

# Ipswich

## Port Heritage Summary

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### Cover illustration

Looking across Neptune Marina and the Quayside with its built frontage which includes several historic buildings and key landmarks.

## Abbreviations

ABP	Associated British Ports
BOCM	British Oil and Cake Mills
c	circa
HE	Historic England
HER	Historic Environment Record (Suffolk County Council)
IMT	Ipswich Maritime Trust
LB	Listed Building
LPG	Liquid Petroleum Gas
LWOST	Low Water of Ordinary Spring Tides
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
NTL	Normal Tidal Limit
OS	Ordnance Survey
Ro-Ro	Roll on - Roll off
PDZ	Policy Development Zone (a management area included in an SMP2)
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2
SSSI	Site of Special Scientific Interest
UCS	University Campus Suffolk



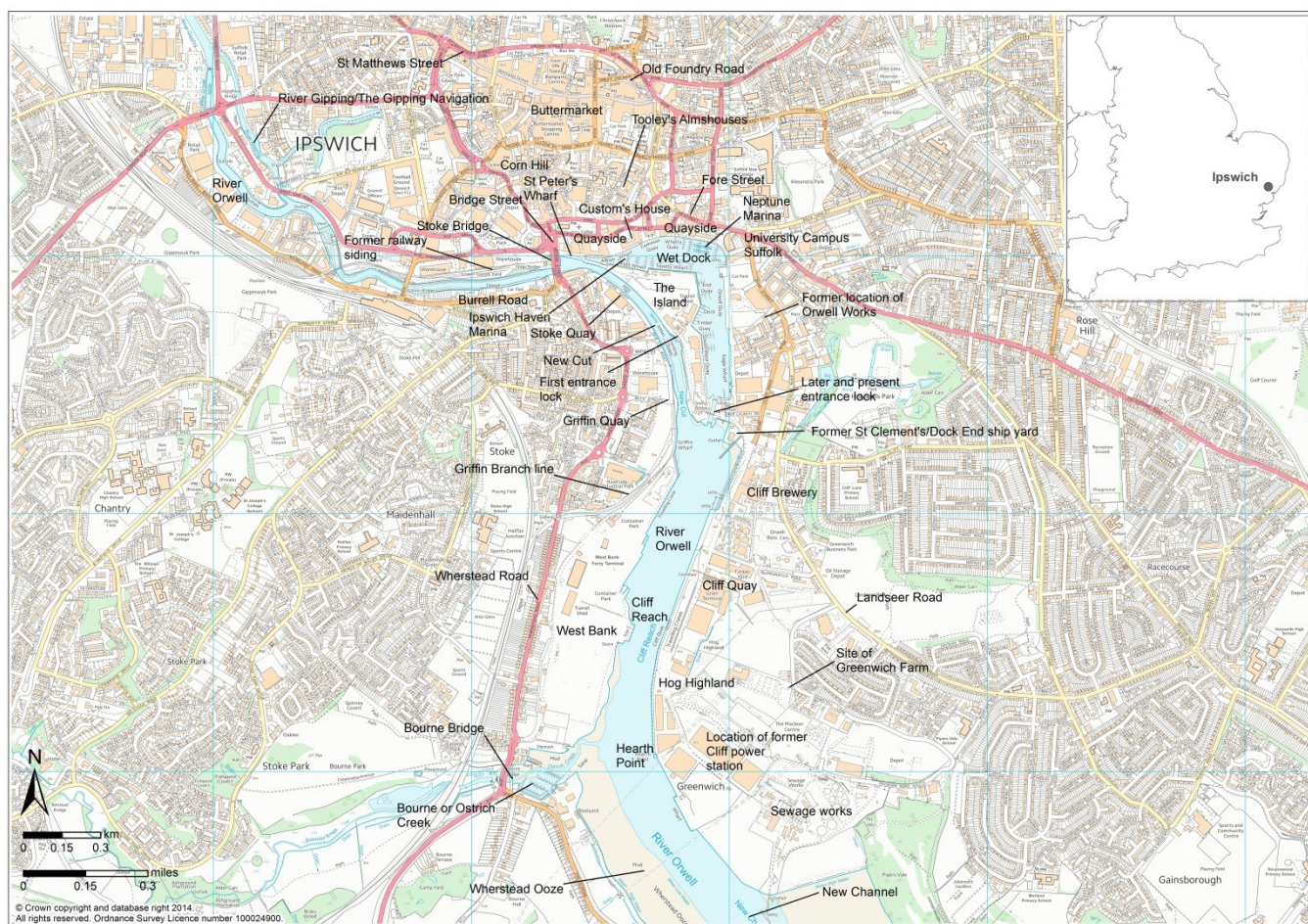


Fig 1 Location, topography, place-names and features.

## Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-heritage.

This Port Heritage Summary relates to Ipswich in Suffolk where twelve individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Ipswich's distinctiveness today, to the interpretation of its historical development, and that of East Anglia and the North Sea. This includes the cultural associations and feelings of local people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Ipswich's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

This Port Heritage Summary, where possible, uses the modern names given to the quays in the port.

## Location

Ipswich is located at the head of the estuary formed by the River Orwell. The Orwell enters the North Sea 12 miles downstream at Harwich Haven and the deep water ports of Harwich and Felixstowe. At Ipswich the river is now tidal two miles upstream of Stoke Bridge (towards the head of the Wet Dock) where a weir prevents its ingress inland.

The weir also blocks the Orwell from the River Gipping as it flows down from the direction of Stowmarket (13 miles to the northeast). To the east of the weir the Gipping continues in a separate channel for a further 0.4 miles towards West End Road where it finally joins the tidal Orwell via a further weir.

## The Port

Associated British Ports (ABP) is the Statutory Harbour Authority for the Port of Ipswich (ABP website). Its jurisdiction extends to the lower part of the River Orwell where it transfers to the Harwich Haven Authority (Harwich Haven Authority website).

Associated British Ports also owns and operates the modern commercial port of Ipswich. This is located on both banks of the Orwell: Cliff Quay on the eastern side has over 1.2km of quay space and the West Bank 320m of quay frontage.

The commercial port handles aggregates, animal feed, fertilisers, cement and grain via short-sea vessels. It handles three million tonnes of cargo a year including 500,000 tonnes of grain, making it the UK's biggest port in terms of grain export. The port also handles a large amount of timber products from Scandinavia and the Baltic States.

Upstream of Cliff Quay and West Bank, ABP also own and operate the historic Wet Dock and the Ipswich Haven Marina with 320 berths. The Wet Dock is also home to the Fairline luxury motor yachts testing centre and Neptune Marina (ABP website; Ipswich Haven Marina website).

On the western side of the Orwell, 1.3km south of the opening to the Wet Dock, is Bourne Bridge and Ostrich or Bourne Bridge Creek, home to Fox's Marina and the Orwell Yacht Club.

## Local Authorities and heritage organisations

Ipswich comes under Suffolk County Council, which oversees management of the Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

Ipswich Borough Council manages the local museum and Conservation Areas (Ipswich Borough Council website).

The Historic England (HE) East of England office is in Cambridge. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

The modern port has its origins in the early medieval period. Its success had much to do with its location at the head of the River Orwell, together with the agricultural produce and natural resources available in its surrounding hinterland.

In the medieval period Ipswich was a nationally important port. Its extensive trade generated substantial wealth for the merchants of the town who played an important role in its historical development.

However, by the close of the 18th century the port was in trouble due to the silting of the River Orwell. Ipswich's solution in the early 19th century was the development of the Wet Dock – at the time the largest wet dock in Europe.

The Dock was a pivotal point in Ipswich's history. The town had already begun to attract several businesses that would become nationally renowned in the grain and malting business, for the manufacture of fertiliser, and for the production of agricultural machinery and locomotives.

By the late 20th century, however, the Wet Dock's heyday was over and from the late 1990s onwards it was the focus of much redevelopment. The commercial port continued in the deeper water of the River Orwell and through substantial investment and adaptation has expanded and developed, ensuring the continued success of the town as an active port.

## Early origins – a *wic* and emporium

Ipswich's earliest settlement was located on the northern side of the River Orwell, in the vicinity of Stoke Bridge, extending uphill towards the area of the Buttermarket (Ipswich Archaeological Trust website).

The Ipswich place-name is Old English containing the element *wic* meaning 'trading settlement'. The full name has been interpreted as either 'Gip's (a personal name) trading centre' or the 'trading centre by the yawning estuary' (Key to English Place-names website).

Archaeological evidence shows that Ipswich has been a port since the 7th century AD. Originally serving the English Kingdom of East Anglia it was an emporium trading with similar ports across the North Sea (Ipswich Archaeological Trust website).

The importance of seafaring to the Anglo-Saxons of East Anglia at this time is demonstrated by the ship burials found at Sutton Hoo overlooking the River Deben, near Woodbridge, a few miles to the east of Ipswich (Ipswich Archaeological Trust website).

Excavation by archaeologists in the area of Bridge Street exposed a sequence of timber waterfront revetments dating from the 7th century onwards that were built to better define the northern bank of the river.

As the town developed in the 8th and 9th centuries the economy centred upon craft production and trade dominated by the Ipswich Ware (pottery) industry; the pottery traded throughout East Anglia and as far as Yorkshire and South East England.

Archaeological excavation has also revealed evidence for extensive international trade including goods imported from Norway, the Rhineland, Belgium and northern France.

In the 9th century Ipswich Ware was replaced by Thetford Ware in terms of design and fabric. However, the pottery industry remained in the town suggesting its continued role as a trading centre (Ipswich Archaeological Trust website).

It is believed that the street system of the Anglo-Saxon town is fossilised in the present day road layout and that the original fording route across the River Orwell crossed between Great Whip Street and Foundry Lane (Ipswich Borough Council 2012a).





Fig 2 The former merchant's complex of the Isaac Lord buildings.

The first bridge to cross the river was built at Stoke before AD 970 with St Nicholas and St Peter's Streets built leading to it (Ipswich Borough Council 2012a).

Ipswich's economy continued to be based on regional and international trade and a mint was built in the town during the reign of King Edgar showing its regional importance (AD 959-975) (Ipswich Archaeological Trust website).

## Medieval

At the Norman Conquest Ipswich experienced a downturn in its fortunes. However, by the 12th century it had developed as one of England's chief ports, exporting wool and corn to the continent and importing wine, pottery and millstones. The Charter given to the town by King John in 1200 granted the 'Port of Orwell' to extend from Ipswich to Paul's Head, near Landguard Point, Felixstowe, although in later centuries the town was often in dispute with Harwich over the jurisdiction (Smith and Freestone 2011).

Medieval Ipswich was very prosperous with two main centres of trade; one being the corn market on Corn Hill, the other being the port on the northern side of the river. The importance of the port at the time is reflected in the town's seal depicting a trading vessel (Ipswich Borough Council 2012a; Planet Ipswich website).

