



**BURLINGTON ROAD  
CONSERVATION AREA APPRAISAL**

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## SUMMARY OF SPECIAL INTEREST

This conservation area retains its strong mid-Victorian period character. It is an attractive environment which is enhanced by the limited palette of building materials used in the construction of the historic villas which comprise most of the buildings in the area. The relationship between the scale of built form and the size of the plots creates a predominantly spacious Arcadian setting, whilst the gardens with their many mature trees of high amenity value are contained within well preserved boundary walls.

The Burlington Road Conservation Area covers a group of predominantly mid-19th century villa properties to the west of Portman Road and north of Handford Road. The principal roads of Portman Road, Burlington Road, London Road and Clarkson Street radiate from Barrack Corner where the Ipswich International Church, with its slender stone steeple, provides the primary focus for views within the area. This area of housing was built on land owned by the Alexander family, wealthy Quakers and social reformers who lived on Barrack Corner. The area was intended to be known as ‘London Road New Town’, although the more holistic development of the estate, to the designs of Christopher Fleury and Benjamin Backhouse, was never completed.

Instead, the character and appearance of the area has developed more fortuitously, often at the hands of speculative house builders in the mid-19th century. Although few residences are of an identical design, the regular use of canted bay windows, polychromatic masonry, gables, hipped roofs, decorative porches and door surrounds and low brick boundary walls throughout the designation area allows the Burlington Road Conservation Area to have a distinctive character, illustrative of mid-19th century polite architecture.



*Burlington Road*



*Dalton Road*



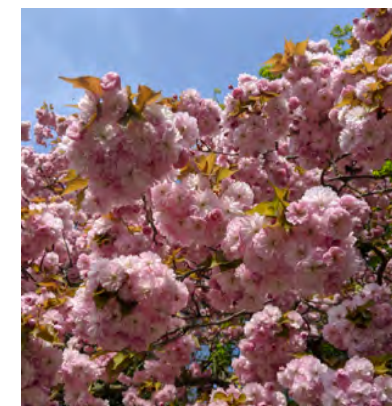
*Dalton Road*



*Dalton Road*



*Dalton Road*



*Portman Road*

## INTRODUCTION

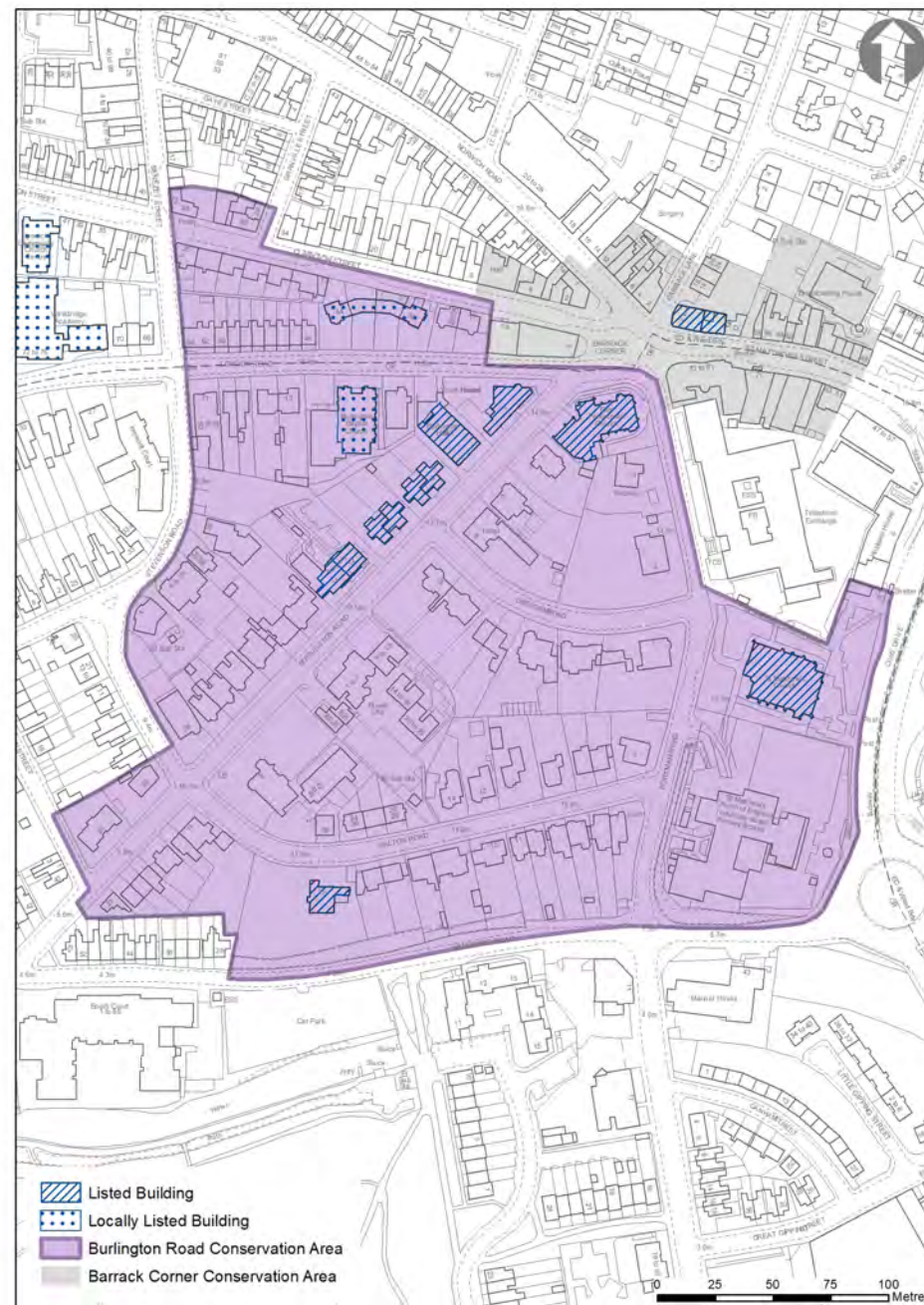
Burlington Road Conservation Area was originally designated in 1977 to include properties along Portman Road, Crescent Road, Stevenson Road and Burlington Road. These streets have the strong residential character of a mid-Victorian suburb which illustrates the growth of Ipswich during the 19th century. Although varied in design, the buildings within the original Burlington Road Conservation Area boundary demonstrate Victorian architectural fashions, influences and social aspirations. The limited palette of materials of principally red and buff brickwork with slate roofs, as well as the regular use of prominent gables, bays and decorative detailing, and gives the Burlington Road Conservation Area a distinctive historic and architectural identity.

In 2020, the boundary of the Burlington Road Conservation Area was extended to include remaining properties along Dalton Road, and the eastern stretch of London Road, and part of Clarkson Street. The density of housing in the 2020 extension is greater than the original Conservation Area, however the buildings in the extension area utilise similar materials, and were built at a similar time to the original Burlington Road Conservation Area, providing an important contrast to the suburban expansion of the town in the 19th century.

The Burlington Road Conservation Area includes a number of heritage assets, including 11 listed buildings and over 70 buildings which are non-designated heritage assets. These buildings contribute to the character and appearance of the conservation area, both individually as singular examples of mid-19th century architecture, but also collectively, holding group value from the physical relationship between buildings and sharing essential characteristics. The Council considers it desirable to preserve the designation area as a 19th century residential suburb which features numerous heritage assets.

This conservation area appraisal has been prepared to identify the general character and quality of the area and considers the area as a whole. Rear and side elevations can also contribute to the character of the area, as can private views from alleys and gardens.

The document therefore avoids a step by step listing of every building within the streetscape, and instead captures the collective, group value of the area. The exception to this is where a building is described to identify particularly distinguishable features, or where the building has a landmark quality. As the intention of this appraisal is not to provide an individual assessment of each building, the omission of any specific buildings, features or spaces does not imply that it is not of interest.



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## PLANNING POLICY CONTEXT

Conservation areas are made by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990, and are areas which have been designated because of their special architectural or historic interest, the character or appearance of which is desirable to preserve and enhance. Conservation area designation recognises the distinctive character and appearance of an area. Factors which can influence the decision to designate a conservation area include materials, topography, layout, design, massing, use and, landscaping. Sometimes this character and appearance is planned, whilst others it is a fortuitous result of successive development.

The designation of conservation areas and drawing of boundaries is carried out by the Council. Once designated, Councils have a legal obligation to pay special attention to preserve or enhance the character and appearance of conservation areas whilst exercising planning functions. The Council has a statutory duty to review the boundaries of its conservation areas from time to time.

The National Planning Policy Framework (NPPF) 2019 places emphasis on the conservation and enhancement of the historic environment as being integral to the overarching aim of the planning system to provide sustainable development.



Burlington Road

Ipswich Borough Council has an adopted Local Plan, which sets out the Council's overarching strategy for managing growth and development across the borough and includes a number of conservation area and design specific policies which seek to protect the borough's historic environment through the planning system, with policies to preserve and enhance the character and appearance of conservation areas, new development to be well designed, both within the conservation area itself, and within the setting of the conservation area. The appraisal defines the special interest and features of the conservation area so that the special qualities of the area can be understood and protected. This Conservation Area Appraisal should be read in conjunction of the adopted Local Plan and is a material consideration in determining planning applications.

This Conservation Area Appraisal should be read in conjunction of the adopted Local Plan and is a material consideration in determining planning applications. This Conservation Area Appraisal has been prepared to identify the character and special interest of the conservation area, and also to provide guidance on how the conservation area can be effectively managed. Not all elements of a conservation area will necessarily contribute to its significance, and so it is also the purpose of the appraisal to identify vulnerabilities and opportunities for enhancement. This appraisal has been prepared with reference to Historic England's 2019 *Conservation Area*

*Appraisal, Designation and Management: Historic England Advice Note 1 (Second Edition).*

Designation of the Burlington Road Conservation Area on February 15th 1977 was undertaken in light of pressures for change in the form of alterations and upgrading to dwellings. Alien materials and buildings forms have been introduced which have tended to break down the harmony of the scene and led to an erosion of the variety of attractive traditional detailing such as the replacement of original windows, doors and roof coverings. New vehicular accesses in front gardens have also led to the loss of soft landscaping and hedging and/or the demolition of boundary walls. Since designation, the loss of these features has been controlled, with the properties within the conservation area being effectively managed, appropriate to the special interest of the area.

