end of Martin & Newby's in June, which many members of this Society will regret since they often refer to this venerable shop as one of the best things in town. Then there are the changes in railway ownership, which may bring some benefits and some losses (see page 7). There is also consternation caused by the proposed enlargement of the market. The redevelopment of Cranfield's mills should enhance the variety of use on the Waterfront, although making all of the arts space available to Dance East is not the range of appeal which had been expected. A little further afield, the £300m development at Great Blakenham, Snoasis (see page 12) will be another huge change and Ipswich itself should benefit from the extrajobs on offer, although the traffic generated will complicate matters on the A14 and thereabouts. However - leaving the best news till last - the prospects of creating a university in Ipswich are wholly welcome.

If you live in a part of the world where there are political, religious or geological upheavals, all the above concerns would seem trivial. Even so, it doesn't feel trivial if you've lived most of your life in Ipswich and care greatly about the well-being of the town! Several of these changes, whether you think they are good or not so good, are of course beyond the influence of any individual. But in matters for which Ipswich Borough Council is responsible it is surely up to all interested townspeople to express their opinions and help to shape the best outcomes for the future.

Please send me all material for the next Newsletter by 20 May. Once again, the more the better.
NEIL SALMON

Recent Planning Matters

These are some of the Society's comments during December, January and February on planning applications.

Co-operative Bank, 11-15 Princes Street; alterations to shop front including re-location of automated teller machine. "The facade of the bank is in two parts: to the north or left a neo-classical with fine windows. Into this it is proposed to insert an ATM thus destroying one window.... This is an important street in the Central Conservation Area and such changes must be resisted."

Christchurch Park management buildings and multi-function hall: "the Society supports these developments. Clearly there are some aspects with which we are not entirely happy: the size of the toilets to serve both the educational part of the buildings and the needs of park visitors seems inadequate. Additionally the space within seems somewhat ambiguously divided between education and service. However in general we like the design and hope it is a worthy Millennial contribution to a great park."

Christchurch Park, new pavilion in Lower Arboretum area, housing new public lavatories and office/kiosk for wildlife ranger. "We are delighted to see this exciting proposal ... We hope that it can remain 'wire-less' and congratulate the architects on their environmentally friendly design. Our only concern is that the photo-voltaic cell on the wind turbine mast seems on the plans to be unduly prominent."

Christchurch Park, cabman's shelter. "We are delighted to see that the shelter is to be restored fully in the near future. As to its position ... it would be near the Westerfield Road entrance where there is little shelter from the elements but is overlooked by passers-by and the nearby houses so that misuse and vandalism should be lessened."

Burton Son and Sanders site, College Street, proposed car park. "the Executive Committee has discussed this application and feel strongly that permission should be refused on the following grounds:

1. It is contradictory to build Park & Ride schemes on the outskirts of the town and then give permission to increase car parking not just in the town centre but in the middle of our most knotty traffic problem.
2. Granting the application even for a shorter period merely encourages the owners to delay formulating a proper use of this historic site.
3. Under no circumstances should advertising hoardings be allowed. Apart from aesthetic considerations, drivers shouldn't have to contend with any more distractions."
- 4.

37-41 Butter Market, new shopfront and alterations. "It is sad that Preston and Lockwood can no longer afford to run one of Ipswich's older institutions as a jewellers' shop and propose to take over Lawley's china shop. Their proposals for the exterior are frankly unacceptable and this application must be refused. It is a situation which we would hope the Officers might be able to resolve by persuading the company to use an architect appropriate to altering a shop front opposite a Grade I building."

Land rear of 29-37 Vermont Crescent. "This plot has already received outline permission for five bungalows and the site is clearly suitable for residential development, especially as it is a brownfield site (mostly a fly rubbish tip) ten minutes walk from the town centre. However ... Access is going to be difficult, particularly during construction ... The height of the houses should be restricted by lowering the pitch of the roofs to avoid impinging on their neighbours' views ... This is one of those all too common situations where a better planning outcome could be obtained if a developer were to approach the owners of an adjacent plot. The Ipswich Co-operative's funeral

memorial yard has an access southwards to Suffolk Road. A combined development would allow a larger number of dwellings, solve the drainage problems and prevent overloading Vermont Crescent and Vermont Road.”

166 Rushmere Road, proposed wind turbine. It is we believe the first application in the Borough for a private wind turbine. The amount of electricity it would produce is small - about enough for around eight bulbs for a working day. However this must not be entirely dismissed as it will be making some contribution to reducing carbon dioxide production. If we look back over the last 50 years, the planning authorities would have been tougher from the outset on the visual pollution that television aerials, overhead wires, satellite dishes, mobile phone masts and traffic signs cause to the urban street scene. Development control committees are critical in preventing these items intruding into the public view.

We therefore feel that, whilst allowing such developments out of the public view and not being intrusive in a residential area, a mast height of 10.5m and a blade length of 1.6m would be excessive, being visible over the roof line and causing wind noise. We think that the Officers should draw up guidance as to size of blade, height of mast and number of people it might affect It is important not to set precedents that would allow undue developments in residential areas and also to allow installations in other zones." [IBC has refused permission]

NCP car park, 11 St George's Street, proposed erection of 38 flats. Our comments appeared in the January Newsletter. There has been considerable discussion between the Borough planning officers and the developers who have submitted a further set of plans. Further comment will be necessary.

Magic Formula?

FAAOKG - Is this a Magic Formula?

Well, not exactly, but it could be worth a lot of money to the Society! In the January Newsletter I mentioned a scheme whereby a Self-Assessment taxpayer could nominate a charity of his choice to receive any repayment that became due. This scheme starts with the new tax year of 6 April 2004. If you are such a taxpayer - or if you know someone who is and is well-disposed towards The Ipswich Society - then the code FAAOKG should be entered in the appropriate place on the tax return since this is The Ipswich Society's unique code.

I'm going to sit back now and wait for the money to roll in!

KEN WILSON, Treasurer

Suggest A Project

Your Executive Committee invites members to suggest schemes of various kinds which the Society could either implement itself or sponsor. As far as you can anticipate, these schemes should be affordable and practicable.

In the past we have carried out tree planting schemes and sponsored small landscaping projects like the one in Handford Road in memory of the late Diana Cowley. We also part-sponsored the paving schemes in Lady Lane and St Lawrence Street. Another Society contribution was facilitating the restoration of the Brett Fountain in the Upper Arboretum, Christchurch Park. Most recently the Society sponsored one of the eight Charter Hangings.