It has been suggested that the earlier waterline followed a line roughly along College and Key Streets (the street name being derived from Quay), with the churches of St Peter's and St Mary once close to the riverbank. Stoke Bridge, or the Ipswich or Port Bridge as it was also known, was recorded in its present location by the late 13th century, ensuring that the port infrastructure could not develop north of this point (Stephen Alsford's History of Medieval Ipswich webpage).

Due to its location on the North Sea, and the tradable commodities produced by its rich agricultural hinterland, in the 12th and 13th centuries Ipswich developed close trading connections with the Baltic and the Hanseatic League (a trading federation of Baltic ports).



Fig 3 A former merchant's warehouse forming part of the Isaac Lord complex.

A *Kontor* or 'steel-yard', a base for the Hanse merchants, was developed in the town although relations between England and the League were not always amicable (Richards 2007).

In 1404 Ipswich was appointed a Staple Port, one of the few ports in the country where wool was allowed to be exported to the continent. By this time it is likely that the port's trade took place at Common Quay. The quay was probably created in the 13th century and is thought to have been outside the town's defensive walls (Smith and Freestone 2011; Stephen Alsford's History of Medieval Ipswich webpage).

At this time iron, wine and pottery were imported from the Rhineland, timbers and furs from the Baltic, salt from Nantes (Brittany, France), iron, oil, leather and wax from Spain, spices and glass from the Mediterranean, hides from Ireland, fish from Scotland and coal from Newcastle (Smith and Freestone 2011).

Many of the more successful merchants may have operated their small private quays on to which backed their warehouses built to the rear of their fine houses and offices. The buildings at Isaac Lord's, Common Quay, are a good example of how these complexes originally looked. Several of these were demolished to make way through for later industrial development (Malster 2011).

The Chamberlain's accounts for Ipswich show that by the late 15th century a crane or weighing beam had been established on the Quay to weigh the merchandise of all the non-Ipswich merchants entering the port (Stephen Alsford's History of Medieval Ipswich webpage).

In the 15th and 16th centuries the export of East Anglian cloth through the port to the continent was mostly in the hands of local merchants as by the 1490s the Hanseatic League had no *kontor* in Ipswich. Instead the trade of English cloth by the Hanse was organised by merchants based in the London steel-yard visiting Ipswich (Richards 2007).



Fig 4 Looking down Key Street from the junction with Fore Street. Key (Quay) Street is thought to follow the edge of the late medieval waterline of the Orwell. Note the rear of the 19th century buildings which also front on to the quayside.

The port helped to generate much of Ipswich's wealth and it continued to prosper into the 16th century. The prosperity had been built on trade with the continent in agricultural products from Suffolk, the coal trade between London and Newcastle, and deep-sea cod fishing in the North Sea (Smith and Freestone 2011).

The wealthy merchants were often members of the Ipswich's Corporation and several became key benefactors to the town. The original Tooley's Almshouses (now known as Tooley's and Smart's Almshouses) were built on Foundation Street in AD 1550. They were named after Henry Tooley who left money for their construction and upkeep. Tooley was a successful Ipswich merchant and portman (a member of the town council) who exported Suffolk cloth and imported wine and salt from France and Spain (Planet Ipswich website).

Henry Tooley also chartered his vessel, the *Mary Magdalene*, to summer ventures off Iceland to engage in the deep-sea cod and ling fisheries there. The ports of Suffolk and Norfolk had long been involved in the import of dried cod from Iceland, but rules imposed by the Danish in the late 15th century restricted English trading and fishing. After the restrictions were removed the Norfolk and Suffolk ports again sent large fleets of vessels each summer to fish off Iceland. This was especially successful in the early 16th century before levies on salt and further trading and fishing restrictions made the ventures too risky (Childs 2000; Jones 2000).

## Post-medieval – wealth and decline

In the 16th and early 17th centuries the port continued to prosper.

Wealthy merchants began to build large mansions in the town, such as Curzon House on the corner of Silent Street and Rose Lane, Wingfield House in Tacket Street (now demolished) and Christchurch Mansion (Ipswich Borough Council 2012a, 2013).



Fig 5 The former Old Neptune Inn dating to the 15th to 17th centuries located on Fore Street.

Thomas Eldred, a cloth merchant of Ipswich, sailed with Thomas Cavendish (also from Suffolk) in the first intended English circumnavigation of the globe between 1586 and 1588 by the *Desire*, under its Ipswich master Thomas Fuller. Eldred lived at 99 Fore Street, Ipswich, now demolished, but personal items from his house are on display at Ipswich Museum (Thomas Eldred entry, Oxford Dictionary of National Biography webpage).

Trade from the port was still conducted from the Common Quay. John Speed's map of 1610 shows the town in relation to the Rivers Orwell and Gipping. Located on the Quay was a timber-framed Customs House, probably built in the 15th or 16th centuries with a wooden-colonnaded walkway later known as 'The Mariner's Walk' (Malster 2011; BBC Your Paintings website; Stephen Alsford's History of Medieval Ipswich webpage).

In the 17th century Ipswich was still a leading port in the production and ownership of vessels plying the coal trade between Newcastle and London. Ipswich was known for its Catts or Catchs, large collier ships known for their sturdy construction and large capacity but by the early 19th century these had been replaced by lighter, faster vessels (Planet Ipswich website).

Shipbuilding had been recorded at Ipswich in the 13th century, and in the 17th to 18th centuries several naval warships were built at John's Ness, below Cliff Quay. 'Launch of a Fourth rate on the Orwell', a painting by John Cleveley the Elder depicts the building of the *Hampshire* in a large earth-cut dock at John's Ness (Planet Ipswich website).

By the early 1800s the major shipyards were at St Peter's near Stoke Bridge, the St Clement's Yard on the eastern bank of the Orwell, the Nova Scotia yard (near to the northern part of Wherstead Road), and the Halifax yard near Bourne Bridge (Smith and Freestone 2011).

The Nova Scotia yard had earlier been used as part of Ipswich's short-lived Greenland whaling trade, when it was the location of premises used to boil down the blubber (Smith and Freestone 2011).

Pennington's map of Ipswich, dating from 1778, shows three shipyards side by side in St Clement's, situated in the vicinity of today's University Campus



Suffolk building, near to the junction of Fore Street and Duke Street (Planet Ipswich website).

Whilst the continued success of shipbuilding suggested all was well, by the 18th century the upper reaches of the River Orwell were silting up. To reach Ipswich large vessels now had to lighten their cargo by discharging some of it into smaller barges and lighters (small boats used to ferry cargo into shallower water) at Downham Reach, some 3.5 miles south of the port. This problem resulted in the economic stagnation of the port (Ipswich Borough Council 2013).

However, the region began to experience the momentum generated by the agricultural and industrial revolutions. As the county town and port much of this activity focused upon Ipswich despite the increasing limitations of the Orwell for maritime trade.

For example at Stoke Wharf a large warehouse (later a malting, now Gipping House) was built in the late 18th century. And in the mid-1740s the plentiful supply of water at Holywells had attracted Thomas Cobbold to move his brewery from Harwich to the Cliff area of Ipswich (Ipswich Borough Council 2011, 2012b; Tolly Cobbold website).

In 1789 Robert Ransome also moved his business manufacturing agricultural machinery to Ipswich from Norfolk. The company was later to have a large impact on the port (Ipswich Borough Council 2013).

Paintings by the artist George Frost dating from the 1790s to 1820s show Common Quay in detail; its character is little changed from that shown in Speed's map of 1610 and much different to the changes that were about to happen to the port. Low timber-framed buildings crowded down to Common Quay, with the early Customs House shown with The Mariner's Walk (BBC Your Paintings website).

Despite the navigation problems posed by the Orwell trade must have continued to prosper from the port as the Ipswich and Stowmarket Navigation, a canal linking the two towns, was constructed between 1790 and 1793. Agricultural produce was brought downstream to the port and coal upstream. A canal had first been proposed in 1719, but many of the traders in Ipswich had objected (River Gipping Wikipedia page).

## Construction of the Wet Dock

The silting of the Orwell continued and eventually Ipswich's merchants, ship owners and businesses called for improvements to be made to the port. In 1805 an Act of Parliament was obtained and a River Commission established. They appointed a harbour master and attempted to improve the channel (Smith and Freestone 2011).

However, the River Commission wanted further improvements and in 1837 the Ipswich Dock Act enabled the creation of the Wet Dock. Under the 1837 Dock Act the River Commission was replaced by the Dock Commission who took on a similar role in the running of the port (Freestone and Smith 2011).



*Fig 6 The sinuous curve of the Wet Dock preserves the approximate line of the River Orwell. The early 19th century brick-built quay wall is visible (mid left).*

The development was designed by Henry Robinson Palmer who proposed to cut off a section of the River Orwell to create a wet dock accessed via a lock system with a new channel or 'cut' dug to enable the Orwell (above the dock) to flow onwards towards the sea (Malster 2011; Smith and Freestone 2011; Grace's Guide website).

At the time of its construction it was the largest wet dock in Europe. Boats were able to access it via a lock located midway down the western side of the Island, a promontory of land formed by the 'New Cut' and built-on land reclaimed from the earlier inter-tidal area (Ipswich Borough Council 2013).

As the main access point into the wet dock the Harbour Master's house and offices and the lock keeper's cottages were built next to the lock (Ipswich Transport Museum website).

The 'New Cut' also became part of the commercial port. Just below Stoke Bridge the quay which developed on its eastern side also became known as St Peter's Wharf or St Peter's Dock (Malster 2011).

New quay frontage was built on either side of the Wet Dock except for the lower part of the east quay (Eagle Wharf), which remained as a battered slope. The Common Quay was absorbed into a continuous quay frontage built with a brick revetment capped by granite coping stones (*ibid*; Smith and Freestone 2011).

A new imposing brick-built Customs House opened in 1845, close to the site of the earlier custom house which was demolished. As well as being a customs and excise office, the buildings also featured warehouses, a coffee house and rooms where the merchants could carry out their business transactions (Smith and Freestone 2011; Planet Ipswich website).

Another significant change was the opening up of rail access to the port from 1847 when it was connected to the main network (Smith and Freestone 2011).

Unfortunately the location of the original lock entrance to the Wet Dock was too difficult for navigation and in 1881 a new lock was also built at the southernmost end of the Wet Dock (Ipswich Borough Council 2013).



Fig 7 The New Cut with Debbage Marina and its crane.

## Further industrial development

The invigoration of the port facilities resulted in businesses being attracted to the new quaysides, several of which became national leaders in their fields in the late 19th and early 20th centuries. The scale and size of their operations came to dominate Ipswich, its skyline and port over the next 100 years.