A review of the boundary of the conservation area was carried out in 2020 to extend the designation area to cover Dalton Road, the east end of London Road, and part of Clarkson Street. These are areas contemporary in date with the original designation area and illustrate contrasting architectural approaches to the suburban expansion of the town, whilst still being within the land owned by the Alexander family. The extension areas contribute to the character of the conservation area, the appearance of which it is desirable to preserve and enhance.

## LOCATION AND SETTING

The Burlington Road Conservation Area is located to the south west of the historic core of Ipswich town centre, and is a principally residential area, owing to the 19th century suburban expansion of the town. Although located close to the town centre, the conservation area benefits from a quiet, residential character.

The Barrack Corner Conservation Area bounds the site to the north, which marks the transition from the stretch of the commercial core of the town, to

the residential inner suburbs. Although separate conservation area designations, the Burlington Road Conservation Area has a visual, spatial and historic relationship with the Barrack Corner Conservation Area. Civic Drive is located to the east, a busy dual carriageway provided in the 1960s which cuts off this residential area from the town centre and punctures the historic settlement morphology of Ipswich.

The Burlington Road Conservation Area is located on an incline as the land slopes southwards towards the river valley.

This allows for far reaching views into and out of the conservation area. The Ipswich International Church sits at the topographical high point of the Burlington Road Conservation Area at Barrack Corner, a gothic revival church with a tall and prominent spire, which heightens the visibility of the church and position of the conservation area. The spire can be seen up to 750m away to the south, and from within the town centre to the east.

The 19th century suburban expansion of the town is apparent to the west of the conservation area boundary. Residential

development to the west is typically on smaller plots than within the conservation area, and takes the form of semi-detached dwellings and terraces, many of which were provided through the Freehold Land Society. Much of this land was still owned by the Alexander family and thus has a historic relationship with the land covered by the conservation area designation. To the south is the busy vehicular route of Handford Road with the suburban green of Alderman Park bounded by the river walk which follows the route of the River Gipping. It is towards this valley that the land levels slope downwards.



*Burlington Road, Dalton Road,  
Burlington Road, Ipswich  
International Church*

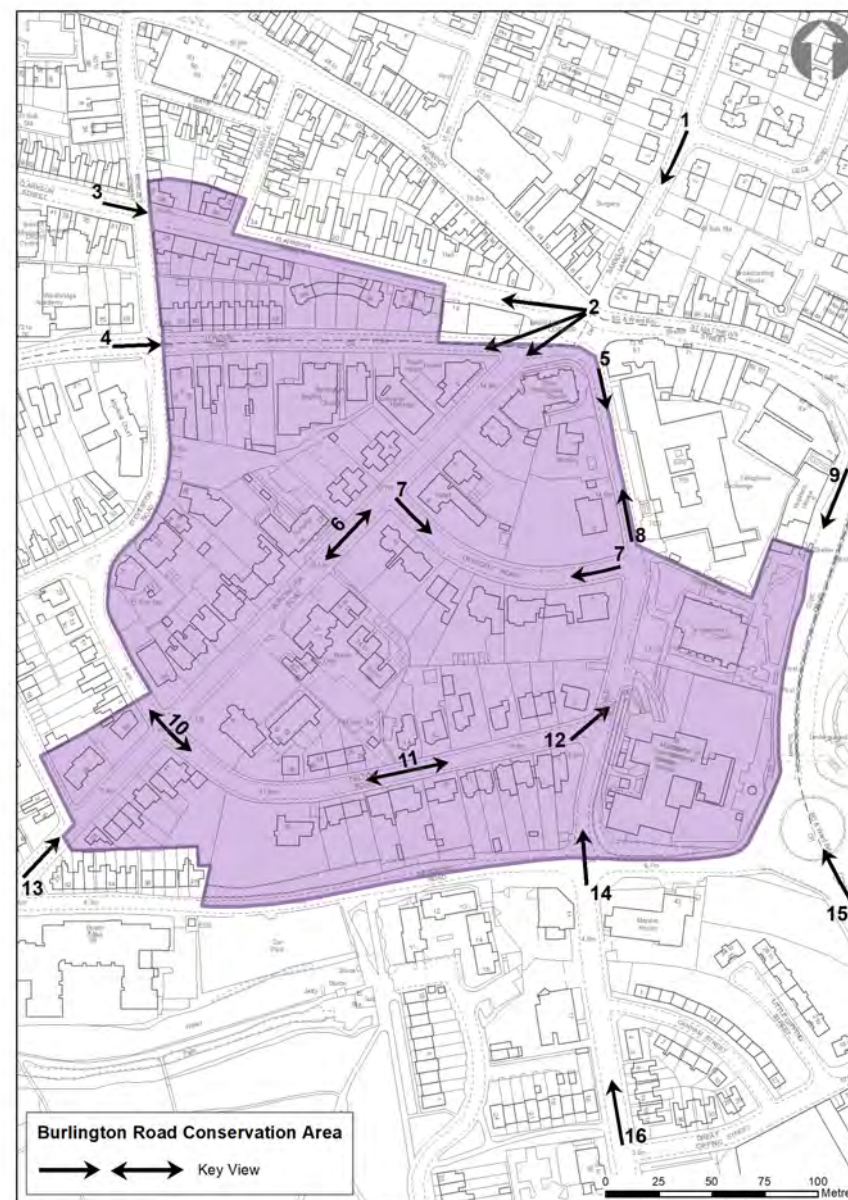
## VIEWS

Views into the conservation area are far reaching owing to the topographical highpoint of land and prominent buildings. There are several landmark buildings within the conservation area which increase the visibility of the area from further afield, in particular the churches which are of a larger scale than most domestic residences. Although not located within the boundary of the Burlington Road Conservation Area, the telephone exchange on Portman Road is a particularly prominent building which detracts from the historic streetscape of views into and within the conservation area.

Views are principally of the suburban streetscape, whilst glimpsed views of domestic planting and greenery can be seen between dwellings. Boundary walls often line the streets and frame suburban views. Some views are designed through the layout of streets, height and positioning of buildings, particularly where a single architect is

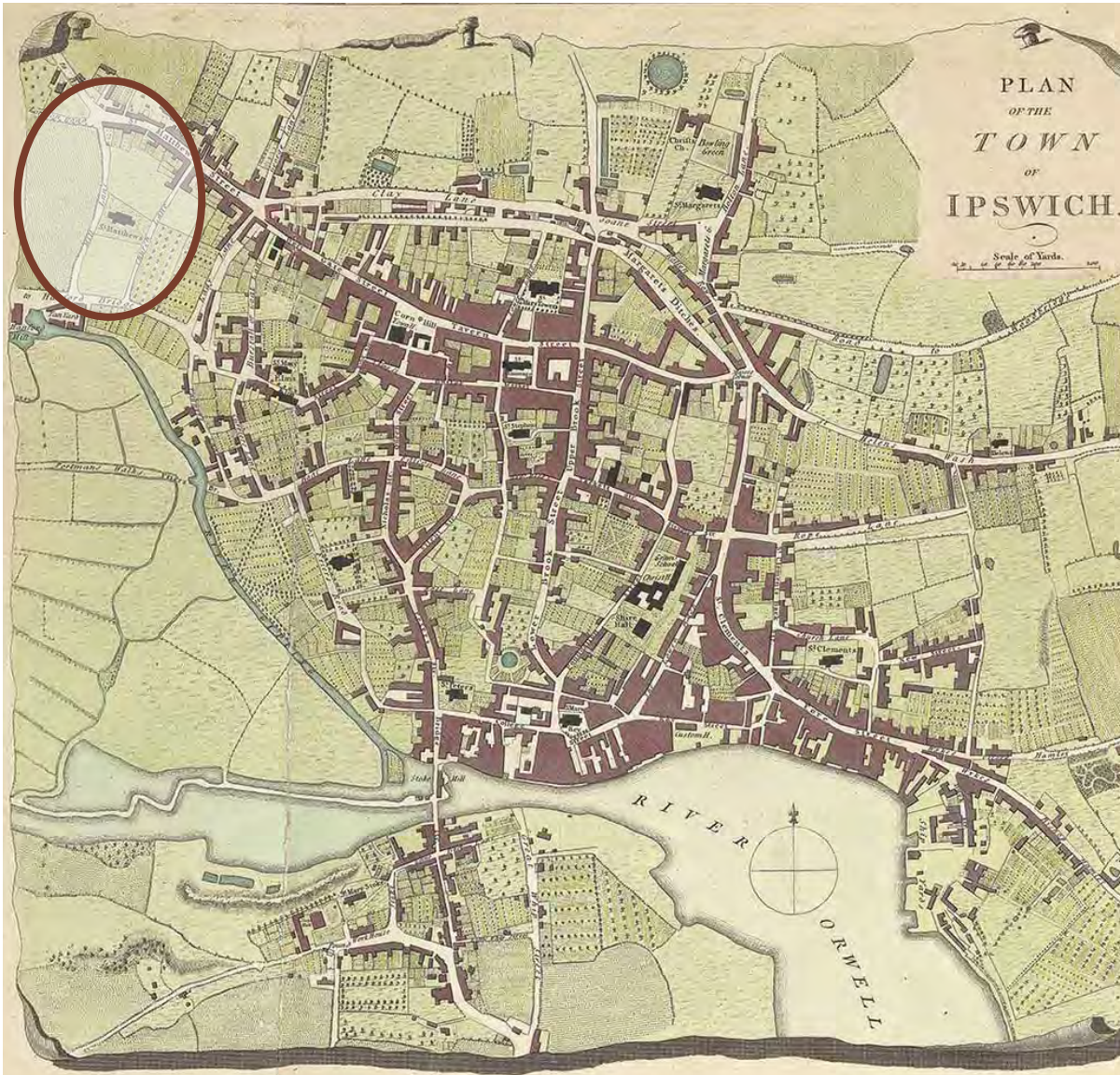
responsible for a particular group of buildings, whilst others are more fortuitous, arising from the cumulative development and group value of buildings. The curvature of Dalton, Stevenson and Crescent roads allow for views to slowly reveal themselves when approaching through the bends of these streets, whilst Clarkson Street, London Road, Burlington Road and Portman Road have a considerably more linear layout, which allows long ranging views along these routes.