All new suggestions from members will be carefully considered by the Executive Committee. Please put your ideas on paper and send to Beryl Jary, our Honorary Secretary, or bring them along to the Annual General Meeting on 21 April.

Just For The Record

I am not one to enthuse about shopping (ask my long suffering wife) but the editor's observations in the last Newsletter about the changing face of high street shops reminded me of my own favourite Ipswich shop from my teenage years in the early 1970s - Groove Records. I was first aware of Groove when it was situated on Woodbridge Road near Majors Comer, quite possibly in the shop now occupied by the Sonar Bangla restaurant, although my memory is sketchy because I was only about thirteen years old at the time.

The main shop (the "front room" of what had formerly been a small terraced house) could have been little more than ten or twelve feet square. The walls were fitted with wooden racking crammed with LP sleeves, an Aladdin's cave for any avid music lover. In the doorway to the stockroom (the "back room") was a small hinged counter behind which sat Clive, the shop owner. From here he could keep an eye on the shop (emerging to offer a personal and friendly customer service) and watch the portable television that kept him company in the stockroom itself. The majority of my visits to Groove were on a Saturday and it is impossible for me to recall the shop at all without the image of Clive sitting there eating his lunch - including a bowl of peaches and evaporated milk - whilst watching World of Sport.

As you can tell, I was proud to be on Christian name terms with the owner of such a great local musical institution. I considered my musical tastes to be discerning at least - definitely an "albums man". While the majority of my school chums spent their Saturday mornings picking out the latest chart 45s in Woolworth's, I would ruminate over the vast selection of LPs in Groove. Clive knew his customers well and kept us informed of new releases as well as pointing out articles in the musical press and details of forthcoming concert tours by our favourite artistes. I was such a regular that he would save for me the (priceless!) publicity material that had accompanied new releases when he reorganised displays.

I was working some weekends picking and tending tomatoes on a smallholding at Newbourne for 40 pence an hour, so I often had as much as E6 or E7 burning a hole in my pockets. LPs were around f 1.95 to E2.25 (although I remember once digging deep for double album "Focus 3 " at E3.25). Records were my extravagance and my collection expanded weekly.

Soon Groove was to expand, consolidating with another shop Clive owned in St Matthew's Street and moving to palatial premises in the Butter Market, opposite to where BHS is now. This new shop

occupied two floors. Clive employed a chap upstairs in a swish poster bar and T-shirts section, whilst Clive himself presided over the records and cassettes downstairs.

It was not long however before the first of the music superstores also moved in to the Butter Market. I can't remember who it was. They occupied the corner premises and although they have also long since gone the damage was done. In the long term, I guess, Groove could not compete with the lower prices offered by the large chains and, despite a loyal customer base, closed down. Initially Clive opened a shop in Felixstowe and mercifully by this time I had graduated to owning a moped so I was able to regularly visit the shop there until ultimately it closed too.

Thirty years on music is still a favourite form of entertainment in our household. I can easily lose myself for a couple of hours flicking through CDs in any of the large music stores in town (although my tastes have changed and - I must be getting old - the "background" music is too loud). But now with a mortgage, wife and daughter I cannot unfortunately blow great chunks of my salary on swelling my CD collection every weekend. When I did treat myself recently the service in the store was fine. Not surprisingly, of course, the assistant and I did not know each other by name. Neither did he offer me an exciting bundle of publicity posters and car stickers he had been saving for me under the counter. I suspect also that his Senior Management would have frowned had he been eating a bowl of fruit and evaporated milk in between serving his customers.

DAVID STAINER

Snippets (1)

All change on the trains

Our two existing train companies on the main line are Anglia Railways and First Great Eastern. Having recently merged, the new joint company seemed likely to win the franchise to run all our Eastern Region passenger trains. But early in January National Express became the winners, apparently because they are big operators with more resources than Anglia Railways (GB Railways), a successful but small operator. That being so, we hope to see major investment in newer rolling stock. But will it all be gain? The Ipswich - London route, unlike most, actually benefited from privatisation with extra trains and some attractive fares. Now Ipswich will probably lose one out of four trains an hour to London. However, we don't want to lose the option of the Travel Card with its freedom to use all the Underground and buses in London - which represents desirable "joined-up" ticketing. We do welcome the appointment of Tim Clarke, present MD of Anglia Railways and an Ipswich man, as MD of the new National Express company. (Don't forget that Ipswich tunnel will be closed 11 July - 5 September for deepening. Not an easy start for the new company!)

Preston and Duckworth move out

To older members this heading would have been more striking if it had read "Croydons move out". Croydons ceased trading a few years ago but the name was synonymous with the big ornate "Tudor" shop in Tavern Street. Generations of the Croydon family since the opening of the premises in 1865 were commemorated on a board on the facade. Preston and Duckworth are moving to smaller premises in Butter Market previously occupied by Lawleys, who after more than a year of "closing down" have finally done so.

Hangings for all

Isabel Clover's Charter Hangings have been beautifully photographed and most helpfully described in the booklet published at the end of last year. Commissioned by Ipswich Arts Association, the "hangings" are in fact eight wonderfully multi-material illustrations of the history of Ipswich. Our Society sponsored the third in the series, "The Medieval Town" which incorporates Pykenham's Gatehouse where the Society's Executive Committee meets. The booklet is available from the Tourist Information Centre. It makes a very suitable present for friends - after you've bought your own copy. Its A4 size is ideal for each photograph and can be kept in a house more easily than the originals, each about 2m high by 1m wide!

Ipswich Museums

Our two museums, High Street and Christchurch Mansion, are two of the most important buildings in Ipswich - both very accessible from the town centre. They must be maintained and preserved for our future generations.

High Street Museum as a building is a fantastic example of a Victorian purpose-built museum. To stand across the road and survey the facade is a revelation of how the designers and architects of the day showed the importance of art and science. There are busts of William Hogarth (art) and Isaac Newton (science) shown in the red brickwork along with fruits and flowers. The designer and architect was Horace Chesterton who in the late 1870s won the competition to build the new museum for not more than £7,000.