This included engineering works, oil cake and soap processing factories and traders dealing in malt and grain who needed large milling plants and silos to undertake their business. The construction of these buildings resulted in the loss of several historic merchants complexes (Malster 2011).

Several of the businesses relied on Suffolk's prowess as a grain producing area. Ipswich's Dock provided the ideal place for the bulk transport of goods which naturally led to a concentration of industry in the town and in turn attracted supporting engineering businesses and manufacturers.

One of the earliest businesses, known for its manufacture of agricultural implements and later, lawnmowers, was Ransomes later known as Ransomes, Sims & Jefferies. In 1849 the business moved to its purpose-built Orwell Works on the eastern quay of the Wet Dock (Freestone and Smith 2011; Ipswich Society website).

Ransomes diversified into the railway equipment business and this was separated off in 1869 as Ransomes & Rapier with a new base, the Waterside Ironworks, now located on the west bank of the Orwell, below the southern end of the New Cut, built next to Griffin Wharf (Freestone and Smith 2011).

Another large and important business to locate much of its infrastructure around the Wet Dock was R&W Paul. Paul's was founded in Ipswich in 1840, originally trading in malt and barley for the brewing industry but later expanding into the trading of maize and animal feeds (East Anglian Daily Times website).

John Cranfield came to Ipswich to establish a new flour mill at the head of the Wet Dock. He was joined by his brother Thomas and in 1884 the Cranfield brothers built a new roller mill, the Dock Roller Mills. Cranfields developed to become a substantial flour manufacturer using grain transported to Ipswich by sailing barge from the surrounding creeks and rivers.



Fig 8 A former Fison's warehouse with Gippings House, a former warehouse and maltings, to the right, and the modern sea defence wall in the foreground.

Cranfields installed rolling equipment produced by the Ipswich firm ER & F Turner. Turner's was established in 1837 by Walter Turner to produce agricultural machinery. Their original premises were based at the St Peter's Works, near to St Peter's Wharf and Stoke Bridge. In the late 19th century Turners was one of the companies to introduce the roller mill into Britain. In the early 20th century the firm also pioneered the maize flaking machinery in Britain for producing cereals for human consumption and as animal feed (Ipswich Transport Museum website; ER&F Turner article, East Anglian Times website).

Paul's owned many steamships and sailing barges, whereas Cranfields owned only a small fleet of barges. Both businesses, however, relied on the large-scale import of grain from across the globe, in particular North America and Australia (Smith and Freestone 2011).

British Oil and Cake Mills (BOCM) also started life close to the Wet Dock and was one of the earliest businesses to use crushed oilseed to make vegetable oils for human consumption and for soap (East Anglian Daily Times website).

The shipbuilding businesses needed timber and several merchants were located in and around the port (Smith and Freestone 2011).

The 1884 Ordnance Survey (OS) map records the port in considerable detail. Most of the port activity is focused on the Wet Dock. It shows each section of quay frontage with its own name, for example, St Peter's Wharf, Albion Wharf, Common Quay, Ransome's Wharf. The eastern quays have a railway running along them and are fronted on to by iron works (Turners, Ransome's Orwell Works, Eagle Works), oil cake works (possibly BOCM), numerous malthouses, the Customs House and the Gas Works (north of Patteson Street).

To the west of Stoke Bridge, on the north bank of the Orwell, is the Eastern Union Mills, a large water-powered corn mill which utilised the port as well as the railway as a means of transport. In the mid to late 19th century a large goods siding was developed to the west of Stoke Bridge with a tram line extending on to the docks, the Dock tramway.





*Fig 9 St Peter's Wharf has several landmarks of Ipswich's skyline – the newly built Jerwood House (right) with the former Burtons Mill (centre) and concrete-built 20th century grain silo of R&W Paul (left).*

At the north eastern corner of the Wet Dock, next to the Orwell Works, was Edward Packard's manure works built in 1849. Coprolite Street was named in 1860 after the nodules that were the raw material of the early phosphate fertiliser industry. Suffolk played an important role in the development of the fertiliser industry due to the presence of coprolite deposits, iron works and milling enterprises. Several businesses developed in the area building facilities around the Wet Dock, including Packard's, as well as the Colchester and Fison families (Malster 2011; Smith and Freestone 2011).

At the southern end of the Wet Dock the OS map shows the new lock entrance, built following another Ipswich Dock Act in 1877. The Act also enabled further improvements to the Dock – see below (The Ipswich Society website, Newsletter July 2009).

At Cliff, the St Clement's Ship Yard has a quay and slipways, with Cliff Brewery and a further small shipyard, Cliff Yard, to the southwest of it (Planet Ipswich website).

The southern half of The Island is shown with a tree-lined avenue with seats leading to a circular public shelter named the 'Umbrella'. Near to the later lock are a boat house and to the north of this, 'Ballast Wharf' with a series of short jetties or 'ballast stages' projecting out into the Wet Dock. The ballast was needed for sailing vessels that had discharged their cargo and had nothing to take back to their home port. It was provided by gravel dredged from the river and brought in considerable funds to the Dock Commission (Ipswich Borough Council 2013; Malster 2011).

The Island was divided in half by the original lock. To the north of the early lock the island was dominated by 'The Basin', a small square-shaped pool which opened up to the Wet Dock. Sited on the south eastern corner of the basin was the 'Public Warehouse' and on the northern side of the basin Orwell Mills, a lime and cement works, with Flint Wharf nearest to the neck of the Island. The warehouse was developed as part of the Act of 1877 as a transit shed for people's private goods. It opened in 1881 and was designed by Thomas Miller, engineer to the Ipswich Dock Commission (The Ipswich Society website, Newsletter July 2009).

The lime and cement works was developed by George Tovell. Much of the raw materials for these works was dredged off Harwich and moved upstream in barges (Smith and Freestone 2011).

On the western side of the New Cut there is little port development other than the railway line of the Griffin Branch. This led from the main line at Halifax Junction down to Griffin Wharf past Ransome's and Rapier's Waterside Works. To the south of the Waterside Works, below the railway line and projecting out into the Orwell, a rectangular bathing lake, Stoke Bathing Place, had been built, with rowing and sailing clubs established next to it.

Fronting on to Griffin Wharf was Griffin manure works (owned by the Colchester family) with the Griffin Ferry, a foot ferry connecting The Island with Bath Street. A number of small jetties and landing stages on the western bank of the New Cut were used by pleasure and ferry steam steamers. On the corner of Bath Street and New Cut West was the Cobbold Brewery's Griffin Inn, now known as the Steamboat Tavern (Smith and Freestone 2011).

Much further downstream on the western bank of the Orwell a wharf is shown at Halifax Mills (the mill operated by the Fison family), and towards Bourne Bridge a wharf associated with a Tar Works. To the east of Bourne Bridge was a small quay and, running parallel on the southern side of Bourne Bridge Creek, a landing hard exposed on the mud flats at low tide.

On the east bank of the river, below Hog Highland, Ipswich had built its first sewage works, later removed by the extension of the modern sewage works. Until the mid-1920s barges took thousands of tons of sewage sludge to riverside farms for use as manure; the former mooring hard, Londons Hard, to the west of the site probably related to this export (Smith and Freestone 2011).

The Cliff Brewery was rebuilt and enlarged between 1894 and 1896 to a design by William Bradford (Listed Building description). William Bradford specialised in building and altering breweries and maltings. Working throughout the country he developed a distinctive style, featuring ironwork and picturesque rooflines (Pearson 2000; Tolly Cobbold website).

## Twentieth Century

At the turn of the 20th century Ipswich's Wet Dock was dominated by much of the same buildings and infrastructure as that developed in the 60 years since its construction. However, some notable changes had been made.

A sequence of further businesses established premises next to the Wet Dock including Burtons, Sons and Sanders, later Burton's Biscuit Company, who established a factory on St Peter's Wharf (Ipswich Lettering website).

Ransome's Orwell works had expanded. To the south of the road the Eagle Works had been altered to accommodate a corn mill, and a malthouse was built next to it. On St Peter's Wharf, the Cranfields' roller mills had been built and the Oil Cake Mill expanded.

On The Island the early lock had been infilled, the Orwell Mills had been developed into a paper mill and the tidal basin altered and enclosed as 'Branch Dock', with a branch line leading to it from the railway on New Cut East. At this time the tidal basin was also used as a timber pond. The Ballast Wharf on the southern side of the Island had been remodelled and extended as a single quay fronting on to the Wet Dock (now called South West quay).

Immediately upstream of Stoke Bridge, in the Burrell Road area, on the Stoke side of the River Orwell, a boat house and a separate landing stage or slipway had been built. This is likely to be associated with George Mason and Company, a firm who built two barges at a yard on Burrell Road before moving to St Clement's Yard (Planet Ipswich website).

On the western side of the Orwell, Ransome and Rapier's Waterside Works had also expanded towards Harland Street.

Opposite the New Cut, on Felaw Street, the Maltings had been built for Messrs R&W Paul by the Ipswich engineer Thomas Miller, who had also designed the Public Warehouse on The Island. By the First World War Paul's were a nationally important malting business (Pearson 2000; Ipswich Borough Council 2013).

The New Cut was still used for commercial shipping but to a lesser degree and the lower part of the Cut was used by paddle steamers including those for recreational boat trips (Malster 2011).

Lower down the Orwell, on its eastern bank, from Cliff leading down to sewage outfall tanks, the Greenwich Farm Embankment had been built by the time of the 1904 OS map, presumably to prevent Hog Highland from flooding.

By the early 20th century the Orwell's channel from Harwich to Ipswich had been dredged to 5.79m in depth at Low Water Ordinary Spring Tides (LWOST); a depth which has been maintained ever since (Smith and Freestone 2011, 21). The 'New Channel' had been cut through the mudflats of the Wherstead Ooze, to enable a straighter channel for vessels approaching the port.

Despite the improvements to the Orwell and the creation of the Wet Dock, smaller sailing barges, often later converted to engine power, were still used to bring goods to the shallower, upper part of the Wet Dock. Businesses such as Paul's and Cranfields maintained their own fleet of barges to bring grain to their mills and maltings (Smith and Freestone 2011).

One such barge, *Ena*, was built of wood at the Navy Yard slip, Harwich, in 1906. Purchased by R&W Paul it was fully fitted-out at their Dock End Shipyard (at the southern end of the Wet Dock). In the First World War *Ena* and several other barges in the Paul's fleet, helped carry supplies to the British army on the continent (World War One surviving vessels website).

Ipswich saw some action in the First World War being a target by German zeppelin attacks. However, the port continued to prosper into the 1920s. Further lines for the Dock tramway were extended as other parts of the dock area were developed. By 1927 The

Island had been significantly remodelled. The Basin/Branch Dock had been infilled and new quay frontage with travelling cranes built, extending further into the Wet Dock (now named Tovell's Wharf and End Quay). As part of the development the public warehouse was extended to the north.