The map to the right illustrates some key views and vistas looking into the Burlington Road Conservation Area, as well as significant views within the conservation area. This map demonstrates that there are numerous views into the conservation area which contribute to the experience of the area and the way in which the place reveals itself. The arrows illustrate a representation of key views, the omission of additional views not identified on the map does not mean that they do not hold value or contribute to the character and surroundings of the area.



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|---|---|
| <ul style="list-style-type: none"> <li><b>1</b> View from Geneva Road towards Ipswich International Church</li> <li><b>2</b> View from Barrack Corner of Clarkson Street, London Road &amp; Burlington Road</li> <li><b>3</b> Streetscape views of Crescent Road</li> <li><b>4</b> View of London Road towards Ipswich International Church</li> <li><b>5</b> Streetscape views of Portman Road towards St Matthew's Church</li> <li><b>6</b> North/south streetscape views of Burlington Road</li> <li><b>7</b> East/west streetscape views of Crescent Road</li> <li><b>8</b> View north along Portman Road towards Ipswich International Church</li> <li><b>9</b> View from Civic Drive looking south towards St Matthew's Church</li> </ul> | <ul style="list-style-type: none"> <li><b>10</b> Streetscape views of Stevenson Road &amp; Dalton Road from junction with Burlington Road</li> <li><b>11</b> Streetscape views of Dalton Road</li> <li><b>12</b> View from Dalton Road towards St Matthew's Church</li> <li><b>13</b> View north along Burlington Road towards Ipswich International Church</li> <li><b>14</b> View of former Sunday School &amp; along Portman Road</li> <li><b>15</b> View from Civic Drive looking north towards St Matthew's Church</li> <li><b>16</b> View from Portman Road northwards of Ipswich International Church spire</li> </ul> |
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Hodskinson and Jeffrey's map of 1780

## HISTORIC DEVELOPMENT

### PRE 1800S

Prior to the widespread development of the land covered by the Burlington Road Conservation Area designation, this area was largely undeveloped farmland at the western edge of the town. St Matthew's Church is the only building within the conservation area which predates the 1800s, and was an isolated church on the periphery of the town, as shown on the 1780 map to the left.

Although a church on this site dates back to the 12th century, St Matthew's Church itself only dates back to the 14th century, with later 15th century ranges and significant 19th century extensions taking place subsequently. This later growth of the church building can be attributed to St Michael's becoming the garrison church serving the nearby barracks. St Matthew's has a particularly rare medieval font depicting the devotional story of Mary, paid for by Rector John Bailey to celebrate the Miracle of the Maid of Ipswich which is said to have occurred in 1516.

Archaeological evidence includes Roman finds which no doubt are associated with the areas of Roman Settlement excavated south of Handford Road. Greyware, pottery lamps, as well as cremation urns have all been found within the conservation area, indicating an early presence of occupation in the area. A late Saxon coin was found in the churchyard of St Matthew's, whilst post-Medieval features were found in 20-26 Burlington Road. Other finds principally date from the 19th century, which illustrates the period of vacation of this land until the widespread expansion of the town in the 1800s.



St Matthew's Church, eastern view, taken from Civic Drive.

**1800s**

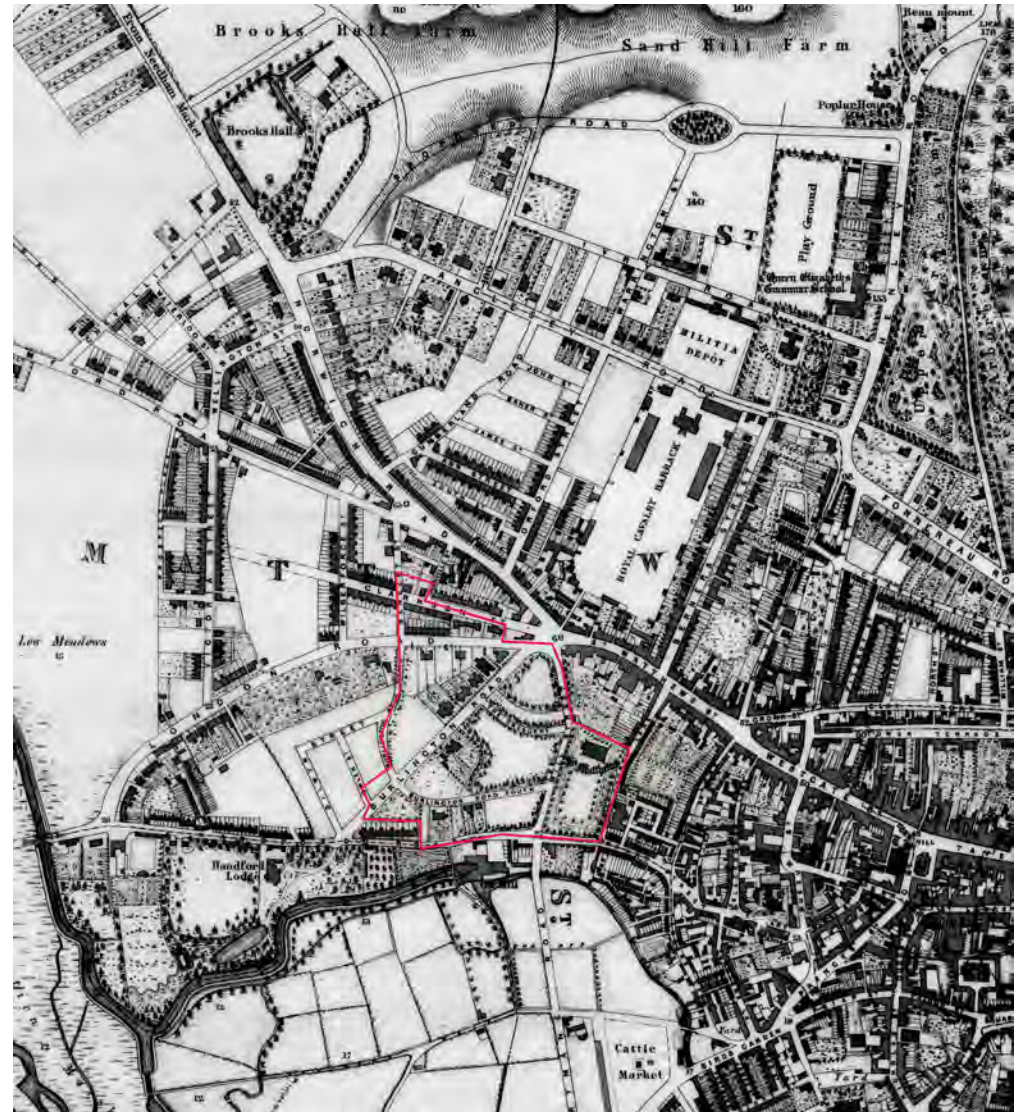
The area was developed on the estate of fields assembled after about 1843 by the wealthy Quaker bankers, staunch social reformers, philanthropists and proponents of the local Temperance movement, Dykes Alexander (1763-1849) and his son, Richard Dykes Alexander (1788-1865) who both occupied houses situated nearby at the corners of London Road and Norwich Road.

Dykes Alexander's house was demolished to provide the Burlington Road estate. Whilst the building was not saved, a large apricot tree was removed from the grounds of the garden, and moved a mile across town and replanted in a garden in the parish of St Margaret's. The below image shows the enormous effort of escorting this tree across Ipswich in 1850. The Alexanders employed the architects Christopher Fleury (designer of Ipswich School) and Benjamin Backhouse to plan and develop the estate, which was intended to be known as 'London Road New Town', however development was not executed to Fleury and Backhouse's plans. The 1867 map to the left shows Dalton Road was intended to be called

'Burlington Road South', Crescent Road 'The Crescent', whilst Portman Road was 'Mill Street'.

However, many of the road names in the Burlington Estate were instead named after slavery abolitionists from both America and England at the request of Richard Dykes Alexander: (Thomas) Clarkson, (Abigail Hopper) Gibbons, (Samuel) Emlen, (Edward James) Elliot, (William) Wilberforce, (Anthony) Benezet, Granville (Sharp) and (William) Dillwyn. The name 'Burlington Road', comes from Burlington, New Jersey, USA where George Dillwyn, a close friend of Alexander, was a Quaker Minister.

The original estate was laid out with plantation rides so that Alexander could circulate around the boundary on horseback. A small remnant of this plantation survives in the rear garden of 11 Burlington Road.