The Museum opened to the general public in July 1881 and in the first few days over 1,000 people visited daily. The entrance area gives one a feeling of stepping back in time, especially at the sight of the sweeping staircase. The doors into the main hall open up to the sight of the long loved giraffe and rhinoceros, now joined by the excellent construction of the woolly mammoth - yes, there were actual remains of one found in the Stoke High School area of Ipswich. Upstairs in the typically Victorian gallery we now have The Ipswich Story which tells the story of how Ipswich developed from the Ice Age to the end of World War II.

The latest exhibition is the impressive display of Ipswich at War - to those of us who were living in Ipswich during World War II this will bring back many memories.

Members who have not yet visited the Museum for some time will be agreeably surprised at how well the Victorian atmosphere is presented today - the original colour of the paintwork and the excellent displays in every area, such as the animals, the fantastic bird room, the historical Roman and Anglo-Saxon rooms, plus the artefacts from other countries worldwide. The High Street Museum is well worth a visit from Ipswich residents and all visitors to the town.

Christchurch Mansion has some outstanding assets and I hope to write in detail about the Mansion in the next issue of the Newsletter when some new lighting will have been installed in the Constable Room, greatly enhancing the view of the wonderful pictures.

JOYCE PECK

Ipswich Society representative, Friends of Ipswich Museums

Two Too Many Bins

The Ipswich Society fully supports the Borough Council in their attempts to increase the amount of waste recycled. However, we also have a duty to ensure the public realm is protected from unnecessary intrusions, particularly an excess of traffic signs, inappropriate street furniture and, as the photograph shows, a proliferation of wheelie bins.

A substantial number of houses in Ipswich have both back gardens and a side access to them, and the bins can be stored out of sight. However, this is not always the case, particularly where the house has been converted into flats or a side extension has blocked the rear access. The Society feels that the Council should investigate alternatives to the wheeled bin for such properties, perhaps the storage trays that are used elsewhere and that are small enough to keep indoors. [Incidentally, on average each household in Suffolk produces a tonne of waste annually. Less than 20% is recycled. Slim your bin!]

Hope For Neglected House

Number 21 Lower Brook Street has been on the "at risk" register of Listed buildings since 1987. Neglected by its absentee owner, the building has been in poor condition since at least that time. With the adjoining No 19 it was a large house built in the 1590s and acquired by the Borough for Samuel Ward, the charismatic Puritan Town Preacher who almost ruled Ipswich in the early 17th century and whose influence led to many local people setting out to make a better life in America.

Behind what was in earlier times a high brick wall, the house was later the Master's House, i.e. the house for the Head of Ipswich School whose boarders (sometimes 70!) also lived here. No 19, in current office use, bears our Society's Blue Plaque commemorating William King, born here in 1786, son of the then Master and a founder of the Co-operative Movement. The whole building therefore is of great historical importance. It is encouraging to hear that a change of ownership of No 21 should eventually lead to a proper restoration programme without the need for compulsory purchase by the Borough Council.

Chelsea Merger

This is not about a football club and a rich owner. The Chelsea Building Society has incorporated the premises next door into their pre-existing office on the corner of Princes Street and King Street.

Both buildings now refurbished make an attractive pair illustrating the flair and originality of 19th century Ipswich architect Thomas W Cotman, who also designed the spectacular Lloyds Bank on the Cornhill. The corner building especially, completed in 1900, contains many original features.

Against The Tide

When Laurence Edwards looks out of the window of his studio and foundry he looks straight on to the saltmarsh of Butley Creek with its wide expanse of water fringed by tall reeds. Here lay the inspiration for his sculpture of the oarsman and his skiff atop its column beside Stoke Bridge that marks the start of the Riverside Path from Ipswich docks up to Sproughton. "Against The Tide" aims to portray the interaction of man with his aquatic and industrial environment — a paradigm for the port and town of Ipswich and also the picture of itself that the River Gipping has suggested to the River Action Group.

So members of the River Action Group were delighted to accompany their chairman, Tom Gondris, to make their way out to Butley on a wet December morning to witness the casting of the sculpture. Laurence was an informative and enthusiastic guide as he showed us not only the dramatic moments of the casting itself but also the artistic and technological operations that led up to it and the finishing processes that followed.

The oarsman is cast in bronze and is fixed to the steel shell of the boat, which was prepared separately. As it is rowed upstream against the tide, the boat reminds us of the man-made element of our surroundings, of how man has exploited his environment by, for example, using the river for transport, food and safe anchor. The figure of the oarsman is stylised but recognisably human. His shape is made up of twisted reeds so that we can see how he derives his existence from the life of the river.

The reeds of Butley Creek were not only an inspiration to Laurence. They also provided an integral part of his sculpture. We were shown how he uses reeds, leaves and twigs to create the shape of his figure over a core of wax. The whole is then coated in a thick covering of plaster which thus becomes the mould. When the plaster is dry the mould is baked in an oven so that the wax melts and drains away while the reeds burn off, leaving their negative shapes in the plaster. This refinement of the "lost wax" process could be thought of as "lost reeds". Next comes the moment of real drama as the furnace brings the metal up to about 1200 to 1300 degrees. The bright orange glowing liquid bronze is carefully poured into the mould, special channels or "runners" in the plaster ensuring that there are no airlocks to spoil the casting. Cooling can take a day or so, but we were able to see our oarsman shed his plaster coat and show himself for the first time before he was cleaned up and prepared to join his boat.

"Against The Tide" has its inspiration in Butley but is now very much at home on the bank of the Orwell. It was a rare experience to witness the birth of a sculpture and landmark. Welcome to Ipswich, little oarsman.

JOHN IRELAND

Tall Buildings

Planning constraints limit the height of buildings on the south bank of the Thames in central London, with the disadvantage that this height then becomes the norm. From the OXO Tower to

Baltic Wharf a certain monotony prevails. Ipswich can do better and there is universal agreement that different heights produce interest and variety. The northern quays have for a long time been home to buildings ranging from the Tudor warehouses at Isaac Lord's to the taller silos which give the quayside a commercial feel.

A ring of tall buildings surrounds Ipswich town centre - from AXA and the Borough Council offices on Civic Drive through St Clare House, St Francis Tower and St Vincent House to the silos on the quayside and Civic College. There is commonality in the different heights however, most being not much more than eight storeys tall. More importantly, at this height they are not head and shoulders above their neighbours. In fact, those Ipswich tower blocks that do protrude the skyline (the maternity block at Heath Road Hospital and Cumberland Towers) would probably not be granted planning permission today.