Stoke Bridge meanwhile had been updated again; the early 19th century iron-built bridge replaced by the present concrete-built one.

The southern end of The Island was now covered by railway lines linking the Dock tramway with the Cliff area by crossing the lock entrance via a swing bridge (the present bridge is a 1949 replacement built by Ransomes and Rapier).

The wharf on the southern section of The Island, developed in the late 19th century, now had travelling cranes. The development of the railway resulted in the promenade being treeless, but with the public viewing point, the Umbrella, retained.

Near to Cliff, to the east of the later lock, a new foundry had been built, an extension to Ransome's Eagle Works. Near to the Cliff Brewery the riverside frontage had been remodelled and the Dock tramway extended to the edge of the brewery.

Further to the southwest of the brewery 180m of quay frontage had been developed as 'Cliff Quay'. Cliff Quay opened in 1925 so that much larger ships could be berthed at the port. Originally built 183m long it was extended in the 1930s to the length of 550m. The development shows the rising importance of deeper-water vessels and records from the port demonstrate the increasing size of commercial vessels (Smith and Freestone 2011).

Aerial photographs taken in the 1930s of Cliff Quay show the development surrounding it including the Orwell brick works and an oil terminal. Similar photographs of the Wet Dock show the port in detail including several cranes standing on its quays (Britain from Above).

Similarly, ground-taken photos of Griffin Wharf in the mid-20th century, published in *The Port of Ipswich* by Smith and Freestone (2011), show a railway truck-based crane loading machinery - the crane similar in design to the now stationary crane at Debbage Marina, further up Griffin Wharf.

At this time Griffin Wharf was not only used by Ransome and Rapier's Waterside Works, it was also used to import and export goods for Cocksedge and Company Ltd. Cocksedge was an engineering business famous for steelwork fabrication.

Quay names in Ipswich have come and gone. In the mid-20th century the quay stretching from R&W Paul's 'Home' Warehouse (to the east of the Customs House) to Coprolite Street was known as Neptune Quay. The western part of this was once known as Wherry Quay, after the sailing wherries that carried out a daily service for passengers and light goods between Ipswich and Harwich (Malster 2011).

During the Second World War Ipswich's docks were targeted by German bombers, causing much damage. Firms such as Cocksedge and Company Ltd





Fig 10 Looking down the River Orwell Character Area to Cliff Reach with the workings of the modern port to the left (West Bank) and to the right (Cliff Quay).

also played an important role in the maintenance and repair of merchant and naval vessels, including a fleet of minesweepers that operated from the Orwell (Smith and Freestone 2011, 281). CH Fox & Son, a boat building firm founded at Ostrich Creek in 1927 but which later moved to the Wherstead Road area, also built several vessels for the Royal Navy (Maritime Ipswich Society's window display on Foundry Lane).

The sailing barge *Ena*, still used as part of the Paul's fleet saw action again in the Second World War when in May 1940 she sailed to Dunkirk as part of the rescue fleet to evacuate troops from the beach (World War One surviving vessels website).

Following the end of the War, in the late-1940s, Cliff Quay coal-fuelled power station was built down river of Cliff Quay, close to Upper Hearth Point. The station was brought into operation between 1949 and 1952. The power station was reliant on large amounts of coal transported mainly from the ports of the North East and Humber, but also from the continent (Smith and Freestone 2011; Cliff Quay Power Station Wikipedia page).

## Modern port

The size of commercial shipping continued to increase and gradually it became more difficult for the Wet Dock to be an effective part of the port.

By the 1950s the shipping using it was limited in size with the larger commercial vessels restricted to Cliff Quay (Grimwade 2012).

The Orwell continued to be dredged and the 1950s saw extensive operations to maintain depth and widen the channel (Smith and Freestone 2011).

In line with these changes to the port Cliff Quay was extended and updated in 1955, with the building of large transit sheds together with improvement of the rail freight facilities. In the 1960s the Quay was being used for the handling of bulk chemicals, roadstone, timber, barley, grains, bulk petroleum, bitumen and freight containers (though much smaller than the standardised units used today) (Jones 2011).



Fig 11 The Customs House – now ABP's office at Ipswich.

The Wet Dock was still in use with timber being loaded on the east quay, with coal delivered to the gasworks on a daily basis, roadstone, chalk and general cargo coming through the South West Quay (lower east side of The Island), and at the northern end of the dock, barges were used for grain storage by Cranfields, with numerous Thames sailing barges (now fitted with engines) delivering grain to Paul's (*ibid*).

In the 1960s Ransomes relocated their operations and closed their Orwell Works, and this allowed space for a small cargo terminal to be developed by the Dock Commission on Orwell Quay. This included reusing some of the foundry buildings. A Roll on – Roll off (Ro-Ro) ramp was installed at the northern end of Cliff Quay to improve facilities for cargo movement there (Smith and Freestone 2011).

The port, and many of the areas fronting on to the Orwell, had also been altered following the devastation wreaked by the 1953 East Coast tidal surge. To enable Ipswich to be better defended against future surges a concrete-built sea-defence wall was constructed.

The wall was built on Stoke Quay, Griffin Wharf, The Island and at the southern end of the Wet Dock, behind the St Clements yard leading down to Cliff Quay. The history of the St Clement's yard is complex but it became part of the Dock End yard used by R&W Paul for ship repair including historic vessels such as its wooden barges (Smith and Freestone 2011). The yard has had several companies use it but it is now a plant fabrication site for a marine engineering company.

In the late 1970s the Stoke Bridge and Approaches Road Scheme radically altered the character of the Stoke Bridge area (Ipswich Borough Council 2012). The redistribution of goods by railway traffic began to face competition from road transport and accordingly the port had to adapt.

The Ipswich Dock Act of 1971 enabled the harbour commission to construct the West Bank terminal, on the eastern side of the Orwell parallel to Wherstead Road. Here, a new deeper-water quay and Ro-Ro terminal were constructed. This enabled a daily vehicle ferry to Europoort (Rotterdam, Netherlands) to start in 1973 and the transfer of the cargo route to Rotterdam from Cliff Quay (Jones 2011).

The West Bank development resulted in the loss of the Stoke Bathing Place (which had also been damaged by the 1953 flood), the earlier wharfs and quays of the Halifax and Novia Scotia yards, as well as limiting the access rights of the residents in the Wherstead Road area to the use of the river (Smith and Freestone 2011).

In 1973 the Ipswich Port Authority Order led to the Ipswich Dock Commission being replaced by the Port of Ipswich (Jones 2011).

Ipswich continued to have an oil and petrochemical terminal at Cliff Quay, and by the 1980s a large area of the land between Landseer Road and Cliff Quay was given over to the bulk storage of petrochemical liquids and fuels. Originally the petrochemicals were imported by tankers via a jetty at Cliff Quay but by the mid-80s an increasing amount was transported by lorries (BBC Domesday website, Oil deport, Ipswich Port page).

Cliff Quay Power station was decommissioned in 1985 and was demolished in the mid-1990s with a bulk storage shed built on the site in 1997 (Cliff Quay Power Station Wikipedia page).

In 1997 the Port of Ipswich was sold by the Government and privatised to become part of ABP's business portfolio, the takeover being a point of much discussion (Hansard website). ABP sought to make further changes to the quay frontage of the West Bank.

Meanwhile the Wet Dock was becoming less used by the big businesses that once dominated it. In the 1980s the Stoke Maltings had already been converted to flats and when Felaw Maltings became redundant these were converted into offices. Redevelopment of parts of the Wet Dock had begun in the 1990s and since then much of it has been redeveloped with the construction of apartment blocks containing flats, light retail, recreational facilities such as Neptune and Ipswich Haven Marinas and the construction of residences and offices associated with University Campus Suffolk. Several of the large grain silos and buildings have been demolished but others have been retained and either await reuse or have been converted into residential and commercial premises.

Not all the former buildings associated with the port have been so lucky. In the 1970s a large maltings behind Stoke Quay, owned and operated by The Ipswich Malting Company were largely destroyed by fire and a little later were demolished. And in 2009 a former R&W Paul warehouse on the corner of College Street and St Peter's Wharf was demolished after a fire in 2000.

At Cliff, the Cliff Brewery was closed in 2002 when the brewery was acquired by Ridley's and the buildings still await conversion (Ipswich Borough Council 2012b, 2013; Tolly Cobbold Heritage website).



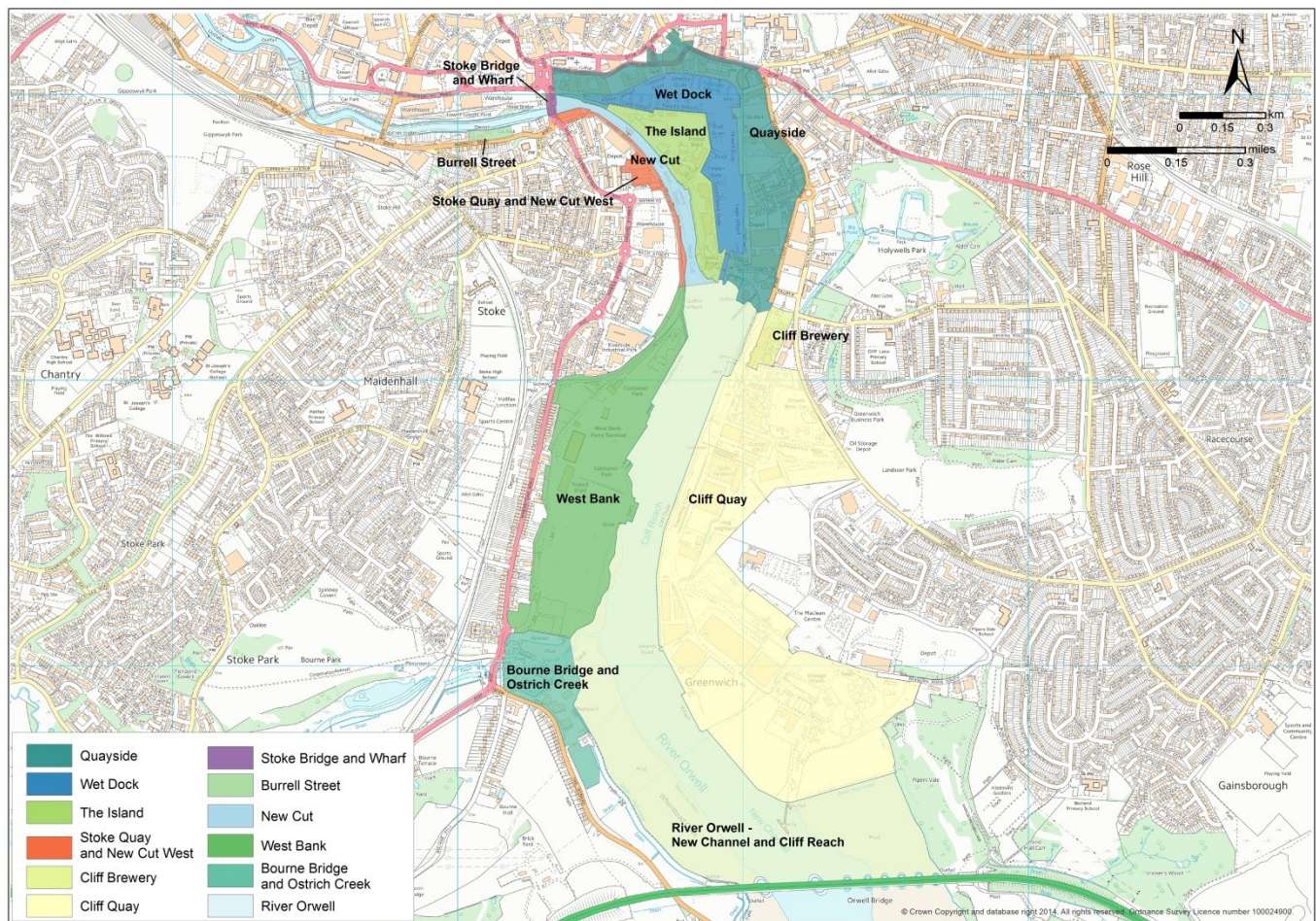


Fig 12 Character Areas.