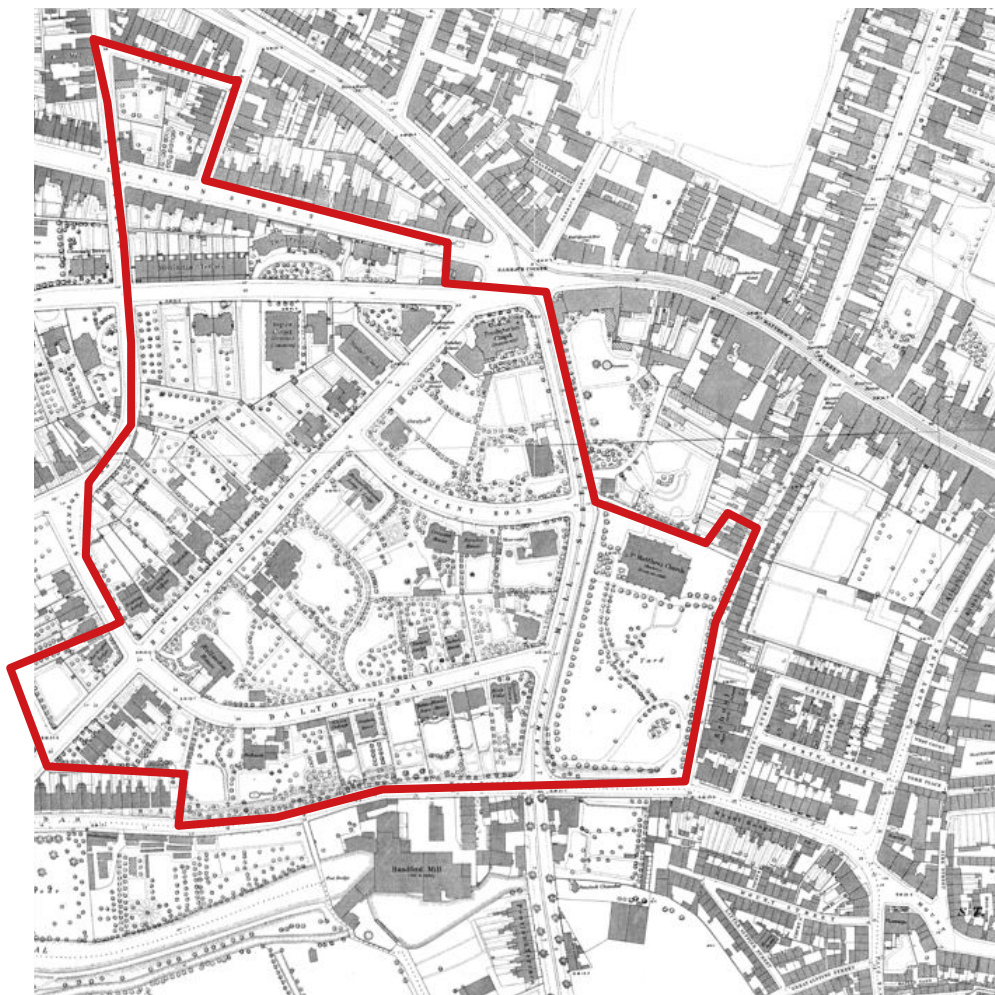


OS Map 1867



*Engraving from the Illustrated London News on 2nd March 1850 showing the removal of the a pricot tree from Dykes Alexander's garden. The soil surrounding the roots was reported to weigh 5 tonnes, whilst circumference of the branches was 100ft. 'London Road New Town and Burlington Estate: Mid Nineteenth Century Development in West Ipswich', John Blatchley, Suffolk Review, New Series 25, (1995), pp 19 26*





OS Map 1880s

The 1880s map above illustrates that towards the end of the 19th century, the Burlington Road estate was almost complete. The map also includes annotations of house names, many of which can still be seen on date plaques and engraved in the piers of boundary walls, as shown in the images on the right.

Most plots were sold and developed individually. Whilst this allowed variations in designs to suit the tastes of the purchasers, the sale of the plots of land were often sold with specifications to ensure that there would be a degree of coherence to the estate.

*Photograph of Richard Dykes Alexander and two relatives taken in the garden of his house on the corner of Norwich Road and Portman Road. Richard Dykes Alexander was an early photographer and captured many 19th century scenes of Ipswich. (Ipswich Remembered 2, Suffolk Records Office, 1979 reproduced with kind permission of Suffolk Record Office, Ipswich branch).*



This included stipulations such as matching the design of a neighbouring boundary, or providing a boundary wall to a particular height or depth. The sale of the land for the Meeting House on Burlington Road included the provision that 'the front of the building towards the Burlington Road to have a respectable façade and the back of the building to have proper architectural dressings'.

The 1880s map illustrates the large plots and spaciousness of the area, with ornamental planting being a prominent feature to the landscape. Some gardens included fountains and observatories which illustrate the social status and aspirations of the early inhabitants of the area.



*Property names carved into piers and walls across the conservation area*

Population growth in Ipswich increased from 32,000 in 1851 to 60,000 in 1901, almost doubling in 50 years. Many of these residents lived in the south west of the town centre. Portman Road benefitted from a tram line early on which connected this residential suburb with the train station and the town centre. This connectivity by the newly introduced public transport would have added to the desirability of the area as a place to live.

The junction of London Road and Burlington Road is occupied by the Grade II listed Girls Friendly Society building, an organisation patronised by Queen Victoria dating from the 1870s. The aim of the society was to provide a youth organisation to protect working-class girls who left the countryside to find employment in towns and cities, supported by the Anglican Church. By providing lodging and opportunities for employment, the society sought to prevent girls falling into social deprivation. The Burlington estate would have been an ideal centre for the organisation, as the new suburb would have provided numerous opportunities for domestic service in the large houses which were being built in the area.

This rapid rise in population growth also provides a likely explanation for the number of churches in the conservation area: St Matthew's Church, Ipswich International Church and the Burlington Baptist Chapel are all within 200m of each other, built to serve the growing community to the west of the ancient town.

An additional Chapel of Ease was proposed to be built off London Road to relieve the pressure of the growing number of parishioners at St Matthew's Church. Whilst this was not executed, it reflects the intensity of religious conviction in the mid-19th century, and pressure for churches to come to their congregations in expanding areas of the town.

The Meeting House on Burlington Road was originally built as a place of worship for the Baptist congregation moving into the area, however the number of worshippers quickly outgrew the available space in the original hall. This led to the construction of Burlington Baptist Church on London Road in 1875 to the designs of Brightwen Binyon. This is Binyon's earliest recorded work in Ipswich; he later went onto design both the Post Office and Corn Hall in Cornhill. The former meeting house on Burlington Road was then used as a Sunday school.

The social conservatism of the time can also be seen in the conditions of sale of land for development. Many of the plots within the Burlington estate were sold by Richard Dykes Alexander with a covenant that they should not be used 'as a place of public resort for the sale of spirituous liquors', reflecting Alexander's staunch commitment to the temperance movement.

*Houses in Burlington Road under construction in the early 1860s. The surrounding landscape illustrates the edge of town, undeveloped character of the area in the mid 19th century. (Ipswich Remembered 2, Suffolk Records Office, 1979 reproduced with kind permission of Suffolk Record Office, Ipswich branch).*



*Burlington Baptist Church, London Road, looking north towards the Ipswich International Church at Barrack Corner, around 1880. The ornamental boundary walls which ran the length of London Road have since been demolished. (Image courtesy David Kindred).*



Aerial image 1920. (Britain from Above, Image Reference EPW001832).

**20TH CENTURY**

By the early 20th century, the area covered by the Burlington Road Conservation Area had already been developed, and so has changed little in the last century.

Six dwellings were built on Dalton Road - in the grounds of Firbank and Hollenden House, two significant residences on particularly large plots. These buildings reflect early 20th century architectural fashions.

The introduction of St Matthew’s Primary School by Johns Slater & Haward to the south of the church on the former graveyard in 1959-60 altered this former open space, with much ground laid to hardstanding. However, the retention of mature trees which bound the school and the flint boundary wall illustrate the former use of the site.

The demolition of buildings to the east of the conservation area in the 1960s to facilitate road widening to form Civic Drive has contributed to the isolation of the area from the town centre and disrupted the surrounding historic pattern of development, an unsympathetic alteration to the setting of the conservation area.

Development to the rear of properties on Burlington Road and along Stevenson Road date from the late 20th century and have eroded the spaciousness of the area through the introduction of buildings on former gardens, reducing the generous plot sizes and historic character of the area.

The mid-20th century also saw the increase in the introduction of ‘alien’ building materials to existing buildings, such as UPVC windows and doors, replacement of slates with concrete pantiles, and loss of boundary walls as accesses were widened to facilitate increasing car ownership. It was these threats which led to the initial designation of the Burlington Road Conservation Area in 1977.

Despite these additions and alterations throughout the last decade, the area retains its legibility as a mid-Victorian suburb and continues to be of historic and architectural significance.

*The early 20th century saw the introduction of infill development to Dalton Road at nos 21-23 and 26-36*



Early 20th century colour postcard depicting ‘Burlington Corner’, looking towards Burlington Road. (Image courtesy David Kindred).

## ARCHITECTURAL QUALITY AND BUILT FORM

The Burlington Road Conservation Area benefits from a high volume of residential buildings which demonstrate 19th century architectural fashions using local building materials, typical of the Suffolk vernacular for this period. Mostly built in the high Victorian period by the wealthier classes, the conservation area features buildings with high levels of architectural embellishment with active frontages which address the street scene with bays, arches and windows, which make for an attractive and engaging group of buildings.

Clarkson Street and Burlington Road in particular feature repetition in design which gives these principal streets a formality of appearance. Crescent Road, London Road and Dalton Road have a more varied architectural approach and a more organic character. These variations in the appearance of houses can also be attributed to the various architects who were employed from the 1870s to design houses for early residents.

The use of similar materials, scales and spacing allow the buildings across the conservation area to hold group value, sharing similarities in architectural features, such as brick bonds, polychromatic masonry, quoining, bay windows, arches, gables, and timber sliding sash windows. The typical 2-2.5 storey domestic scale provides uniformity,

whilst the 4 storey Wellington Terrace, the spire of Ipswich International Church and the tower of St Matthew's provide a contrast which punctuates the overriding domestic scale of the area.

Domestic buildings across the conservation area generally feature chimneys which are particularly prominent when paired with the change in topography across the areas, as the level of land is often illustrated through the staggered rise in chimney height.

Front boundary treatments generally take the form of red or buff brick walls, and are a prominent architectural feature of the area. Some original tiled garden paths can still be found within the conservation area. The walls along Burlington Road are particularly decorative, whilst boundaries to many of the remaining streets are simpler in their design, although nonetheless contribute to the character of the area and division of public and private space. The retention of original boundary walls will be expected, with reinstatement of lost boundary walls encouraged where possible. Reinstatement of appropriate boundaries to the rear of London Road which address Clarkson Street would be particularly welcome to enhance the character of the conservation area.

*Burlington Road, Burlington Road, Clarkson Street,  
Burlington Road, London Road*



## OPEN SPACE, PARKS AND GARDENS

One of the visual assets of the area today is the number of mature trees, a legacy of the Victorian expansion up the slopes away from the town marshes, and the establishment of planting which now helps define part of its overall character.