I am sure that when these tall buildings were constructed they were welcomed as the new method of building for the future. But they were not architecturally attractive and they have got worse with age. It is very difficult and expensive to create quality tall buildings, and even then critics argue about their merit. Furthermore they deteriorate and are expensive to repair (Suffolk House in Civic Drive and the Civic Centre are both headaches for their owners). We are unlikely to get architecturally outstanding tall buildings in Ipswich and we should resist applications that pierce the skyline.

JOHN NORMAN

Coast And Heaths Paths Walk

Continuing the theme of exploring virtually traffic-free walks linking Ipswich town centre and the countryside, members and their guests are invited on 27 June to explore the surprisingly "green" townscapes encountered by Suffolk Coast and Heaths Path walkers approaching the town centre along the east bank of the Orwell. James Baker of the Greenways Project and Park Ranger colleagues will be on hand to provide insights into the problems (and some solutions) of maintaining a balance between public amenity and the protection of a fragile environment.

We will use Bus 33 from the railway station dep 9.30 am or from Dogs Head Street at 9.34 am (the bus stop is on the corner of St Stephen's Lane, outside Pals) to Windermere Close/ Braziers Wood Road. The standard single fare is £ 1. 10, less with appropriate discount card. Pay driver on entry. Ipswich Buses have an exact fare policy, so have change handy. The walk route is via Brazier's Wood (scene of Herculean efforts by Ipswich Society work parties in the 1970s), then Suffolk Coast and Heaths Path to Orwell Country Park, Piper's Vale, Landseer and Holywells Parks, Ipswich Docks to Stoke Bridge. 4.5 miles. Some steep inclines and possibly mud. Stout footwear essential. Bring a drink for brief refreshment stops. Children welcome, but no dogs. Maximum number 25.

Phone ROGER WOLFE 01473 726649 to book.

Snoasis

The proposal to build an indoor ski slope in the chalk quarry at Great Blakenharn is on course for an early start - subject to Regional Planning decisions. The development is both exciting and massive (£300 million) and will have serious economic impact on Ipswich and particularly its north-western suburbs. When up and running, Snoasis will require 3,000 employees. Even during construction it is likely 1,500 builders will be required.

Described as "Centre Parks on Ice" the complex will include skiing, ice skating, ice climbing (hands up if you've tried that sport!), bowling, tennis and other racquet sports. On site guest accommodation includes a 4-star hotel, 350 chalets, a 200-bed hostel for school parties and youth groups (much safer to learn to ski here rather than on a real mountain) and new homes.

Set deep in the quarry, most of the development will not be visible but the ski slope building will rise at a shallow angle enclosing a piste half a kilometre in length. It is predicted that when fully operational it will bring 2.5 million visitors* and half a billion pounds into the local economy (oh - and a little traffic).

* 2.5 m per year; 200,000 a month; 50,000 a week; 10.000+ on Friday afternoons.

Ipswich Maritime Trust

The first series of evening lectu-es in the spring proved to be popular and led to the creation of a mailing list and newsletters. The one remaining lecture in the 2004 series is by Richard Smith on 7 April. He will speak about "Thames Barges in Suffolk" at the Waterfront Conference Centre, Custom House at 7.30 pm.

Three summer events, "the Sailing Barge Family Heritage Weekend", "The Rally of Tall Ships Weekend" and "The Ipswich Heritage Weekend" brought hundreds of visitors to the Waterfront Conference Centre to enjoy exhibitions on maritime themes arranged by the IMT.

Hugh Moffat's book "Ships and Shipyards of Ipswich" was distributed to twenty High Schools in the local area by the Trust.

There is hope that a fresh Lottery application will enable the restoration of the historic vessel MV "Pinmill".

There is good news on the probability that IMT will have a permanent exhibition area within the Cranfield Mill Development Plan (due for completion in 2007). The quay frontage is vitally important to the IMT and the developers are equally keen to focus on this historic aspect. Large purpose-built glass display cabinets will be placed in a prominent secure location, within which artefacts, memorabilia and all things maritime will be on show.

DIANA LEWIS, Ipswich Society representative on the Ipswich Maritime Trust

The Greenways Project

James Baker, Project Officer of the nearly ten years old Greenways Project, gave members a fascinating, account of this unusual co-operative venture. Initiated by the Countryside Commission (now the Countryside Agency), the Greenways Project brings together the County Council, Ipswich Borough Council, and the three districts adjacent to Ipswich - Babergh, Mid-Suffolk and Suffolk Coastal. The basic concept is to have a small team of countryside officers or rangers able to look after the nearby countryside, its wildlife and landscape, without having to worry too much about local government boundaries.

James highlighted the number of green spaces found around the urban fringe of Ipswich, its river, the railways and the various important sites of scenic and often scientific importance. The main aims of the Project are to give opportunities for people to enjoy the countryside near their homes, and to involve them in the practical management of their local environment, giving them a sense of "ownership" of the countryside.

The protection and enhancement of wildlife bio-diversity and the appreciation of landscape quality are important facets of the Project's work. We were shown numerous examples of community involvement. The Project has its own group of volunteers who meet weekly to undertake tasks ranging from tree planting, pathway clearance and hedge creation, to riverside clearance (additional volunteers are always welcomed). An interesting illustration shown was that of the newly created steps in London Road to provide pedestrian access into Chantry Park as part of the new circular walk which some Society members followed last autumn.

The Greenways Project has been one of the most active participants of the River Action Group in which the Society has played a leading role. Most recently it has implemented much of the riverside enhancement which has resulted from Lottery funded schemes. These have provided new artworks, picnic areas and planting as well as the series of information boards along the riverside. James and his team, working alongside the Ipswich Wildlife Group, have been very successful in creating and developing the new reed bed nature reserve by the Alderman Canal. This previously run-down area is now part of a very attractive landscape. The development of the new park at Belstead and the expansion of Spring Wood, which is such an important buffer between the A 14 and the new housing in that area, have been most successful.

In discussing the possibilities of new housing in the north of the town, James highlighted something quickly picked up by Jack Chapman: when we think of sites for new housing, we take it for granted that brownfield sites must be our first option. James pointed out that often it was these brownfield sites which became colonised by wildlife, and it might well be that the greenfield site, presently arable land, could be very sterile from a naturalist's viewpoint.