## Port-related heritage assets and contributions to present character

Ipswich's overall port-related area has been divided into twelve distinctive Character Areas (Fig 12).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Ipswich's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Ipswich have interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they

undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Ipswich.

### Character Area Summary

#### 1. Quayside

As Ipswich's main historic quay frontage the Area owes its layout to the development of the Wet Dock in the early 19th century. In places it also incorporates elements of Ipswich's deeper history as a port, the greater time-depth reflected in its quay and street names. This is evidenced by several of its historic buildings, some of which date as far back as the late medieval period.

Running from Stoke Bridge at its northern end down the eastern edge of the Wet Dock to the later entrance lock, the quayside is dominated by a varied range of buildings fronting on to it. Many of these are distinctive landmarks, several of which relate to the businesses synonymous with Ipswich's success as a port from the late 19th century onwards – R&W Paul, Burtons, Cranfield Brothers. However, many of these historic buildings await reuse now that the businesses have left the Area.

The quay edge is mainly of 19th century construction, brick-built with granite coping stones,

## Character Area Summary

but in several places the wall has been altered more recently. These areas are marked by concrete and steel construction especially towards the southern end of the Area, where much alteration has taken place due to the later phases of reuse, including as part of a small Ro-Ro terminal in the 1960s.

Sections of the quayside are known by different names. These have undergone changes in title and extent – their names reflecting the changing character of the port, its development and use. It also incorporates Foundry Lane which is thought to preserve the line of the ford that was once used to cross the Orwell.

At the northern end of the Area, the buildings on St Peter's Wharf and Albion Wharf dominate the skyline of the town. Here, the bulk of former concrete-built grain silos and brick-built mills of R&W Paul, Burtons and Cranfield Brothers form an imposing backdrop to the Wet Dock. Interspersed between these important late 19th and 20th century buildings are modern developments including Jerwood House, the construction of which represents the changing focus of the Area away from port-related industry to residential, retail and recreational use.

Elements of some of the historic buildings have been incorporated into the modern developments including the canopies of the former Cranfields Mill over the quay edge, giving an impression of how the quayside once looked. The efforts made to maintain vestiges of an earlier built heritage are also visible on College Street to the rear of the quayside.

The quayside is now used as a promenade along which people stroll or cycle along the eastern edge of the Wet Dock. On St Peter's Wharf itself, but only for a short distance where the narrow neck of land connects to The Island, rails of the former Dock tramway are visible for the public to see.

Moving down the quay edge the middle part of the Area is dominated by the imposing mid-19th century Customs House; the building a reflection of the wealth that Ipswich's port generated, as well as the effort and administration required to maintain the port. Common Quay is a reminder of Ipswich's earlier port history, its name commemorating the main quay through which the port traded from the late medieval period up until the late 18th century.

The Wherry Quay section has a wealth of historic buildings relating to the use of the Wet Dock. Here, however, many of the buildings are smaller in scale than the nearby silos and mills. Of brick construction, and each built with differing design and detail, they offer an interesting frontage, mainly dating to the mid to late 19th century. All have found reuse, including the Isaac Lord's complex, a merchant's house, offices and warehouse complex built in several phases but mainly dating to the 15th, 16th and 17th centuries, now converted to a pub and office.

Similar reminders of Ipswich's earlier port character survive on Key Street and Fore Street where several former merchant's houses and warehouses dating to

## Character Area Summary

the 16th and 17th centuries survive as part of Ipswich's historic core. These buildings are noticeably smaller than the 19th century and 20th century portside developments. To help better appreciate how several of the buildings relate to Ipswich's past the Ipswich Society has erected plaques on them explaining the importance of certain buildings. This includes the former home of Thomas Eldred and The Old Neptune Inn.

On Neptune Quay, the buildings are mainly modern, with blocks of residential flats built as part of the recent redevelopment. However, the solid-looking brick-built Salthouse Harbour Hotel dates to the late 19th century and was once the former Home Warehouse of R&W Paul. From the Hotel southwards the buildings on Neptune Quay are modern in date built with a mixture of brickwork, concrete, glass and steel. The buildings represent the redevelopment of the Area for residential blocks of flats and the offices and buildings of the University Campus Suffolk (UCS); the character of greater time-depth solely provided by the layout of the quay and its walls.

Coprolite Street, next to the UCS building, recalls the earlier use of the site as part of the fertiliser industry, of which Ipswich had an important role.

In the lower part of the quay, below Neptune Marina, the former Ransomes Orwell Works is now a large brownfield site that remains to be redeveloped. There is little surviving indication of this once important factory other than the remaining rails of the Dock tramway system and a concrete wharf, a mid-20th century extension of Ransome's Wharf as it was once known.

On the quay is a recently built monument to seafarers lost at sea with no known grave. Erected by the Merchant Navy Association Ipswich, it is a poignant reminder of the port's historic and current links to the merchant navy and seafaring.

Eagle Wharf still retains a port-related industrial character due to the presence of Anglo-Norden's timber depot, although the wharf and the weather-beaten small wooden jetties alongside it in places suggest it is little used by vessels visiting the port. The mooring jetties relate to the reuse of the quay as a Ro-Ro terminal in the 1960s. The modern portakabins of the Ipswich Sea Scouts also suggest that this part of the Area still sees port-related activity, albeit recreational.

To the rear of Eagle and Orwell Wharves the former area of the Gas Works, Orwell Works and Eagle Mills has been extensively redeveloped in the late 20th century. Traces of the Area's greater time-depth and port-related history can be found in the street names, Coprolite Street and Ship Launch Road.

On the corner of Ship Launch and Cliff Roads a brick-built warehouse, and a smaller building backing on to Cliff Road, are the remains of the new foundry built by Ransomes in 1919; the last remaining buildings associated with their Eagle Works.

Nearby, the marine construction yard at the southern end of the Wet Dock retains Ipswich's link to marine



## Character Area Summary

fabrication and the outfitting of ships.

The modern yard is set within the extent of the early 19th century yard and its slipways. Several of the buildings to the rear of the yard, backing on to Ship Launch Road, are still in use and originally date to the 19th century. These were once associated with a timber yard and smithy, most probably part of the original ship yard. The Golden Ship Inn also dates to the early 19th century and the development of the Wet Dock.

### 2. Wet Dock

Forming the heart of Ipswich's historic port, the layout of the Wet Dock reflects its early 19th century design by Henry Palmer and the improvements made by the Dock Commission to the River Orwell to ensure the port's survival. Its curved orientation also shows a greater time-depth: it marks the former naturally-formed course of the River Orwell, which provided the original harbour pool for Ipswich's success as a port from the early medieval period.

The Area is defined at its north western end by Stoke Bridge and at its southern end by the lock entrance to the River Orwell. The narrow lock entrance dates to the late 19th century and is an adaptation of the Dock to cope with the navigation problems posed by the earlier lock and the increasing size of the commercial vessels using the port.

The Dock is a large enclosed area of water, its extent defined by the quay walls of The Island and Quayside Character Areas. At the time of its construction it was the biggest wet dock in Europe, however, its dark brackish waters give a false sense of depth, it being relatively shallow in modern port terms. This shallowness, coupled with the narrowness of the lock entrance, has meant that the Dock can no longer be used by large commercial vessels.

Once the focus of the port's activity, the Dock is now mainly limited to recreational use, mostly by modern fibre-glass yachts and motorboats using the two modern marinas located within it. Hundreds of vessels are berthed against the marina pontoons, their comings and goings, bright white hulls and the hum of the wind in their rigging providing much interest and activity. Historic boats including a Thames sailing barge, *Thistle*, now a charter vessel, are moored against Common Quay.

Commercial activity does continue in the Dock, albeit on a smaller scale than in times past. Close to Orwell Quay there is a boat lift associated with Neptune Marina and, opposite Timber Quay, recently-tested motor cruisers built by Fairline yachts line the berths.

Off Orwell Quay smaller commercial vessels can occasionally be found and towards the south of Eagle Wharf are a series of wooden jetties which date to the late 20th century. In the far south eastern corner of the Dock is a pair of modern pontoons used by the Ipswich Sea Scouts and ABP to moor their boats.

## Character Area Summary

### 3. The Island

Created in the early 19th century The Island owes its origins to the development of the Wet Dock and New Cut by the Harbour Commission and its design by Henry Palmer.

It retains much of its original extent, other than the extensions to its quay frontages and the infilling of the original entrance lock and basin. The Island stands on land reclaimed from the inter-tidal area that once formed the western edge of the Orwell. However, no trace of its pre-Dock character survives as visible built heritage.

Its quay walls and banks define the Wet Dock and New Cut. Traces of its original 19th century brick-built quay walls survive but many sections show updating; the phasing reflects the differing types of construction materials, their date and design. The ashlar stone-built walls to the western entrance of original lock survive mid-way down the western edge of The Island (with steps leading down to the river), blocked by a brick-built wall.

Few traces of the industries that were once located on The Island survive. The northern part of the Area is now dominated by the modern-built boat park and facilities of the Ipswich Haven Marina, and the southern part of The Island by modern sheds and warehousing. Greater time-depth is provided by the late 19th century iron-built Public Warehouse which survives next to Timber Quay and as part of the Fairline testing centre. Marking the former location of the early lock entrance are the brick-built mid-19th century former lock-keepers' houses and harbour office.