There is little by way of designed or managed public space, save for Barrack Corner, to the north of the conservation area. Although not located within the boundary of this conservation area, Barrack Corner does contribute to the surroundings in which the Burlington Road Conservation Area is experienced,

and has both a visual and special relationship with the conservation area. The lack of public open space within the Burlington Road Conservation Area results in little street furniture, such as benches, wayfinding posts and bins, which reinforces the residential character of the conservation area.

The grounds of St Matthew's and Ipswich International Churches provide more open, landscaped space with planting around the churchyards. The churchyard of St Matthew's also includes numerous head stones which hold commemorative value, whilst also include veteran trees bounding the churchyard and St Matthew's School to the south.



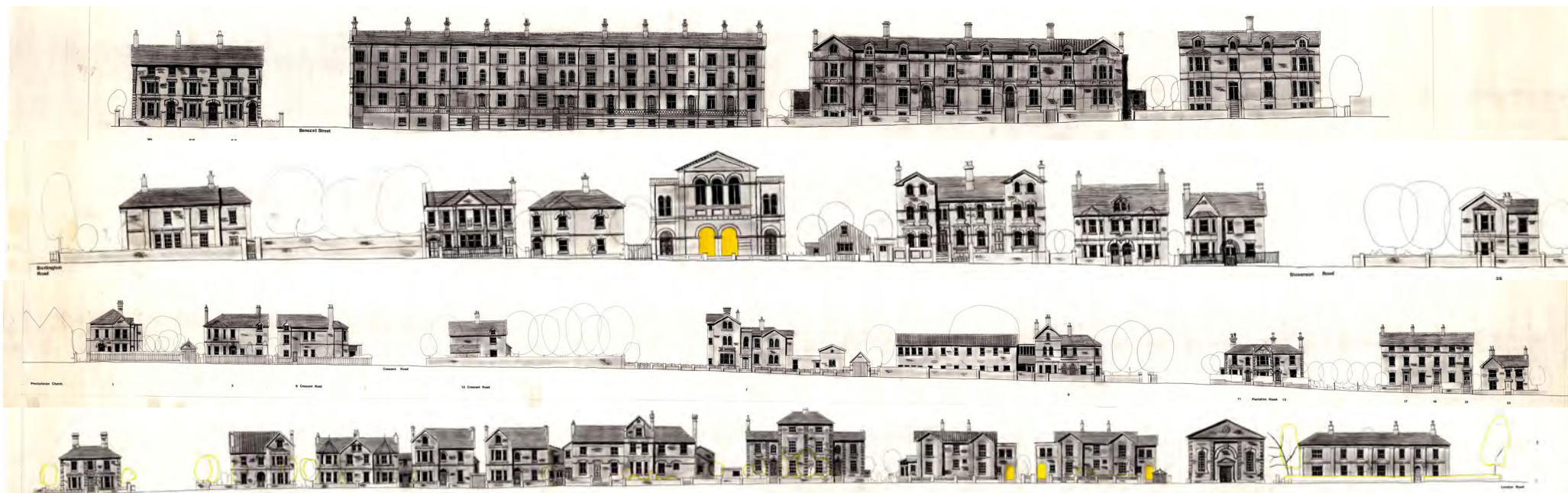
Formal green space is limited to private gardens associated with dwellings, typically delineated by brick boundaries, often decorative in their design which contributes to the polite, Arcadian architecture of the area. Trees within private gardens often overhang the pavements which helps the greening of streets.

The greenness of the area does not particularly come from the streets themselves, for example there are no green verges and only minimal street planting. Soft landscaping is therefore typically limited to domestic garden planting. The landscaped gaps between dwellings contributes to a sense of openness providing glimpses into planted areas.

Dwellings along Clarkson Street are located on the highway, and so are the exception in that they do not benefit from front gardens, which gives a sense of narrowness to this road in comparison to others in the conservation area. The street trees planted along Clarkson Street do, however, contribute to the suburban character of the area.

Some veteran trees remain along Benezet Street between the rears of London Road and Clarkson Street, however this area has largely been laid to hardstanding, and would benefit from additional planting to enhance the suburban street scene.

*Left to right - Burlington Road, Burlington Road, Portman Road, Burlington Road*



## CHARACTER ZONES

Conservation areas are composed of individual parts that, while creating a cohesive overall character, are often composed of smaller areas with specific identities. The special interest of these areas is defined by the characteristics of its seven principal streets, which are explored in greater detail in the following sections.

This street by street assessment will consider the general appearance and character of the area, and will avoid taking an overly descriptive approach to specific buildings. This approach will identify the special interest of the area as a whole, as well as identify specific buildings and features of particular interest. Not all

parts of the conservation area will be of equal importance, and whilst there are numerous positive contributors to the character of the area, it is also important to identify areas which detract from the quality of the area in order to provide a true description of the conservation area.

From the deceptively large open space of Barrack Corner (formerly the junction of no less than seven streets) four of the principal roads within the conservation area radiate: Clarkson Street, London Road, Burlington Road and Portman Road. These arterial routes all benefit from character assessments, whilst the intersecting roads of Stevenson Road, Dalton Road and Crescent Road also have assessments to identify the character of these additional transecting routes.



Above: Burlington Road  
Top: Streetscape drawings (from top) of London Road north and south, Burlington Road south east and north west which illustrates the varied architectural approach and highlights the change in topography across the conservation area.

## BURLINGTON ROAD

Burlington Road gives its name to the conservation area, and is the principal route which runs through the centre of the area, connecting Barrack Corner to Handford Road, and includes eight of the eleven listed buildings within the designation area (numbers 2-14 and the Burlington Road Baptist Church Hall). These are all on the west side at the northern end and form an important and coherent group with considerable collective value.

Burlington Road is mostly in residential use, with large dwellings occupying wide frontages with landscaped front

gardens, often occupied by mature trees, and generous rear gardens. Dwellings are typically detached, or pairs of semi-detached units. Building materials are generally red masonry to the northwest length of Burlington Road, with buff brickwork finish to much of the remainder of the road. Roofs are typically natural slate, although there are isolated instances where the original roof coverings have been removed with concrete tiles.

Although there is some repetition in the design of buildings, particularly on the north side where there are pairs of identical houses, buildings along Burlington Road are generally individual in their appearance. The regular use of

canted bay windows, polychromatic masonry, gables, hipped roofs, low brick boundary walls, decorative porches and door surrounds allows Burlington Road to have a distinctive character illustrative of mid-19th century polite architecture.

The west side of Burlington Road is punctured by the junctions to Crescent Road and Dalton Road which provide gaps in the street scene and offer attractive vistas of these axial roads. The dwellings on the corner plots of these junctions provide long garden frontages onto Burlington Road, bounded by brick walls and mature vegetation which gives the east side of Burlington a more spacious, landscaped character compared to the denser west side of the road.

Unsympathetic 20th century development around Broad Oak and at numbers 42-46 occurred prior to conservation area designation and generally fails to respect the special interest of the area, detracting from an otherwise cohesive group of buildings. The negative visual impact highlights the importance of good design in new development in historic areas. Many of the houses on the west side have had the openings to the boundary walls enlarged to increase off street parking to the detriment of the character of the area, and large hardstandings have also been created. Any further widening of existing openings would be detrimental to the street scene.



*Plantation Villa, 11-13 Burlington Road: Built 1872 White brick façade with quoins, bays and decorative urns. Within the arched porches are two masks, Shakespeare to no. 11 and Dickens to no. 13.*





## CLARKSON STREET

Named after Thomas Clarkson (1760-1846), slavery abolitionist and owner of the nearby Playford Hall, this short section of Clarkson Street has been included in the Burlington Road Conservation Area as it provides a contrast to the larger, often grander dwellings elsewhere within the conservation area. It is contemporary in date with the period of suburban growth of the area, and developed on land owned by the Alexander family.

This area includes a mid-19th century buff brick terrace, with dwellings of wide proportions across a three window range. This terrace sits opposite a pair of detached dwellings which mimic this character on a more elaborate scale with prominent central door cases and corbelled lintels. Further east, the rears of the properties along London Road use buff brickwork as the principal building material.

Although denser in layout than the remainder of the conservation area, the buildings along this stretch of Clarkson Street are well preserved examples of terraced housing. The regular, well-proportioned and detailed elevations avoid unsympathetic rendering and painted brickwork, and illustrate the transition from the leafy 19th century suburb in the east to the higher volume of house building which bounds the conservation area to the west, and into the area of Freehold Land Society plots around the conservation area to the west.

These buildings are positioned onto the highway, with no front boundaries which gives a narrower street scene than the remainder of the conservation area, with more modest rear gardens. The mature street trees do, however, contribute to the suburban character of the area. The smaller plot sizes indicate the wealth and social status of the original owners, being less affluent than the house owners to the east. Adjacent to each doorway is an integral boot scraper within the principal elevation of each dwelling, another indication of social status suggesting the occupants relied on footpaths rather than carriages to get around the town.

Clarkson Street has retained some timber sash windows, however many of these have been replaced with unsympathetic casements. The reinstatement of traditional timber sashes and the historic form of the original fenestration pattern would be a welcome enhancement to the conservation area.

Street scene improvements to the south side of Clarkson Street would be welcomed and would enhance the public realm and appearance of the area, particularly with regard to the boundary walls which mark the rears of properties along London Road and which are presently concrete blockwork and roughcast render. The height of these walls and their unattractive appearance deadens the street scene.





## CRESCENT ROAD

Crescent Road continues the suburban character of the area, with residential properties following the curve of the road, stepped back behind boundary walls. The buildings are again principally mid-19th century, and are almost exclusively finished in buff brickwork, with red brick only appearing at the mid-20th century infill plot at numbers 7-9.