I have represented the Society on the Greenways Advisory Committee for many years and have certainly appreciated the value of the work done. I hope that members will have been stimulated to visit some of the interesting sites to which we had been introduced.

TOM GONDRIS

Summer Songs

Ipswich Building Preservation Trust will be presenting the Musicology Group in an evening of Summer Songs at the Unitarian Meeting House on Friday, 11 June at 7.30 pm.

Summer drinks and snacks. Tickets £6 from Tom Gondris or Margaret Hancock.

Role Of Modern Architecture

You need to walk around the town to appreciate just how much building is going on in Ipswich. Post-industrial big cities like Manchester, Newcastle and Birmingham are said to be "re-inventing" themselves for this different era. In a smaller way that also applies to post-industrial towns like Ipswich. The process began here some years ago as insurance replaced manufacturing. Now we have offices instead of maltings, and most recently flats instead of warehouses and gasworks.

Bringing residents back into various parts of the town centre and the Waterfront is surely good in principle and doesn't need to be rehearsed here. But the one element which is relatively neglected is retailing. This is illustrated most obviously by the continuing neglect of the huge Mint Quarter site bounded by Upper Brook Street, Tacket Street, Upper Orwell Street and Carr Street. There are many economic, commercial and legal reasons for this neglect and delay, I'm sure, but the result is a great "hole" in the middle of Ipswich, a town which in other respects is developing fast.

Modern architecture has been a major factor in the successful "re-invention" of many other cities and towns. I haven't been to Birmingham yet to visit the new Selfridges but I already know about it, as I guess many Ipswich Society members do. When in 1909 Selfridges opened in Oxford Street, a famous architect from Chicago (Daniel Burnham) was brought in to design the most striking shop in London at the time. Similarly now in Birmingham where the architects, Future Systems, designers of the elongated oval media box at Lords cricket ground, have created the extraordinary looking five-storey slinky Selfridges. I don't know whether I'll like it, but it's already so famous I do know it's there! That and the whole redeveloped Bull Ring have helped Birmingham to rocket up the retailing success ladder during 2003 (from 13th to 3rd, nationally).

Before you think this is madness, I should say that I realise that Ipswich is much smaller than Birmingham and that we'll never have a Selfridges here! My point is simply to stress the importance of architecture. It's possible that the Mint Quarter will never be developed for major retailing because Ipswich isn't big enough to sustain it, but if you think about the potential of the site there is wonderful scope for architectural statements which would put Ipswich on the map. Whilst I think that new architecture should respect its existing neighbouring buildings, in this case architects would have almost a free hand since there's not much to respect other than the two churches, St Pancras and Christ Church in Tacket Street. Striking looking shops could help to make Ipswich uniquely different from other town centres. Then all these new flat-dwellers would shop here and car owners would be less likely to drive elsewhere. Dream on?

NEIL SALMON

Snippets (2)

Our plaques advertised worldwide

The Society's Blue Plaques scheme is featured by Michael Anderton on the internet. He's made a good job of it, except that there is a plaque about John Glyde on No 9 Eagle Street despite his "plaque not yet erected". If you haven't got a copy of our leaflet about the people commemorated it is available from the Tourist Information Centre. If you'd like to follow Mr Anderton's Trail (he's long specialised in pointing out good walks) information is on [http- // www.anderton.btinternet.co.uk/townwalk/ipswbpt.htm](http://www.anderton.btinternet.co.uk/townwalk/ipswbpt.htm) [Our scheme will be added to.]

Norwich top!

Norwich now has more Park & Ride facilities than any other city in the UK. The f 1.6m Harford scheme (two miles south of the city close to the A 140) opened in early April and is the 5th site. There are 1,100 spaces available at a daily rate of £2.50 before 9 am, £2.75 thereafter. (Your comments on this variance would be appreciated.) A 6th site at Cringleford (south-west of the city close to the A 11) will open in the spring of 2005. Ipswich's 3rd facility at Martlesham opened before Christmas and has been heavily criticised in the press for the lack of customers during the day. This should change when buses "loop the loop" around Heath Road roundabout, outside the hospital, later this year.

Manufacturing for congestion

New car registrations in 2003 topped 2.6 million, the highest ever number of vehicles sold in a single year. Nobody knows exactly how many vehicles are on the road but the figure (including untaxed, uninsured and unroadworthy) is over 30 million. In Ipswich the number of households with at least one car now just exceeds 70% (2001 census). That means of course that almost 30% of households do not have access to four-wheeled transport. In some central Ipswich wards (Westgate, Gipping and Alexandra) the figure is nearly 40% The car lobby may be powerful but it's not totally representative even if there are now 49,898 cars and vans for the 49,869 households.

Makro

Readers with long memories will recall the building of McDonald's on the Asda site at Whitehouse in a phenomenal nine days (still the record for a "built on site" restaurant). Now APZ Building Services have built a 100,000 sq ft wholesale warehouse for Makro in 57 days. Given that your house is probably about 1000 sq ft that's one big shed! In fact APZ built three stores in 120 days by moving the various gangs from Ipswich to Chester then to Wolverhampton in sequence. At each of the sites a total of 200 people worked 14 hours each day, 7 days a week to the sequenced programme enabling Makro to open on Day 61 of the contract.

Sky-high living

Elsewhere in this Newsletter you will read about very tall tower blocks as part of the redevelopment proposals down on the Waterfront. It won't surprise you to learn that most of us prefer living close to the ground. The 2001 census reports that only 80 households (out of 49,869) in Ipswich are on the 5th floor or higher - 38 in Westgate ward, 24 in Alexandra, 6 in Gipping and 3 each in Bixley, Holywells and St Margaret's.

Interesting trivia

An inch of rain over the 10,000 acres of Ipswich is one million tonnes of water! Population of Ipswich 117,000 - density 3,000 people per sq kin. 3,942 ha. 50,000 houses.

Pykenham's Gatehouse

As usual the Society together with the Ipswich Building Preservation Trust will be opening the Gatehouse to visitors on the first Saturday in the month, 10.30 am till 12.30 pm. The dates are: 1 May, 5 June, 3 July, 7 August, 4 September, 2 October. If you still haven't been inside this remarkable 15th century survivor come along, be warmly greeted and see it.