On South West and Timber Quays traces of railway lines survive on the quay as a reminder of the Dock tramway. The swing bridge across the lock entrance is evidence for the early 20th century extension of the tramway to link with Cliff. The road that follows the eastern end of The Island, New Cut East, also marks the former line of the Dock tramway.

The rails on South West Quay may also relate to the 20th century use of travelling cranes and the transportation of cargo to and from vessels using the port. Two of the cranes, painted bright blue, with 'Babcock' emblazoned on their rear, are the last to stand on the quays next to the Wet Dock, providing an interesting reminder of the Dock's past use as part of the commercial port.

In times past the lower part of The Island was used by the people of Ipswich as a popular promenade but now public access is restricted to the businesses that are based there and the users of the marina.

At its far northern end, near to the Haven Marina, are a series of Trinity House buoys, although it is unclear if they come from the Orwell.

The western side of The Island is fringed by the modern sea defence wall. This robust and sturdy concrete-built wall is a reminder of the vulnerability of the Orwell to tidal surges from the North Sea.

## Character Area Summary

### 4. Stoke Bridge and Wharf

Stoke Bridge has marked the uppermost extent of the commercial port from the medieval period by limiting the navigation of larger commercial vessels above it.

The present bridge dates to the mid-1920s and is of concrete and steel construction, partly edged by the modern concrete-built sea defence wall. Now built over by the modern expansion of Bridge Street as it runs up to Stoke Bridge, historically the north eastern edge of the Area, at the abutment with St Peter's Wharf, is Stoke Bridge Wharf. This was once part of the commercial port but now the wharf's walls are faced by modern concrete shuttering, showing little indication of its time-depth and former use.

A buoy on the western side of the bridge is a former Trinity House buoy from the River Thames. Its striking red and white paint draw the eye as does the dilapidated remains of a K6 telephone kiosk; the two features part of an observation point from which people can admire the New Cut and the upper reaches of the River Orwell.

### 5. New Cut

The gentle curve of the New Cut was dug as part of the construction of Ipswich's Wet Dock in the early 19th century. The Cut forms a narrow channel from Stoke Bridge to the western edge of the later entrance lock to the Wet Dock and on its southern side, the River Orwell Character Area.

The Cut diverts the River Orwell and is defined by the quay and sea-defence walls of The Island and Stoke Quay and New Cut West Character Areas. With the drop of the tide the walls of the New Cut, now mostly modern faced by concrete-built walls and steel shuttering, are revealed.

On the western side of New Cut are two modern pontoons used by small recreational craft. Nearer to the western edge are the weather-beaten remains of several 20th century or earlier wooden landing jetties associated with the past use of Stoke Quay for pleasure craft and ferries using the River Orwell. The Cut is now much quieter and no longer part of the commercial port.

### 6. Burrell Road

There is little remaining of the short-lived late 19th century George Mason and Company boat yard that was once located between the River Orwell and Burrell Road. The buildings in the Area postdate the yard, having been built in the mid-20th century. The Area is now mostly used as a car park, the extent of which is similar to that of the former boat building yard but there is little surviving historic fabric of its former port-related use.

### 7. Stoke Quay and New Cut West

The Area is a narrow coastal strip on the western bank of the New Cut, its layout dating to the early 19th century and the creation of the New Cut and the Wet Dock. In the past the Area was dominated by large maltings and industrial buildings. A handful of

## Character Area Summary

these survive, including three maltings. However, these are very different in construction and character to the industrial-scale buildings on St Peter's Wharf in the Quayside Character Area.

Gipping House at its northern end is a remnant of the Area's history pre-dating the New Cut and Wet Dock developments of the early 19th century. It was originally built in the late 18th century as a warehouse but was converted to a maltings in 1849 following the creation of the New Cut. The building is now used as flats and offices but its historic character is easy to appreciate with its multi-pitched and partly pantile clad roof, complex array of dormer windows and the brick-built malting kiln at its eastern end.

At the far, eastern, end of Dock Street is a square, solid brick-built warehouse dating to the mid-19th century which provides a visible link to one of Ipswich's former fertiliser industries. The building's historic character is not clear from Dock Street, however its eastern side facing the New Cut reveals its true time-depth – a brick-built elevation with a faded banner painted in white letters reading 'Edward Fison Ltd'.

At the foot of the building is the modern concrete-built sea defence wall which, from here, runs along the entire western boundary of the Area; a clear reminder of the vulnerability of Ipswich and the region to tidal flood events. The wall makes Stoke Quay feel almost separate from the New Cut but before it was built in response to the flood event of 1953, the Quay would have had a more intimate physical relationship with the New Cut. This is also reflected in the greater use of the Quay as part of the commercial port.

The northern end of Great Whip Street marks the likely location of the fording point that once crossed the Orwell; the orientation of the street a reminder of the early topography and street plan of the town.

Moving down Stoke Quay there is a modern concrete and steel-built landing jetty accessed through a steel floodgate into the sea defence wall. Towards Felaw Street the bulk of the Felaw Maltings begin to dominate the view. Not only their name but also their construction and design make it easy for people to understand and appreciate the buildings as former maltings, despite their conversion to flats and offices. Returning to the sea defence wall, steps over it lead to a modern pontoon.

On the corner of Felaw Street is the Steamboat Tavern, a public house built in the mid-19th century. Its name commemorates the use of Stoke Quay and the New Cut by paddle-steamers ferries and pleasure boats in the late 19th century. Standing on New Cut West the remains of wooden jetties in the New Cut Character Area are easy to see, giving a good appreciation of the phase of port-related activity associated with the steam boats.

Further to the south, Debbage Yachting, provides a small pontoon for berthing, repairs to boats and engines, a small boat park. Its offices and facilities are housed in small portakabins. Its facilities include



## Character Area Summary

an old crane, possibly dating to the mid-20th century and the use of Griffin Wharf, which adds port-related character to the skyline of the Area.

Immediately below the crane, on New Cut West, is a modern-built rail buffer marking the northern end of the Griffin Wharf branch line; the link created in the late 19th century to join the industry in the area to the main railway. The industries once included the Griffin Manure Works, the Waterside Works of Ransome and Rapier, and Cocksedge and Company's factory but all these works have now been demolished and redeveloped.

This northern part of Griffin Quay and the branch line feel under-used, with much of the area next to the sea defence wall covered by scrubby vegetation. The Quay has a modern feel to it as it was altered in the mid-20th century as part of the creation of the sea defence wall.

Both Stoke Quay and New Cut West are popular places for the people of Ipswich to walk alongside the River Orwell, ensuring that the use of the river as a harbour and port still feels a vibrant part of the town. On a sunny day many of those working in the offices nearby come here to watch the comings and goings on the river, to take a stroll, to peer at the activity on The Island, and at the mouth of the entrance to look to the Wet Dock. Others come to use the facilities provided by Debbage Yachting to use and maintain their boats.

### 8. West Bank

The Area represents the late 20th century expansion of the Port of Ipswich away from the Wet Dock to the deeper water facilities of the River Orwell. This removed any visible vestiges of earlier port-related activity including the Halifax and Novia Scotia yards. Much of its plan and extent relate to the 1970s and the further expansion of the terminal by ABP in the late 1990s.

It is an extensive open area of tarmac-covered portside storage facilities containing large loads of imported timber, piles of aggregate, and containers holding freight, with a small number of modern-built warehouses and transit sheds.

At the northern end of the Area the modern quay walls are built with concrete and steel-shuttering and include a couple of Ro-Ro ramps and, on the quay edge, travelling cranes painted in the bright blue of ABP's livery. Further to the south the edge of the River Orwell has a softer edge marked by a sloped bank of man-made ground formed by earth and stone rubble.

The northern boundary of the Area is marked by the late 19th century alignment of the Griffin Branch railway line. This marks the edge of the Orwell's waterline prior to the development of the West Bank as part of the Port, as does much of the western edge of the Area.

Being part of the commercial port, security restrictions ensure that the Area has no public access. Visual appreciation of the port activity is

## Character Area Summary

limited by the houses lining the southern side of Wherstead Road.

### 9. Bourne Bridge and Ostrich Creek

The Area is based around the naturally formed Ostrich or Bourne Bridge Creek, although its present water's edge owes much of its extent to reclaimed land and recreational sailing facilities built in the 20th century.

In the 19th century the mudflats surrounding the channel included a curving landing hard which once allowed access to the river at low tide. The Creek is now dominated by the modern-built pontoons, dolphins and facilities of Fox's Marina and the boat and dinghy park and club house of Orwell Yacht Club. Ostrich Creek has been dredged in recent times to provide a basin for Fox's Marina accessible at all states of the tide.

The brick-built Bourne Bridge dates to the early 19th century and marks the western edge of the Area although the tide can flow beneath it, rising a little further to the west beyond the modern A137 road bridge, due to a modern sea defence embankment and its sluice gates; a reminder of the vulnerability of Ipswich's coast to flooding.

Fox's Marina, its boat park, offices and amenity buildings, are located on land reclaimed from the Orwell's inter-tidal area, most probably in the 18th or early 19th centuries. The land is defended by a 19th century earth-built sea-defence wall (although this may have been remodelled and updated in the late 20th century).

### 10. River Orwell – New Channel and Cliff Reach

Formed by the River Orwell as it turns from above the Orwell Road Bridge up to the New Cut, The Island, Wet Dock and Quayside Character Areas. It includes the river's deeper water channel with the mudflats of Wherstead and Black Oozes exposed with the drop of the tide. The mudflats are busy with the activity of wading birds and, near Orwell Bridge, people digging for fishing bait.

Although the estuary is naturally formed, its present extent in this Area owes much of its origins to the 20th century and the reclamation undertaken to create the West Bank and Cliff Quay terminals of the modern Port of Ipswich. To maintain depth to ensure that large modern commercial vessels can access these terminals the deep water channel is regularly dredged. The history of dredging of the Orwell to maintain the port began in the early 19th century but the present depth of the Orwell in this Area has been maintained by dredging since the late 19th century.

Nearer to the Orwell Road Bridge the straight, deeper water channel of the New Channel dates to the late 19th century hence its name. The channel is an early physical indication of the scale of dredging undertaken by the Dock Commission to improve and maintain port facilities at Ipswich.

The deeper water channel is regularly used by large commercial vessels going to and from the port's

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terminals. The southern edge of the channel below Ostrich Creek is marked by moorings for use by recreational boats.

Near the southern edge of the Wet Dock, near the lock entrance and Cliff, is the slipway of the former St Clement's yard. Originally built in the early 19th century, it is now reused as part of a modern outfitting yard.