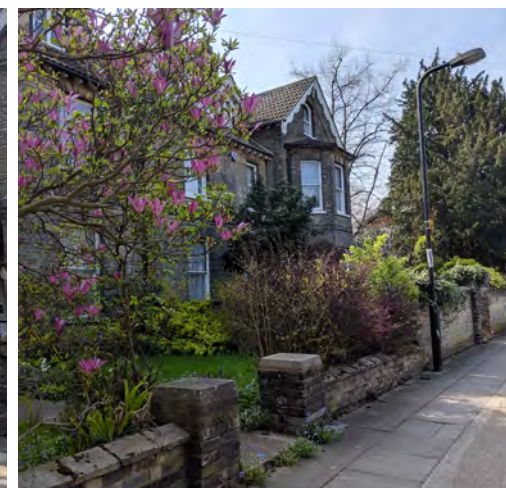
The buildings along Crescent Road are generally detached dwellings on spacious plots. Crescent Road benefits from much decorative detailing, including string courses, cornices, ornamental bargeboards, finials, exposed rafter feet, bell-jar cappings to brick piers, keystone lintels, ornamental porches and door surrounds. Although the design of buildings vary, the use of buff masonry for the finish gives the area a coherent character.

Crescent Road is particularly green, with mature tree planting either side of the road providing a well landscaped street scene, at times meeting to provide a canopy across the road. The spacing between dwellings varies; the wider plots allow for generous planting between buildings, although most planting which has a street scene impact is located to the front of buildings. This extensive foliage paired with the curve and length of the street gives Crescent Road a strong sense of enclosure as the road slowly reveals itself through the unfolding of the subtle arc.

The two buildings which frame the junction either side of Portman Road are both former vicarages and are the grandest and most elaborate of the buildings along Crescent Road. 1 Crescent Road is the former vicarage to St Nicholas' Church, designed by Frederick Barnes, and 2 Crescent Road was formerly St Matthew's vicarage designed by Bisshopp

and Barnes. 2 Crescent Road has a particularly large plot which allows views northwards over the grounds and across the conservation area towards the Ipswich International Church spire.

Numbers 3-5, which were again designed by Bisshopp, and 11-13 are pairs of buff brick dwellings. Although of differing designs, these buildings benefit from the repetition of architectural features prevalent across the conservation area which contributes positively to the character and appearance of the south side of Crescent Road. The influence of Bisshopp in numerous buildings along Crescent Road contributes to the coherence and distinctiveness of the area. Between 2 and 8 Crescent Road is a car parking court which interrupts the street scene with extensive hardstanding and timber fencing. Planting and the replacement of fencing with a brick wall would be welcome to soften the impact of this parking area.



## DALTON ROAD

Dalton Road is an area of mid-19th to early-20th century residential development of various architectural designs, generally ranging from 2 to 3 storeys in height. Buildings are typically finished with slate roofs, with a combination of buff and red brickwork facades. Although varied in their finish, the dwellings along Dalton Road feature attractive examples of architectural embellishment, such as brick quoining, corncicing at eaves level, canted bay windows, decorative string courses, and stone lintels with corbeled detailing.

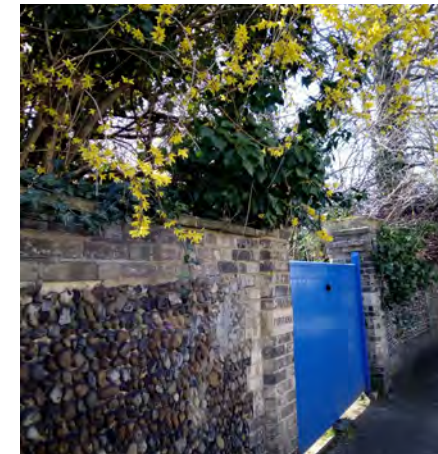
In 2020, the conservation area was extended to include the main stretch of Dalton Road, previously omitted from the designation area. Although some of these buildings are slightly later in date than the core of the Burlington Road Conservation Area, their appearance and layout respond to the established character of the area, and illustrates architectural fashions towards the end of the 19th century and early 20th century.

Dwellings typically have buff brickwork principal facades with red brick side elevations, whilst the later buildings which date from the early 20th century generally have red brick finishes. Low boundary walls and railings delineate public and private space and set the dwellings back from the highway, although these walls are generally not historic and lack the decorative detail of those found along Burlington Road.

Although early 20th century infill has occurred along Dalton Road, this has been on wide plots which retain the spaciousness of the area and comprise designs which have interest and respond to the architectural influences found within the conservation area.

8 Dalton Road has a 19th century core, which once had a fine three storey canted bay window, although was unsympathetically re-fronted in the 1970s. The 4 storey height of this building is much taller than the surrounding 2 storey character of the area, which does make the building more prominent in the street scape and amplifies the awkward re-fronting. The site benefits from a large sycamore tree, which screens the façade of the building in the summer months. However, the reinstatement of the original frontage would be welcome.

The Grade II listed 'Firbank' is on the south side of Dalton Road, designed and built by George Hurwood (Engineer to Ipswich Dock Commissioners) for his own occupation in 1857. This secluded house is surrounded by mature trees and the rear is only glimpsed from Dalton Road. The outbuildings and boundary wall of flint panels and white brick make an important contribution to the street scene, contrasting with the predominant use of brick along Dalton Road. The fig tree which dominates the inside curve of the street at this point is also an important streetscape feature.



## LONDON ROAD

This eastern portion of London Road towards Barrack Corner includes some of the earliest development on land owned by the Alexanders along London Road, dating from the early 19th century and slightly pre-dating much of the Burlington Road Conservation Area.

The conservation area was extended in 2020 to include this part of London Road as the area includes high quality examples of residential development and is reflective of the more speculative house building for the aspiring middle classes, typically on more modest plots than those dwellings found in the south of the conservation area.

Wellington Terrace (numbers 42-64), and The Crescent (numbers 38-44) to the east, illustrate approaches to architectural fashions which are more distinctive than much of the widespread terrace building in Ipswich during the 19th century, which is generally more traditional in form and scale. The scale of Wellington Terrace is quite unusual for development in Ipswich at this time, being 3.5-4 storeys in height and comparable in Ipswich only to the terrace at the southern end of Fonnereau Road towards Crown Street. The arch of The Crescent is a response to transitional architectural styles of the era as fashions

changed between the Georgian and Victorian periods.

The west side of London Road typically comprises pairs of semi-detached red brick dwellings with stone dressings, which pick up on the architectural influences of Burlington Baptist Church. The church was designed by Brightwen Binyon in an Italianate style was prevalent in the mid-19th century, popularised by Osborne House, built 1845-51 for Queen Victoria on the Isle of Wight. Prominent gable and bays again feature throughout London Road which provides an element of architectural consistency across the conservation area.

Many of the front gardens of properties along London Road have been replaced with hardstanding for car parking. This has eroded the suburban character of the area, particularly when compared with the leafier appearance of Burlington Road, Crescent Road and Dalton Road, and has also resulted in the loss and alteration to historic boundary walls. Additional tree planting and soft landscaping would be welcomed to soften the extent of this urbanisation.



## PORTMAN ROAD

Portman Road (formerly Mill Street) benefitted in the early 1880s from a tram route which connected the suburb with the train station and the town centre. Owing to the use of Portman Road as an early vehicular route, buildings within the conservation area were generally designed not to address Portman Road with principal or decorative frontages. Instead, Portman Road is generally fronted with side boundary walls on the west, associated with the buildings on the corners of Dalton Road and Crescent Road. These fairly long stretches of boundary walls are typically lined with trees and mature vegetation, illustrating the deep plot sizes of these dwellings and generous lengths of rear gardens. The side elevations of these dwellings provide visual interest and height to Portman Road, but typically these are less expressive than the main facades.

Portman Road continues south to Princes Street and is intersected by Handford Road, with the buildings on the south side of Dalton Road marking the boundary of the Burlington Road Conservation Area. On the corner of Portman Road and Handford Road is a timber building with decorative bargeboards and finials with cupola and weather vane. Although this building takes the appearance of a cabman's shelter, it was historically used as a Sunday school, and marks an attractive entrance to the conservation area from the south.

St Matthew's Church directly addresses Portman Road, accessed by a slope up to the churchyard which allows an elevation increase and longer views across the conservation area. The height of the tower and use of flint are a welcome contrast to the surrounding scale and appearance of adjacent domestic architecture, giving St Matthew's landmark quality. Streetscape views also provide views of the telephone exchange, located outside the conservation area but unfortunately in a prominent location which places its four-storey block form in awkward contrast with the historic architectural character of the area.

To the south of the churchyard, on Glebe lands which had been incorporated into the churchyard in 1801, is the two-storey St Matthew's Church of England Primary School, designed by Johns Slater & Haward and built between 1959 and 1960. The school is partly two storey with a distinctive shallow inverted roof pitch and partly single storey with mono pitch roofs, and is surrounded by tall mature trees that formed part of the extended part of the old churchyard.





## STEVENSON ROAD

Stevenson Road is a curved route which links London Road with Burlington Road, with the conservation area designation covering only the east side of the road.

The east side of Stevenson Road is occupied by the former rear gardens and boundaries of dwellings along Burlington Road. Number 28 has several historic lime, horse chestnut and Norway maple trees protected by Tree Preservation Orders bounding the site.

Several of these rear plots have recently been developed with housing on the site of former garages (numbers 4 to 36 Stevenson Road) to the rears of 16-26 Burlington Road. However, these infill plots along Stevenson Road generally lack the quality of detailing characteristic of the original Victorian suburb, nor are they a modern counterpoint.

The rear of Burlington Road Surgery (12-14 Burlington Road) is the only remaining plot along the east side of Stevenson Road which has not been developed.

This site benefits from a historic red brick boundary wall and outbuilding which indicates the former character of Stevenson Road, in particular the deep plot sizes and long gardens typical of the historic houses along Burlington Road. Although not within the designation area, the west side of Stevenson Road was also owned by the Alexander family.

These sites, and much of the land to the east, were provided as Freehold Land Society plots and reflect, in their scale and arrangement the aims of Mutual Societies in the 19th century which were to provide sufficient land for the new owners to secure the right to vote. The buildings along the west side of Stevenson Road are principally red brick and pick up modest architectural details found within the conservation area, although are typically smaller pairs of mid-19th century semi-detached dwellings.