The Ransome Family

Ransome - the most internationally famous name from Ipswich, until a few years ago. Mr Michael Weaver in his talk to the Society explained how and why Ransomes engineering became so well known. It's not clear why Robert Ransome left Norwich to set up a foundry in Ipswich in 1789 with a borrowed £200 and one worker. Perhaps the ease of bringing raw materials up the Orwell was a big factor. Anyway, Robert Ransome's development of the chilled plough share gave the business great impetus at the very time that what we call the Industrial Revolution coincided with the Agrarian Revolution. As a Quaker, Ransome was debarred from local and national government so like others of his faith he used his talents in a field where his trustworthiness and principles of long-term investment paid off. The firm itself took pride in "existing to give young men of Ipswich a job" and they ran the best apprentices scheme in the county according to Mr Weaver.

Ransomes moved from St Margaret's Ditches [i.e. what is now the Old Foundry Road area, where the Society's Blue Plaque marks the location of the original foundry -Editor] to the waterfront in 1841. From Orwell Works it was easy to export their products all over the world.

Taking on different highly able partners over the years, the firm eventually became Ransomes, Sims and Jefferies. [Ransome and Raper at Waterside Works on the other side of the river also became internationally renowned.] Diversification was a big part of R S & Ys success. They made many types of agricultural machinery, steam rollers, fork-lift and other trucks, trolley buses and in the First World War 700 aeroplanes and in the Second World War field guns. The expansion to the 140 acre site on Nacton Road after the Second World War must have suggested a continuing success but in the new era of greater specialisation and greater international competition, Ransome's diversification became a handicap. The company gave up many of its lines and concentrated on grass cutting equipment, which it still does. Grass cutting, we were reminded, is not just about tending our lawns but has made possible public parks and now golf courses. Taken over by an American company, the name of Ransomes disappeared but has recently re-surfaced - presumably because it is still a selling point.

Mr Weaver was commissioned to write the history of the company to commemorate its bicentenary in 1989, so he was able to speak with affection about a company which was so well run for so long. He said that the company's archives now held in Reading are probably the best record of any 200 year old company in Britain - "these were very efficient people".

Letters To The Editor

RE-VITALISE THE EASTERN END OF THE TOWN CENTRE

From Dave Morgan

My latest missive to you is prompted by apparently conflicting reports in the Evening Star that, on the one hand, Ipswich is out-performing Norwich in terms of visitors and retail sales whereas, on the other, there is a continuing failure on the part of the potential developers to get the much needed Mint Quarter under way. It doesn't add up!

The forthcoming re-location of most County Council staff from County Hall to Russell Road will add, certainly in the short term, to the deterioration in this area of town, although I suppose the residential developments on both sides of the start of Woodbridge Road will redress the balance to some extent and, hopefully, the development of a university in the immediate area will materialise? However, in the short to medium term, unless something is done The Wash (Upper Orwell Street etc) will just get worse and the ghastly edifice that is the Odeon together with the rundown Regent just add to what I do hope is just a temporary gloom to this area of town. The situation is now made worse by the news that at the other end of town the Civic Centre campus may become a Waitrose supermarket - God preserve us!

All this prompts me, Mr Editor, to repeat my earlier complaint that, if the Borough Council wishes to maintain this dubious advantage over Norwich, it must concentrate on the revitalisation of the eastern end of the town centre and firmly put the pressure on whoever NCP and Helical really are. The delay on the Cox Lane site is nothing short of criminal and indeed I suspect that is where most of us would like to see Waitrose go - and give us the parent, John Lewis, as well! I implore the Society's senior officers to seek to re-direct the Borough Council's concentration just a wee bit from the Waterfront and the Civic Centre sites.

CAR HARDSTANDING SPACES

From Stuart Waller

I was somewhat surprised at your notes under Recent Planning Matters (January Newsletter) re 25 Tuddenham Road. Perhaps the Society could comment on what principle they are talking about when the Society believes that permission should not be granted for construction of car hardstanding and retaining walls as a matter of "principle".

To try to reduce the number of cars in the town centre by refusing permission is very very unlikely to have the desired effect -just more likely that another vehicle will be parked in surrounding roads. Surely it cannot be a policy to reduce the number of cars in the town centre by refusing extra car parking spaces. Planning permission is not required in the vast majority of cases and the Council has been busy building them for their own houses. Why should houses in Conservation Areas not have car standing spaces?

To have no parking for visitors would be quite a problem in Tuddenham Road as it has yellow lines for all that part of the road. Most of the large houses in that area have more than one car parking space. We must not lose sight of the fact that old houses are needed for modern living.

CAR HARDSTANDING : A REPLY TO THE LETTER ABOVE

From Mike Cook, Planning Monitor Co-ordinator, The Ipswich Society

I must apologise for my poor phrasing: the principle at stake is not the provision of parking around houses in general. 25 Tuddenham Road is a fine Victorian Locally Listed house with "Suffolk white brick front wall with red brick and corded decoration" and "Gate piers with stone capping". The owners cannot expect that they will automatically be allowed to carry out alterations to

accommodate off-road car parking. The Society's view, which was discussed at an Executive Committee meeting, was confirmed after two meetings of the Conservation Panel and refusal by the Ipswich Borough Council Development Control Committee. This entails the two different proposals being considered by about forty people, some experts, some amateurs, and some elected. At the end of the day the wrong decision may have been reached for the wrong principles by the wrong people, but no one could say that it had not been inspected, considered and discussed enough. I think the correct view was taken. The principle is: the motor car or the environment.

Saving Our Heritage

This was certainly one of the most fascinating and informative talks given to the Society in recent years - even if it wasn't "local"! The speaker, Mr Brian Morton, is an engineer/architect specialising in conservation work. He and his firm have been responsible for the conservation of the Albert Memorial and the Guildhall in London and many Fast Anglian structures including Southwold and Cromer piers, and various churches and secular buildings. He is currently working on the construction of the new tower at St Edmundsbury cathedral.

All this wealth of experience seems to have confirmed his ultra-pragmatic approach to building. The essence of his talk, as it came across to me, could be summed up as respect for old materials with scepticism about some modern materials, learning by trial and error from his own and others' experiences (as medieval builders did) and opting for minimal reconstruction in conservation work. And, incidentally, these principles usually provide cheaper solutions than many other modern proposals do.