Below the yard are the hulks of two vessels that become visible as the tide drops, the most prominent being the rotting hulk of a former wooden-built barge.

### 11. Cliff Brewery

This small Area is dominated by the dramatic looking but unused late 19th century buildings of the former Tolly Cobbold Brewery. The site was first developed by the Cobbold family in the late 18th century when they moved their main brewery upstream from Harwich to Cliff.

The Cliff place-name reflects the area where the River Orwell cuts through harder rock to give a steeper riverside topography.

The location of the Brewery at Cliff was partly due to the supply of water from nearby Holywells but also due to the proximity of the River Orwell for importing raw materials for the brewing business from the local agricultural hinterland.

The buildings are currently awaiting redevelopment. Their bulk and design eye-catching and noteworthy, they add a visible layer of historic time-depth in a part of Ipswich otherwise dominated by the scale and business of the modern port.

### 12. Cliff Quay

A large area of 20th century and modern character as port terminal facilities first developed in the 1920s and 1930s as a major expansion of the Port beyond the Wet Dock to create a deeper water port. Since then the Quay has undergone several phases of expansion, the two most notable associated with the development of the Cliff Quay power station in the late 1940s and, following its closure, the major redevelopment undertaken in the late 1990s to form much of its present footprint.

The Area is mostly built on land reclaimed from the River Orwell's inter-tidal mudflats. It forms the major part of the Port of Ipswich's activity with its quay frontage used for the import and export of bulk products such as fertiliser and grain, aggregate and petrochemicals in the form of Liquid Petroleum Gas (LPG). The Area includes a modern petrochemical storage tank farm, a complex of grain silos (and conveyor) and large modern-built storage and transit sheds, especially in the area of Hearth Point.

The quay and wharf walls are modern-built with varying design but constructed of concrete and steel. Several travelling cranes form part of the port's facilities. In their bright blue ABP livery they stand out as striking features on the skyline, their movement and activity adding considerable visual

## Character Area Summary

interest to the Area.

The northern end of the Area is formed by the approach of Cliff Road to the Dock. The road is busy with movement of heavy goods vehicles coming and going from the port's facilities at Cliff Quay.

Here public access is possible although views into the working port are limited partly by the area's topography but also by the security fencing and gates which block public access to the Quay. Views to the River Orwell are also difficult due to the modern sea defence wall, making the activity of the commercial port seem quite remote.

At the far southern end of the Area the sewage works is a modern expansion of a smaller works first developed by the town in the late 19th century. Projecting out into the River Orwell from the sewage works is a modern concrete and steel-built jetty.

## Conservation values of the port heritage assets

In 2008, English Heritage published Conservation Principles, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). Conservation Principles identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Ipswich's present port-related heritage.

### Evidential

– *'the potential of a place to yield evidence about past human activity'*

Ipswich contains a wealth of surviving port-related heritage which contributes greatly to the town's character, its unique sense of place and the understanding of its historic development including its role in relation to the Orwell estuary, Suffolk and the broader region.

Archaeological evidence shows that the history of the port is long. Wooden quay walls dating to the 7th century AD have been revealed and in the 8th and 9th centuries AD, the port played an important role in the production and distribution of Ipswich Ware pottery.

This longevity of use, its strategic importance across multiple periods of history and the high potential for buried archaeological evidence makes Ipswich port-related heritage noteworthy and of considerable significance.

The Quayside and Stoke Quay and New Cut West Character Areas have important clusters of port-related historic buildings and infrastructure dating to





*Fig 13 Looking to The Island from Stoke Quay and the unused earlier lock keeper's cottages and harbour office (mid) with the Public Warehouse (rear left).*

the late medieval and early post-medieval periods, prior to the development of the Wet Dock.

The transformation of Ipswich's port in the early 19th century with the construction of the Wet Dock marks an important point in the town's fortunes. The scale of the works undertaken and the lobbying required to promote the development are reminiscent of many other ports on England's North Sea Coast. Nonetheless Ipswich's Wet Dock is of great significance, especially when considered in the later development of the portside industries which it facilitated, several of which played an important role in British industry during the 19th and 20th centuries.

The shape and extent of the Wet Dock Character Area also provides a clear idea of the earlier course of the Orwell before it was enclosed to create the Wet Dock.

Surrounding the Dock are several iconic buildings and structures that could be considered key evidence for the understanding of Ipswich's later port history.

The Quayside Character Area provides strong evidence in this respect: the scale and imposing nature of the early 19th century Customs House shows the prestige of the port and its administration within the town. The later phasing of the Area is demonstrated by the huge Cranfield Bros Mill and the smaller warehouses and offices built on Common and Wherry Quays, as well as the 20th century developments, perhaps best represented by the concrete-built grain silo of R&W Paul, which is an eye-catching historic building. The more recent buildings also play an evidential role in this story marking the change of the Wet Dock from a commercial part of the port surrounded by industry to an area of recreation, residential and retail use.

The Felaw and Stoke Bridge Maltings (Gipping House) in the Stoke Bridge and New Cut West Character Area are also on a large scale and form visually prominent buildings that make clear the importance of the grain trade and malting business to the port of Ipswich. They are also significant in that they show how historic buildings may be sympathetically adapted and converted for re-use without significant loss of historic character.



*Fig 14 The buildings of Ipswich's Quayside Character Area dominate the town's skyline.*

The surviving warehouse associated with Fisons in the Stoke Bridge and New Cut West Character Area, with its painted banner, gives an appreciation of Ipswich's leading role in the early fertiliser industry.

Whilst it is easy to be drawn to the larger buildings, the smaller, more intimate historic buildings in The Island Character Area also provide significant evidence for the understanding of the port's historic character and time-depth. This is all the more relevant as The Island has undergone much redevelopment and change in character in recent times.

The Public Warehouse is a survival of a late 19th century iron-built warehouse, and lends considerable understanding to the former uses of The Island as part of the commercial port. Likewise, the earlier lock-keeper's cottages and harbour office, and the remaining parts of the earlier lock entrance, are also important in the appreciation of the early history of the Wet Dock. In addition, the second, late 19th century lock entrance provides evidence for the later adaptations needed to maintain the use of the Dock.

The two remaining cargo cranes on the South West Quay of The Island Character Area may only date to the mid-20th century but they make an important contribution to the character and understanding that the Area was once part of the commercial port dealing in cargo and bulk products.

There are few remaining buildings and structures relating to the use of the Dock by Ransomes. This ensures that the early 20th century brick-built building on the corner of Cliff and Ship Launch Roads is valuable evidence for this relationship as is the iron swing bridge crossing the lock entrance.

Cliff Brewery in the Cliff Brewery Character Area is also of high value as the Cobbold family played an important role in the development of the port in the early 19th century and as the first development of portside activity in the direction of the later Cliff Quay.

The ship outfitting and marine construction yard at the southern end of the Wet Dock Character Area is an interesting continuation of character: it is the last historic dock yard in use at Ipswich.



Fig 15 Cliff Brewery and Cliff House (painted pink).

The River Orwell forms important evidence for understanding the history and significance of Ipswich as a port, its present character and historical development. The continued use of the Orwell for the port and its recent adaptation and reclamation of its inter-tidal area to form the West Bank and Cliff Quay Character Areas is also reminiscent of the adaptations many ports have made to maintain modern portside facilities.

## Historical

*– 'the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative'*

The past and present role of the commercial port in relation to Ipswich is significant for understanding the history of the town.

The development and success of the Wet Dock improved the facilities of the port, expanding and re-energising trade and local manufacturing. It had a profound impact on the growth and wealth of Ipswich and, consequently, its historic development.

The development of the Wet Dock, Quayside, The Island, New Cut Character Areas reflect the work of Henry Palmer, a leading British engineer of the early 19th century. As well as being one of the founders of the Institute of Engineers, an appreciation of Palmer's work in Ipswich is valuable, considering the huge impact the Wet Dock had upon the town's economy, townscape and later development.

The effort needed to maintain the port from the early 19th century and the engineering undertaken to enable the change is reminiscent of other North Sea ports. In this respect Ipswich forms part of a bigger picture, however its regional importance in the Industrial Revolution makes it historically significant.

Ipswich's success as a port had a positive knock-on effect on the economy of the surrounding region, especially as an export outlet for agricultural produce and before the coming of the railways, for the import of coal and other goods.

The link of the port to the grain trade has considerable time-depth, a relationship the Cliff Quay Character Area continues into the modern era. Historically, Ipswich was intimately associated with several businesses that played a nationally important



Fig 16 Felaw Maltings.

role in the grain trade and processing including R&W Paul and E&F Turner.

Ipswich, from the late 19th century onwards, through R&W Paul, has also played an important historical role in the malt trade, making it significant to the broader history of the industry.

Likewise, through the exploitation of the area's natural resources and the trading links facilitated by Ipswich's port facilities, the town played an important role in the history of fertiliser production in Britain. In this respect its links to the Fison and Colchester families are of great interest.

In its past relationship with Ransomes, and Ransomes and Napier the port had a highly significant role in the development of agricultural machinery and steam-powered locomotives, especially in the late 19th and early 20th centuries.

The Ransome and Cobbold families also played a highly significant role in the lobbying for improvements to be made to maintain Ipswich as a port, leading to the creation of the Wet Dock, and ultimately the establishment of the Harbour Commission which later morphed into the Dock Authority.

The history of Cobbold's brewery is of great value to the history of commercial brewing in the region, and by their late 19th century development of Cliff Brewery to the work of William Bradfield, a leading architect of British breweries at the time.

The early origins of Ipswich as a port has meant it often had a highly significant role in England's maritime history, especially from the Anglo-Saxon period up to the late 18th century. Several leading merchants and explorers originated from the port including Henry Tooley and Thomas Eldred. Its importance is also due to its history as an early centre of shipbuilding. It is here that several warships were built in the beginnings of the Royal Navy's heyday in the late 18th century.

## Aesthetic

*– 'the ways in which people draw sensory and intellectual stimulation from a place'*

As a working port, the Cliff Quay, West Bank and River Orwell Character Areas are busy with constantly changing port-related activity.





Fig 16 The early 20th century Ransomes foundry building on the edge of Ship Launch and Cliff Roads.

This generates interest for many, whether from the movements of visiting ships, the type of cargoes being stored and redistributed, and the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of the port's historic industrial development and its continuing commercial use today.

However, an appreciation of these aesthetic values is not always easy as there are few publically accessible vantage points to view the modern port. This is partly due to the topography of the port but also because it is enclosed by security fencing.

The southern end of the Stoke Quay and New Cut West Character Area, in the vicinity of Griffin Wharf, offers good views down the Orwell to the modern port but it is perhaps from the distant Bourne Bridge and Ostrich Creek Character Area that the best view of the modern, large-scale commercial port activity can be gained.