The north side of Stevenson Road has a stretch of on-street car parking, introducing visual clutter by way of road lines, street signs and parked cars, which detract from the historic character of the conservation area.



## VULNERABILITIES AND OPPORTUNITIES

Generally, the condition of the Burlington Road Conservation Area is good, with well maintained buildings, gardens and boundaries, with most buildings and spaces contributing positively to the special interest of the conservation area. There is a high retention of original features in the areas which were included in the original conservation area designation in 1977 around Burlington Road, Crescent Road and Portman Road. The areas which were included in the 2020 extension have suffered a greater extent of alteration, predominantly the loss of original fenestration, roof coverings, boundary walls and front gardens. Where opportunity arises, conservation area designation requires new development to preserve or enhance the character of the conservation area, and therefore over time these unsympathetic alterations should be reversed and replaced with detailing more in keeping with the historic and architectural interest of the area.

As many of the properties in the Burlington Road Conservation Area are large historic houses, there has been pressure to subdivide these residences into smaller dwellings, flats, or houses in multiple occupancy (HMO). This leads to an increase in parking pressure, often resulting in the widening of entrances or loss of front boundary walls and replacement of gardens with hardstanding. This intensified use also introduces a greater number of wheelie

bins to serve the increase in residents, with the bins often being stored in the front gardens, which can look unsightly. Where this does occur, it is recommended that a maintenance strategy is in place to ensure that the external appearance and grounds of the building are kept in good order.

The introduction of new development on the large plots along Burlington Road and Crescent Road has eroded the spacious, suburban character of the conservation area, and generally fail to emulate the quality of detailing characteristic of the historic Victorian villas, nor are they a successful contemporary contrast. Further development on the site of large gardens to create infill plots would erode the integrity of the conservation area as a Victorian suburb, and should be avoided, unless it can be demonstrated that the introduction of the new development would preserve or enhance the character of the conservation area.



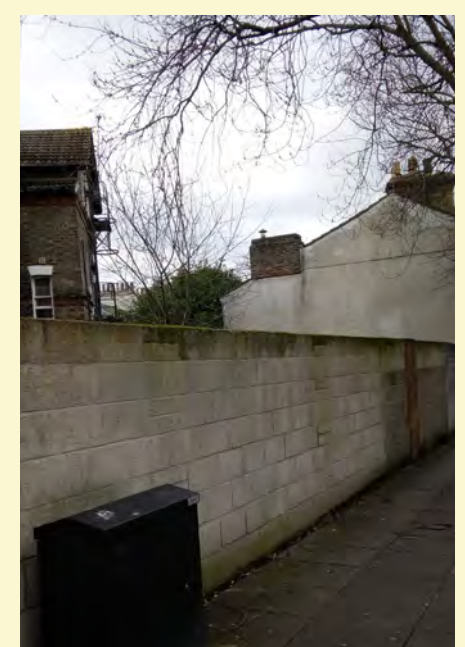
*London Road: Loss of well planted front gardens for hardstanding to accommodate car parking erodes the suburban character of the area.*



*Burlington Road: This image illustrates the introduction of unsympathetic development which does not respond to the character of the area, whilst the terrace shows the impact of brick cleaning from over cleaned masonry which awkwardly contrasts the natural patina of the remaining brickwork.*



*London Road: Buildings in need of general maintenance, with the repainting of the render required. This terrace also shows the impact of subdividing properties into flats there are a plethora of satellite dishes on the principal elevation and an inconsistent approach to replacing fenestration, with the above image showing several different types of window styles which erodes the integrity of the terrace.*



*Clarkson Street: The boundary walls to the rear of properties in London Road run parallel with the houses on Clarkson Street. The high concrete blockwork walls do not compliment the architectural quality of the area and deaden the street scene.*

## FURTHER ACTION AND MANAGEMENT

The condition of the Burlington Road Conservation Area is generally good, with the collective value of the area being legible as a mid-19th century suburb. The conservation area has a wealth of interesting architectural details, particularly ornamental brickwork to chimneys, gables, bays, original windows and doors, boundary walls and gate pier cappings, which should be retained as far as possible.

Unsympathetic alterations to individual buildings and inappropriate infill can erode the character and appearance of the area as a whole. New development and alterations therefore require careful consideration to encourage the preservation and enhancement of the conservation area.

The general objectives, policies and proposals for the control of development and the use of land in Ipswich are contained in the adopted Local Plan. The National Planning Policy Framework (NPPF) 2019 places emphasis on the conservation and enhancement of the historic environment as being integral to the principal aim of the planning system to provide sustainable development. Under Section 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, local planning authorities have a statutory duty to pay special attention to the desirability of preserving or enhancing the character and appearance of conservation areas. With regard to the overarching legislation, national and local policy, the following recommendations are made for managing change in the Burlington Road Conservation Area.

## REINSTATEMENT

The character of the area would be enhanced by the reinstatement of boundary walls which have been reduced in height or removed including those on the frontages to the Church Hall, Burlington Baptist Church and properties along Burlington Road, London Road and Crescent Road. Reinstatement of the railings on the boundary wall of the Ipswich International Church to the original pattern would restore the church boundary to its original appearance and improve the setting of the church and wider streetscape.

The pediment of the Baptist Church Hall on Burlington Road contains a cartouche which is now badly weathered, but should be reinstated when the opportunity arises, together with missing modillions on the south elevation. A more appropriate boundary treatment to Burlington Road incorporating railings would enhance the setting of this listed building.

The reinstatement of historic patterns of fenestration along Clarkson Street and London Road in particular should also be provided where opportunity arises. The gradual replacement of unsympathetic windows should allow for the reinstatement of the historic streetscape by returning the facades of terraces to their former appearance. Similar opportunities for the reinstatement of historic roof coverings, predominantly slate, should also be provided where possible.

## NEW DEVELOPMENT

The composition of the buildings and spaces within this conservation area gives very little scope for new development, but where new buildings are proposed to stand alongside historic buildings, both national and local planning policy makes clear that their design will require very careful consideration. In determining applications for new development, the Council will need to be satisfied that these principles have been adequately taken into account.

New buildings need not necessarily have to copy their older neighbours in detail, nor be a pastiche interpretation. However, they should respond to existing architectural influences and pattern of development to contribute positively to the character of the area and form a harmonious group. Development which would be likely to create infill plots within the gardens of large villas would be detrimental to the spaciousness and landscape which is a significant characteristic of the conservation area and a reason for its designation. Infill plots of this nature would therefore be unlikely to be supported.

## THE LOSS OF HISTORIC WINDOWS AND DOORS

Most historic houses within the conservation area benefitted from timber sliding sash windows at the time of being built, often with decorative coloured glazing. Where possible, it is recommended that these historic windows and doors are retained, and thermally upgraded using draft stripping and secondary glazing where necessary. Introducing internal shutters or fitting thermally lined curtains may also improve the thermal performance of historic windows. Decay to the timber of historic sliding sash windows can usually be anticipated at the cill and bottom rail of the window, as this would normally be where water collects. It should usually be possible to splice in new timber where decay is evident to repair the window frames and will often be a cheaper alternative to replacement.

Where the replacement of windows is unavoidable, it is recommended that units replicate the historic pattern of fenestration and replace with timber sliding sash windows. Slim 12-16mm double glazed units can accommodate traditional joinery techniques and are appropriate when historic windows cannot be repaired. The replacement of timber windows with UPVC can harm the character of the area, often introducing thicker frames and meeting rails. They may also change the method of opening, for instance a hinged top or side hung window in place of a true sliding sash.

Replacing windows and doors in listed buildings will require an application for listed building consent.

## ROOFS AND DORMERS

Historically, the 19th century dwellings in the Burlington Road Conservation Area were mostly finished with natural slates as their roof covering. A change of roof material will almost certainly require planning permission. To preserve the historic integrity of the conservation area, the retention of natural roofing materials will be sought. If a roof is a pitched roof in a group of buildings where natural slates dominate, re-roofing in natural slate will be required. Where a roof slope is prominent, manmade (fibrous cement type) slates are not acceptable as an alternative to natural slate as they tend not to weather naturally and have an artificial appearance. Where roof tiles have already been replaced, reinstatement of natural slates will be encouraged where opportunity arises to enhance the character and appearance of the Conservation Area.

Applications for dormer windows would be permitted only if they traditionally existed throughout a particular group of buildings. The bulk and design of a dormer would have to

reflect that which previously existed or prevailed in the area and be appropriate to the building forming the subject of the application. The introduction of rooflights may be acceptable, depending on their size, position, appearance, and impact on the character of the conservation area. Where appropriate, the rooflight should sit on or between the rafters so that the rooflight would sit flush with the roof tiles, rather than project above it.

The dressing of the eaves is also a significant feature, in particular the bargeboards, deep eaves and concealed guttering. Where possible, they should be retained and restored, or replaced replicating the historic pattern if repair is not achievable.

## CHIMNEYS

The installation, alteration, or replacement of a chimney will require planning permission. Where the chimney contributes to the character and appearance of the conservation area, an application for removal is unlikely to receive support. If the chimney proposed for removal is unsafe and accompanied by a structural report, then its removal would likely only be granted on the condition of the chimney being rebuilt/reinstated, unless it can be demonstrated that this is not possible.

Applications for the installation of new chimneys on historic properties will only be supported where there is evidence that a chimney previously existed, rather than being based on conjecture.

## SOLAR PANELS AND PV EQUIPMENT

Generally, planning permission is not required for the installation of solar panels on the roof of buildings within conservation areas. The installation of panels can, however, harm the character of the area and appearance of the building if not installed sensitively. To minimise the impact on the special interest of the conservation area, consider where the PV equipment could be installed, ideally on the rear roof of the dwelling or possibly on an outbuilding (such as a garden shed) in the rear garden. Freestanding solar panels are available which can be mounted into the ground in rear gardens.