His respect for old buildings, old materials and old craftsmen came out in little casual observations that Greek temples 2500 years old weren't load tested and so wouldn't comply with today's building regulations, and churches 800 years old have "a habit of standing up" because they were built of compatible soft materials and if on soft ground would have moved for a dozen years and then settled! By contrast, he has been horrified at the way that 1960s concrete was poured on to re-fix church rafters on to walls. And he is very sceptical of underpinning, which he won't do on barn conversions.

The talk was profusely illustrated with slides. We saw a particularly revealing variety of slides showing work proceeding on the tower at Bury. Other engineers had recommended that the tower should be continued in concrete: Mr Morton advocated stone, which together with the bricks and mortar will have similar porosity and so greater compatibility. There was a striking example of the need to be wary of modern ways. Scientific analysis had selected the best mortar mix out of fifteen samples. However, put to the test of exposure to the weather for 2-3 months, that mortar deteriorated and an adjustment had to be made to the proportions of fine sand and chalk. I am quite happy to believe now that the specification that the tower should be good for a thousand years will be met! (It's also reassuring that Mr Morton is consultant to the Ipswich Building Preservation Trust in their current assessment of the big timber-framed building at the corner of St Nicholas Street and Silent Street.)

The slides and a short film about the Albert Memorial were equally absorbing. We learned that Gilbert Scott hadn't checked the plumbers' seals: consequently water had been trickling on to the

wrought iron above Albert's head. (Much of the rest of the Memorial is made of cast iron and polished granite.) All this complicated repair work was completed one year ahead of schedule and £3m under budget - and it looks magnificent in its restored exotic materials and colours. This used to be the sort of edifice I disliked. Perhaps I should take another look!

NEIL SALMON

World War II Memorial Fund

The Ipswich Branch of the Royal British Legion decided on a Millennium Project to extend the town's war memorial. The extension will record the names of the 620 Ipswich servicemen who lost their lives in the Second World War. The existing roll of honour on the memorial in Christchurch Park records only the names of the First World War dead.

The Ipswich Branch discussed repair and renovation of the memorial with Ipswich Borough Council who accepted its liability in this respect but could not meet the complete cost of funding an extension. As Legion funds cannot be used for war memorials, an application was made for a Lottery grant which was unsuccessful. Subsequently, modified plans have been prepared which have now been granted Full Planning Permission and Listed Building Consent. The bronze names plaques are completed, paid for and securely stored but the final costings for making good and extra stonework to the Wall of Honour and erection of the plaques are awaited. Hopefully this will prove an attainable figure.

The media has responded well to the fund-raising and many local businesses, members of the public and individual councillors have made generous donations which currently total £42,000, plus a "ring-fenced" grant from the Council's Communities Improvement Fund. About £10,000 is still to be found. An unveiling ceremony is planned for 16 May, exactly 80 years after the dedication of the monument.

If members of The Ipswich Society would like to contribute to the fund, they can contact the President of the Ipswich Branch of the Royal British Legion, Reg Driver, at 9 The Lawns, Ipswich, IN 3LQ (telephone Ipswich 272690).

Ipswich Street Names

This is a selection of information taken from the Lewcock Collection presented to The Ipswich Society in September 2003. The Collection had been in the possession of Edward Hussey "Jim" Lewcock (1916-1989) who was a member of an Ipswich family long established in marine and ship brokerage businesses. Jim himself worked in administration at the BX Plastics factory at Brantham. A long standing member of The Ipswich Society, he was interested in many aspects of Ipswich life, past and present. He was also a regular member of the Society's visits abroad. This street information was probably collected by Jim's father.

Adair Road: commemorates Hugh Edward Adair, of the Adair family of Flixton Hall, Bungay. He was MP for Ipswich 1947-1974.

Alan Road: named for Alan Brooksby Cobbold, the owner in 1864 of the 238 acre Rose Hill estate. The Rev E C Alston of Dennington then became the owner. On his death it was sold, and Alan, Alston and Rose Hill Roads were then constructed.

Alpe Street: commemorates William Alpe, Borough highway surveyor, 1698.

Ancaster Road: commemorates an 18th century family connection of Lord Gwdyr of Stoke Park. An ancestor, Peter Burrell, married Priscilla (Baroness Willoughby d'Eresby) the eldest daughter of the third Duke of Ancaster and Kesteven.

Anglesea Road: commemorates the Marquis of Anglesea who lived in Ipswich in the early 19th century. He fought in the Battle of Waterloo, 1815.

The Avenue: an allusion to the fine avenue of trees shown on Kirby's map of the Christchurch estate 1735, which was a continuation of the avenue which ran from the Mansion to the Park Road gateway, cutting across Great Kingsfield beyond present day Valley Road.

Badshah Avenue: commemorates Kavas Jamas Badshah who retired from the Indian civil service in 1904 and came to live in Ipswich where his family had been established since 1892. He became a town councillor in 1913, was awarded the OBE in 1918 in recognition of his war work in Ipswich and became mayor in 1925.

Bantoft Terrace: commemorates William Bantoft, Town Clerk 1883-1924.

Beatty Road: commemorates David, first Earl Beatty (1871-1936), Admiral of the Fleet, and his distinguished service in the First World War.

Beck Street: commemorates Cave Beck, headmaster of Ipswich Grammar School 1650- 1657. He held a plurality of livings - rector of St Margaret's 1658, St Helen's 1658 and Monk Soham 1674-1706. Noted nationally as the author of "The Universal Character" in which he sought to establish a universal means of language using numerals as linguistic symbols.

Bedford Street: commemorates Thomas Bedford, a "postmaster" - a hirer of horses, coaches and gigs, with premises in 1855 off St Matthew's Street.

Benezet Street: commemorates the anti-slavery movement and the work of Antony Benezet, a Frenchman whose family came first to England in 1731 and later went to Pennsylvania where he campaigned for the anti-slavery cause. The nearby Emlen Street, Wilberforce Street and Clarkson Street were similarly named.

Blenheim Road: commemorates the battle of 1704 in the Seven Years War which ensured the Hanoverian succession to the English throne.

Bond Street: commemorates Henry Cooper Bond who had a tannery here and another on Bramford Road. He lived in a house at Majors Comer where the Regent now stands.

Boss Hall Road: two possible derivations, one from the name De Bois, landowners here in the 13th century, the other a contraction of Bordshaw Hall.