This contrasts with the intimate view of the Wet Dock that can be had from a stroll along the quayside walk of the Quayside Character Area. The aesthetic qualities of the Area are made all the more apparent by the impressive frontage of buildings, many historic, standing on the quayside and the care and attention given to the redevelopment of them.

Behind the quayside, Fore, Key and College Streets have a stunning mix of historic buildings relating to the early history of the port and town. However, aesthetically, the public will often be distracted by the heavy traffic which uses these streets. The volume of traffic whilst understandable in a busy modern town, cuts off the Quayside Character Area from the historic core of Ipswich.

It is from vessels passing up the River Orwell Character Area and into the Wet Dock or the New Cut Character Areas where the best views of the port-related historic character will be appreciated. However, unless you own your own vessel the only opportunity to sample this character is from a River Orwell cruise.



Fig 17 A plaque erected by The Ipswich Society commemorating Henry Palmer, engineer and designer of the Wet Dock.

Despite being a hive of recreational port-related activity with boat parks and testing facilities, and being the geographical centre of the port's historic development, views into and from The Island Character Area are limited as it currently has no public access.

An aesthetic appreciation of the River Orwell, The Island and New Cut Character Areas from the Stoke Quay and New Cut West Character Area is not always easy to gain due to the sea-defence wall which forms a robust barrier.

## Communal

– *'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

Considerable pride is associated with the port's role in Ipswich's history and its present day economy. This is reflected in a high level of interest in the heritage of the port, the town's historic buildings, past events and leading figures, and future regeneration schemes and strategies proposed for the town and portside areas.

The town has very active heritage-focussed groups including the Ipswich Society, Ipswich Building Preservation Trust, Ipswich Archaeological Trust, and Ipswich Maritime Trust.

The Ipswich Society is affiliated to the Civic Trust and has over 1000 members. Established in 1960 it describes itself as 'a community of people who care about the appearance, character and well-being of the town, its past and its future' and organises an annual heritage weekend (The Ipswich Society website).

Ipswich Buildings Preservation Trust has restored and conserved several buildings in the town since its foundation in 1978 and organises talks regarding built heritage and regeneration (Ipswich Buildings Preservation Trust website).

Ipswich Archaeological Trust (IAT) started in 1982 to inform the public, and get them involved in, archaeological work undertaken in the town. Its work includes organising lectures and newsletters, as well as exhibitions and walks about the town (Ipswich Archaeological Trust website).

The Ipswich Maritime Trust has played an important role in helping the local community lobby for, and feed into, the regeneration of the Wet Dock. The Trust organises events and publishes newsletters and books to help highlight Suffolk's maritime history. It organises a Window Museum Display on Albion Quay and the eleventh one currently on view celebrates the history and importance of local yacht and boat building (Ipswich Maritime Trust website).

The town has two successful museums which celebrate the history of Ipswich. Ipswich Museum is run by the Borough Council and has free admission. Its permanent exhibitions include the archaeology and social history of Ipswich. The Ipswich Transport Museum has the largest collection of transport items relating to Ipswich's history including many designed by Ransomes (Ipswich Transport Museum website).

## Current levels of heritage protection

The Quayside Character Area includes several port-related Listed Buildings.

At its western end, opposite St Peter's Church, is the Grade II Listed 4 College Street, a 17th to 18th century house (LB 1037758). Moving eastwards down the quayside is the Grade II\* Listed Old Custom House. To the rear of the Old Customs House, across Key Street, is a Grade II Listed former merchant's house (LB 1236158).

Towards Salthouse Street (the eastern section of Key Street) is a concentration of Listed Buildings. In terms of port-related heritage it includes a Grade II Listed former warehouse or store (LB 1264741). On the upper part of Fore Street, on its northern side, is a re-erected 15th or 16th century timber-framed warehouse (Grade II; LB 1236902). Moving down Fore Street to the corner is the Grade II Listed Lord Nelson Inn (LB 1037733).

The section of Fore Street between Salthouse Street and Grimwade Street includes two Listed Buildings that once formed the Old Neptune Inn (Grade II\*; LB 1355165; LB 1374794) flanked either side by Grade II Listed Buildings (LB 1037736; LB 1355172).

Forming the eastern edge of Wherry Lane, extending on to the quay, is a complex of buildings (commonly known as Isaac Lord's) which includes a 15th century warehouse (Grade II\*; LB 1096034) and Grade II warehouses (LB 1025070; LB 1237326). Fronting on to the quay as part of the complex is a Grade II\* Listed former maltings and warehouse of Cobbold and Company, now a public house (LB 1374793).

In the Cliff Brewery Character Area is a tight cluster of Grade II Listed Buildings centred upon Cliff Brewery (LB 1237415) including Cliff House (LB 1236326) and Cliff Cottage (LB 1264592).

Near to Stoke Bridge in the Stoke Quay and New Cut West Character Area is the Grade II Listed maltings, Gipping House (LB 1264603). Further south along New Cut West is the massive bulk of the Felaw Maltings, Grade II Listed as 42-48 Felaw Street (LB 1037768).

The Wet Dock Conservation Area includes the northern and the lock entrance parts of the Quayside Character Area, as well as the entire quay walls enclosing the Wet Dock. The Conservation Area also includes the entirety of the New Cut and The Island Character Areas, and much of the Stoke Quay and New Cut West Character Area (except for Gipping House) (Ipswich Borough Council 2013). Gipping House is included within the Stoke Conservation Area (Ipswich Borough Council, 2012b)

Two parts of the Quayside Character Area are included in the Central Conservation Area. This includes the area of the Custom's House down to Isaac Lord's, and the corner of College and Bridge Streets (Ipswich Borough Council 2012a).

In terms of non-heritage based designations, the foreshore and tidal area up to Mean High Water (MHW) for the River Orwell and the eastern edge of the Bourne Bridge and Ostrich Creek Character Areas are included within the Orwell Estuary Site of Special Scientific Interest (SSSI). Change of use and ground disturbance within a SSSI is strictly controlled and therefore offers archaeological features general protection from unlicensed disturbance.

## Pressures for change

The main pressure upon the Port of Ipswich is the economic need to remain commercially viable. The changing nature and focus of the area's industries, the increasing size of vessels, the need for good road and rail links to and from port and major changes in port technology and provision nationally, has meant it has had to regularly revise its business model - a situation which will continue in the future.

The increasing size of shipping has shaped the modern port dramatically. The Wet Dock is now limited to recreational use with commercial port infrastructure located downstream, on the banks of the Cliff Reach and New Channel sections of the River Orwell. The river is still dredged to maintain depth for the port. Due to economies in scale it is probable that the size of ships will continue to increase in future which could have a direct effect on the type of portside trade and industry able to use Ipswich as a port.

The success of the port is placing increasing pressure on the existing road network, especially on the east bank, due to the volume of heavy goods vehicles using it. There is also much discussion locally about the further pressure put upon the road network by the development of the residential properties in the Quayside Character Area and the increasing recreational and residential use of the Wet Dock. It is likely that proposals will be put forward to try and improve the network in future and may include a possible new road bridge over the southern ends of the Wet Dock and New Cut - the Wet Dock Crossing (Ipswich Borough Council 2009; Ipswich Star news online article on the Wet Dock crossing proposal).

In the recent past the need for regeneration in Ipswich has been high due to the difficult economic times and decline of the portside industries surrounding the Wet Dock. The remaining brownfield sites next to the river frontage, and in the areas



cleared alongside Key Street, are prime areas for redevelopment.

There are also surviving historic buildings, such as the Tolly Cobbold Brewery, that are unused but proposed for redevelopment (BBC News website).

The historic buildings, the earlier harbour office and lock keeper's cottages, in the Island Character Area face considerable pressure where they have not found reuse. The Area currently has restricted public access, potentially limiting the redevelopment opportunities for the historic buildings.

The challenge is to revitalise the remaining parts of the town and portside area while retaining the distinctiveness of the place and pride in its past achievements: with sufficient understanding, the character of its cultural heritage can provide a positive asset in achieving that dual goal for the future Ipswich that will emerge.

Another challenge the area must face is the threat of sea-level rise. The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

The SMP2 recommendations for Ipswich focus on holding the existing line of sea defences protecting the town, but this may require the need to upgrade them (Environment Agency 2010).

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Ipswich's port-related character.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Ipswich's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

The redevelopment of the Quayside Character Area with heritage forming part of the schemes is to be welcomed. The Area contains a wealth of historic buildings and structures associated with historic portside activity and if development is designed sensitively, with appropriate mitigation, could pose little or no risk to them.

However, the former R&W Paul grain silo, the Burtons warehouse and Cranfield Brothers Mill buildings all await reuse and redevelopment and, as such, are at moderate risk until sensitively-designed reuse for each building is found.

The remaining building associated with Ransome's former Eagle Works, and later as part of the Ro-Ro terminal in the 1960s, on the corner of Ship Launch and Cliff Roads, appears to be unused and as it is slightly hidden away, could be at risk of being neglected as part of the port's heritage.

The Public Warehouse in The Island Character Area is currently used as part of Fairline's testing operations and if it is being treated with due care and sensitivity may be at low risk in the short term, although this could benefit from further appraisal. The earlier lock keeper's cottages and harbour office in the Area are unused and are at medium risk if reuse for the buildings is not identified in the near future. Every effort should be made to retain and celebrate these buildings within any future development proposals for the Area.

In the Cliff Brewery Character Area the Grade II Listed Cliff Brewery is at medium risk as it currently awaits conversion and reuse and has been unused for some time. It is unclear if the Grade II Listed Cliff Cottage is used at present and if this is the case, it is at medium risk.

It is possible that parts of the original quay walls of the Wet Dock will require conservation in the near future. Ideally any works to the walls should be designed with the heritage in mind. Likewise, the stone and brick work associated with the earlier lock entrance should be maintained and conserved, especially if The Island is redeveloped in any way.

At present there is no Extensive Urban Survey assessment for Ipswich. Urban surveys are undertaken to help local authorities, Historic England and others to provide heritage information and ideas to help guide future development and support historic environment input into the planning process.

Several plaques erected by The Ipswich Society are found in the Character Areas, many of which relate to 'Maritime Ipswich'. There are also several information boards and displays explaining Ipswich's port heritage, however there is currently no heritage trail around the port. The development of a trail could help highlight the significance of the port's story to the public. It could also be designed to help better link the town centre with the area of the Wet Dock, although public access to a number of the Character Areas is currently limited. Another potential problem in places is the limited views to the River Orwell and modern commercial port but the design of heritage trail could be seen as an opportunity to improve the current situation.

Areas of ground disturbance in certain parts of the Character Areas could potentially reveal buried archaeological deposits, although in certain areas that potential could be limited by previous substantial ground disturbance.

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