Where solar panels are proposed to be installed on the roof of the dwelling visible from public vantage points, low profile units should be installed, where possible, which avoid projecting above the roof slope. Matte finish panels are also available which can reduce the glare of traditional solar panels and lessen the visual impact of the panels.



Consider the style of the building and, if possible, position the solar panels so they are in proportion to the building and its features. For example, they can resemble roofing elements such as roof lights or windows. Whether they are portrait or landscape can also make an impact. Panels arranged symmetrically and evenly spaced between chimneys and eaves tend to look better.

Although planning permission may not be required, listed building consent will need to be applied for if you are proposing to install solar panels on a listed building or a curtilage listed structure.

### LOSS OF FRONT GARDENS AND BOUNDARY WALLS FOR PROVISION OF HARDSTANDING AND CAR PARKING

Few original gates survive, but the reinstatement of sympathetic replacement designs will be encouraged. Boundary walls, particularly those with ornamental brickwork also contribute to the character of the area and should be maintained and repaired. If these are in poor condition, they should be carefully rebuilt rather than dismantled. Where good historical evidence exists for missing historical detail, this should be reinstated in traditional materials when the opportunity arises. The design of gate piers (and gates) of suitable scale, height and materials will be important in these situations.

The removal of front boundary walls can erode the suburban character of the area, through loss of planting and formal landscaping and boundary walls. These features delineate private and public space and contribute to the architectural quality of the area. Their construction is often to a high standard, in materials complementing the host building. Their loss can be particularly damaging where a building forms part of a row or group. Gardening became an increasingly popular pastime from the mid-19th century onwards, with historic mapping records (as shown on page 10) illustrating the variety of ornamental planting to front gardens. Maintaining the traditional pattern of enclosed and well stocked front gardens in the Burlington Road Conservation Area is an important aspect of maintaining the historic appearance of the area, and contributes to street greening in an area which has little planned public open space.

Paving over front gardens to provide space for car parking may also result in the loss of historic terracotta tiled paths which lead from the pavement to the entrance. Where these exist, these should be retained as an important contributor to the suburban streetscape.

### CHANGE OF USE OF DWELLINGS TO HMOS

Although this often does not result in physical changes to the building, the intensified use can lead to a proliferation of wheelie bins and increased parking pressure, leading to greater on street parking, or the temptation to remove front boundary treatments to provide on-site car parking. Increased parking and hard surfacing can also result in changes in the landscape treatment, with several examples in London Road. The increase in carparking and associated paving, white lining and signage has altered the character of the area to the detriment of the appearance of some of the villas and their front boundaries and gardens (and in several case side and rear gardens). The level of existing planting has been reduced, as has the opportunity for replacement planting. A further increase in conversion of existing villas to flats, and associated increases in off-street parking at the front or side of premises, would be likely to have an adverse impact on the character of the area and would not be acceptable.

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### BRICK CLEANING

Brick is the dominant building material in Ipswich, with both red and local Suffolk whites being the typical vernacular historic building material.

Suffolk white bricks, over time, weather to a grey colour. These bricks are often cleaned to attempt to restore them to their former cream colour, a course of action which can lead to long term problems and can alter the character of the area by eroding the natural patina of weathering. When carried out to buildings which are pairs of semi-detached or terraces, ad hoc cleaning can have an incongruous appearance, the results of which can be particularly harmful to the street scene by interrupting the rhythm of the street where one house is cleaned, and its pair still holds its natural patina. Grit blasting can also damage and remove the mortar joints between bricks creating another opportunity for water to penetrate and the need to repaint.

White bricks are made with a high quantity of chalk which gives the bricks their distinctive colour. When the bricks are fired a hard fire skin is formed whilst the inside of the brick remains relatively soft. When these bricks are cleaned by the process of grit blasting, the protective fire skin is removed, and the softer inner brick is exposed to the

weather and the atmosphere. This leads to the slow erosion of the brick and the risk of water penetration into the wall.

If brick cleaning is considered necessary, a light water or chemical wash using fine sprays is less likely to damage the brickwork or pointing. Specialist contractors are able to provide a service which will remove surface deposits without damaging the protective skin of the fired brick.

## PAVING AND HARD LANDSCAPING

Modern pavements are in the main, 600mm concrete paving flags. The quality and legibility of the paving is eroded in areas where dropped kerbs have been provided, and where paved surfaces have been disturbed to facilitate utilities.

There is evidence that the carriageways in Burlington Road have lines of limestone setts that have been blinded over when the road has been resurfaced. When the opportunity arises, these setts should be re-exposed to reinstate the streetscape interest. In Crescent Road, the gulleys to the frontage of no. 1 are in granite setts and these should be retained. At the west end of Dalton Road at the junction with Burlington Road the gulleys may be in cobbles blinded over during resurfacing. If this is the case this feature should be reinstated. In all these cases this gulley detailing forms an appropriate small-scale transitional material between footways and the road.

## STREET FURNITURE

Little in the way of street furniture is present within the conservation area, reflecting the suburban character of the area. The existing street lights are of multiple types of varying appearance and quality. A unified design across the conservation area would be welcomed. Historic street signs and name plates should be retained to respond to the historic street scape features which contribute to the character of the area.

## OVERHEAD WIRES

Several streets suffer from the prominent and unsympathetic positioning of telegraph poles carrying overhead telephone wires that detract from the setting of listed buildings. These wires should be buried underground, and the poles removed when the opportunity arises. This would significantly enhance the appearance of the affected streets, although should be complemented by a resurfacing of highways and pavements where the lines are buried so as not to result in irregular, ad hoc surfacing.

## STORAGE OF RUBBISH AND RECYCLING BINS

Brightly coloured wheelie bins can have a significant visual impact on the character of the conservation area and appearance of the streetscape. Where possible, it is recommended that bins are stored to the side or rear of properties to minimise their impact when not out for collection. Where there is no side or rear storage opportunity, screening the bins with planting or an enclosure may help lessen the visual impact of the bins. The creation of an enclosure may itself require planning permission, and it is recommended you contact the Conservation department to discuss such proposals prior to commencing work.

## CONTACT DETAILS

To discuss works to buildings in, or within the setting of the Burlington Road Conservation Area, please contact the Conservation and Urban Design Department.

**01473 432934 or 01473 432935**  
**Conservationandurbandesign@ipswich.gov.uk**

Conservation and Urban Design Department,  
 Ipswich Borough Council, Grafton House, Russell Road, Ipswich IP1 2DE

## APPENDIX 1: REFERENCES

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## SPECIAL THANKS TO:

**David Kindred, Robin Gaylard, Abby Antrobus, Hannah Cutler,  
Suffolk Records Office**

APPENDIX 2:

Archaeological finds from the Burlington Road Conservation Area:

Reference	Site name	Period	Summary/description
IPS 033	Burlington Road; Dalton Road	Roman	Complete grey ware decorated jar 'found with others' on east side of Burlington Road
IPS 146	St Matthew's Churchyard	Saxon	Coin of Aethelred II, 978-1016
IPS 1386	St Matthew's Church	Medieval	Church of St Matthew
IPS 033	Burlington Road; Dalton Road	Roman	Roman British Cremation Urns, found 1863
IPS 529	Field (as was) west of Burlington Road	Roman	Greyware, found 1863
IPS 531	16 Burlington Road	Roman	Greyware, found 1992
IPS 1723	20-26 Burlington Road	Post-Medieval	Post-Medieval features, found 2000
IPS 528	9 Burlington Road	Roman	Pottery Lamp, found 1949
IPS 530	14 Burlington Road	C19th	19th century well, found 1987
IPS 1941	13 Crescent Road		Axe head, possibly Australian
IPS 407	St Matthew's School	C19th	Brick lined vaults, bodies removed prior, also animal bone – 1996, 2001

APPENDIX 3:

List of designated heritage assets



**Barrack Corner**  
Ipswich International Church  
Grade II (Listed as Elim Pentecostal Church)



**Burlington Road**  
12-14  
Grade II



**Burlington Road**  
2  
Grade II (Listed as Girls Friendly Hostel)



**Burlington Road**  
4-10  
Grade II



**Burlington Road**  
Burlington Baptist Church Hall  
Grade II



**Dalton Road**  
Firbank  
Grade II



**Portman Road**  
St Matthew's Church  
Grade II

APPENDIX 4:

List of undesignated heritage assets



**Burlington Road**  
No 1



**Burlington Road**  
No 3



**Burlington Road**  
No 7, Broad Oake



**Burlington Road**  
No 9



**Burlington Road**  
No 11 - 13, Plantation House



**Burlington Road**  
No 16 - 18



**Burlington Road**  
No 17 - 21



**Burlington Road**  
No 20 - 22



**Burlington Road**  
No 23



**Burlington Road**  
No 24 - 26



**Burlington Road**  
No 28



**Burlington Road**  
No 30



**Clarkson Street**  
No 13 - 25



**Clarkson Street**  
No 36



**Clarkson Street**  
No 38



**Crescent Road**  
No 1



**Crescent Road**  
No 2



**Crescent Road**  
No 3



**Crescent Road**  
No 5



**Crescent Road**  
No 11 - 13



**Crescent Road**  
No 8

List of undesigned heritage assets - continued



**Dalton Road**  
No 1 - 3



**Dalton Road**  
No 2



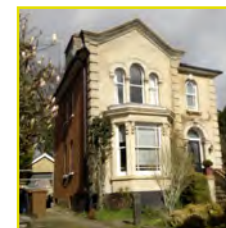
**Dalton Road**  
No 4 - 6



**Dalton Road**  
No 5 - 7



**Dalton Road**  
No 9 - 11



**Dalton Road**  
No 10



**Dalton Road**  
No 12



**Dalton Road**  
No 15



**Dalton Road**  
No 17 - 19



**Dalton Road**  
No 21 - 23



**Dalton Road**  
No 26 - 36



**London Road**  
No 1



**London Road**  
Burlington  
Baptist Church



**London Road**  
No 13 - 15



**London Road**  
No 17 - 19



**London Road**  
No 21



**London Road**  
No 30 - 36



**London Road**  
No 38 - 44



**London Road**  
No 46 - 64



**Portman Road**  
Former Sunday School