Bostock Road: named after the family who owned the Hippodrome in St Nicholas Street and the theatre in Carr Street.

Bulwer Road: commemorates James Redford Bulwer, QC (1820-1899), MP for Ipswich 1874-1880.

Canham Street: commemorates William James Canham. In 1883 he acquired a 75 year lease from the Borough of grazing land here. He was a furniture van proprietor with premises in Portman Road. Houses were built on the land in 1933.

Cecil Road: named in 1929, it commemorates Viscount Edward Algernon Robert Gascoyne Cecil (1864-1958), a leading figure in the founding of the League of Nations after the First World War.

Chalon Street: together with Metz and Sedan Streets commemorates events in the Franco-Prussian War of 1870. [The latter two have disappeared under the development off Princes Street - Editor]

Chevallier Street: commemorates Dr Barrington Chevallier (1818-1889), Mayor of Ipswich 1873-1874.

Colman Street: cut across the garden of Dr Colman in 1821. His house and garden at the corner of Northgate Street are marked on the Pennington map of 1778.

Coyte's Gardens: commemorates Dr William Beeston Coyte and his noted botanical garden marked on the Pennington map of 1778. He published two catalogues of his plants, 1796 and 1807, which established the national importance of the garden.

Crane Hill: commemorates the Crane family. Christopher Crane held office as a chamberlain (financial officer) of the Borough circa 1564. He was born in the parish of St Matthew.

Cutler Street: commemorates the Cutler family of St Nicholas parish, members of which held in the 17th century the offices of bailiff, justice and coroner of the Borough.

Dial Lane: the earlier name of Cooke Row was in use until about 1844 but it became the present name because of the clock which then stood out from the west face of the tower of St Lawrence church. The clock was removed when the tower was rebuilt in 1882.

Dog's Head Street: name derived from the inn Dog's Head in the Pot which stood at the north-east end of the street, or lane as it was called on the Ogilby map of 1674.

Duke Street: seems to have progressed by 1844 from the earlier humble name of Duck Street, as given on the Ogilby map of 1674. It has been suggested that ducks were kept in this area adjacent to shipyards and the river.

Ernleigh Road: developed by a local builder Ernest Lee. No prizes for the derivation!

Fletcher Road: commemorates Mrs E M Fletcher, member of the Borough Council 1922- 1933 for St Margaret's Ward. Her husband was rector of St Matthew's 1900-1915.

Gatacre Road: commemorates Major-General Sir William Forbes Gatacre (1843-1906) who served with distinction in India, Egypt and in the Boer War 1899-1901 in South Africa. From 1898 to 1904 he commanded the army's eastern district based at Colchester.

Gaye Street: commemorates Charles Gaye (1804-1882) rector of St Matthew's 1847-1875.

Hervey Street: was cut through land farmed by a farmer called Hervey. The 1855 Suffolk directory records an Ernest Hervey occupying Bolton Farm in this area.

Hossack Road: commemorates James Francis Clark Hossack (1868-1937) a local doctor of the East Suffolk and Ipswich Hospital, who was a member of the Borough Council 1908-1929 representing St Margaret's Ward, mayor in 1929 and became an alderman in 1930.

Hutland Road: derives from the huts that occupied an area of land near to the military barracks on Woodbridge Road.

Ivry Street: relates to the history of the Fonnereau family who had been in the 15th century Earls of Yvery in Normandy.

Kelly Road: commemorates Sir Fitzroy Kelly (1796-1880), a distinguished lawyer. Owner of The Chantry 1852-1867, he was MP for Ipswich 1835, 1837-1841 and 1852-1866.

Lacey Street: commemorates Robert Lacey, named as president of the Ipswich Freehold Land Society in their prospectus of 1849.

Moffatt Street: commemorates Alexander Moffatt, Town Clerk of the Borough 1925-1946.

Murray Road: The owners of the land across which this road was cut were the Cobbold family. John Dupuis Cobbold of Holy Wells married Lady Evelyn Murray, daughter of the 7th Earl of Dunmore.

Navarre Street: relates to the Fonnereau family, who were in the 15th century Earls of Yvery in Normandy, and their sovereign King Henry of Navarre.[Where is this remnant of a street?]

Neale Street: In 1793 the Reverend Charles William Fonnereau had married Harriet Debora Neale, daughter of a Thomas Neale of Freston. In 1882 a Thomas Neale is recorded as being in residence at Christchurch Mansion.

Paget Road: commemorates the connection of Lord Paget (later the Marquis of Anglesea) with Ipswich. In 1805, as Lord Paget, he received the Duke of York when he came to review the troops on Rushmere Heath.

Patteson Road: commemorates the connection between the Cobbold and Patteson families, and several of the Cobbolds bore Patteson as a second name. John Coleridge Patteson, the first Bishop of Melanesia and grandson of the Rev Henry Patteson of Drinkstone, was killed on a Pacific island in 1871, the result of trouble caused by Englishmen still engaged in slave trading. There is a large memorial cross to him in St Mary le Tower churchyard.

Pearce Road: This is on land developed by the Ipswich Freehold Land Society, of which Joseph Pearce was secretary 1850-1876.

Ringham Road: commemorates Henry Ringham (1806-1866) of St John's Road, a wood-carver of national repute. He was involved in restoration work in over eighty Suffolk churches.

Shafto Road: a family name connected with the Adair family of Flixton Hall, Bungay, one of whose members, Hugh Edward Adair, was MP for Ipswich 1847-1874.

Sherrington Road: commemorates Sir Charles Scott Sherrington OM (1857-1952) who attended Ipswich School 1871-1876 and later married into the Wright family of Preston Manor, Suffolk. He discovered the physiology of the brain, for which he received a 1932 Nobel Prize.

Toller Road: commemorates Richard Toller, head brewer and manager 1896-1922 at the nearby Cobbold's brewery.

Tudor Place: off Woodbridge Road near Christchurch Street, was named as it led to Tudor's Circus which was held for many years on the meadow which stood adjacent to the Mulberry Tree (now The Milestone). The circus closed in 1904 and the Drill Hall was subsequently built on part of the site.

Wallace Road: commemorates Sir Richard Wallace of Sudbourne Hall, founder of the Wallace Collection in London. He was appointed High Steward of Ipswich in 188-3 and was President of Ipswich Museum 1876-1885.