

This statement is supplementary to the Ipswich Core Strategy and Policies Development Plan 2011 and will be treated as a material consideration in all planning and development decisions. This statement describes briefly the purpose in declaring the area as a conservation area and sets out in detail the special character of the area. The Management Plan describes the particular supplementary policies that apply within the area to protect its special status; and specific measures for its protection and enhancement as required under Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 and as set out in the National Planning Policy Framework.

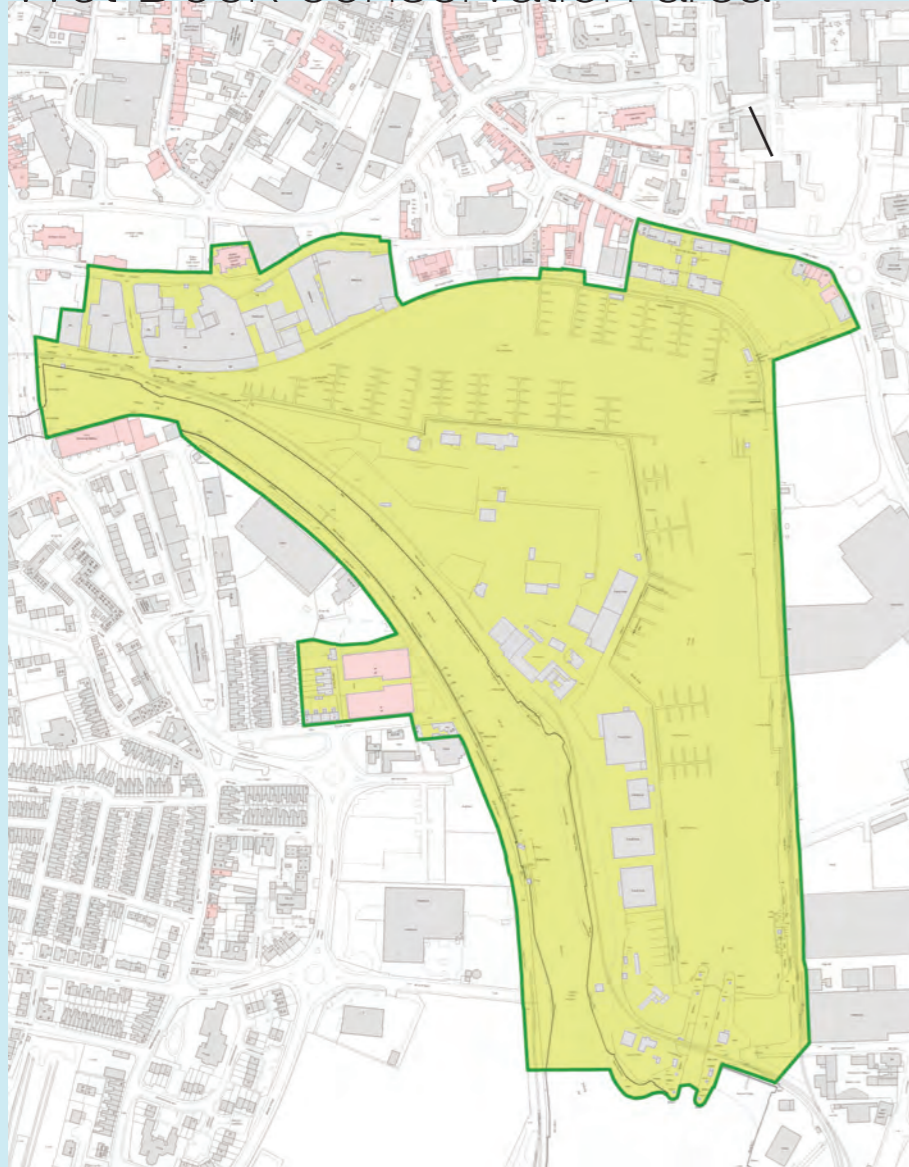
The statement cannot cover every eventuality, but further advice on specific matters can be obtained from the Development Management and Conservation and Urban Design Service of the Council. This document has been adopted in 1994.



WET DOCK CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

IPSWICH BOROUGH COUNCIL

Wet Dock conservation area



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1 introduction

Ipswich is fortunate to have a long and important history reflected in many fine buildings and areas, which are distinguished by their architecture and landscape setting.

This creates an attractive environment that is the product of many different eras. These areas are unique examples of our social, cultural and aesthetic past and must be safeguarded from indiscriminate or ill-considered change.

The Planning (Listed Building & Conservation Areas) Act 1990 states that:

"Every local planning authority shall, from time to time, determine which parts of their area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance and shall designate such areas as Conservation Areas".

This designation is not intended to prevent all change or development and parts of the conservation area have been the subject of substantial change since the mid 1990s. The designation aims to ensure that the special character of the relevant parts of area is protected and enhanced and that proposed changes are subject to particular scrutiny and with the objective of ensuring that these are appropriate to the areas' special character.

Although conservation areas often contain "Listed Buildings" it is not always enough just to protect these buildings in isolation. Their surroundings and general environment are often of equal importance and Conservation Areas are intended to protect that environment. This is done through a number of additional planning controls, which mean that certain alterations; the demolition of buildings or parts of them (with particular exceptions); and works to trees require the prior approval of the Council.

This additional control is necessary because it is the appearance of the area as a whole that is important and this could be spoiled by unsympathetic work that diminishes its special character. Conservation area designation and control is intended to foster a more enlightened attitude to change and enhancement.

This document has three main aims. These are to:

- provide detailed guidance on the Council's expectations for all kinds of development and related proposals affecting conservation areas by way of its approved policies for the area;
- promote schemes of preservation and enhancement where appropriate;
- provide an understanding of what is special about the character of the area.

Felaw Maltings prior to refurbishment with the Lock Keepers Cottage and Harbour Master House in the foreground.

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2 extent of the conservation area

The originally designated area of 12th December 1990 comprised the buildings and the curtilages of the properties surrounding the Wet Dock and New Cut

Bounded by Coprolite Street, rear quayside boundaries of Orwell Quay, Eagle Wharf and Helena Road on the east side; part of Ship Launch Road; the Wet Dock lock gates; crossing the New Cut directly east-west to Griffin Wharf and then follows the rear quayside boundary of New Cut West (but also including the Steamboat Tavern, Felaw Street Maltings, 1-5 Maltings Terrace, Paul's Tenements); the rear quayside boundary of Stoke Quays; Stoke Bridge Wharf and the rear quaysides of St Peters Wharf, Albion Wharf, Common Quay, Wherry Quay, the alley to the side of No.90 Fore St, south side of Fore Street and Duke Street to Coprolite Street.

On 28th September 1998 the designated area was extended to include industrial premises bounding dual frontages to the rear quaysides of St Peters Wharf, Albion Wharf and Common

Quay on the south and College Street and Key Street to the north (but also including St Mary-at-the-Quay Church).

The Wet Dock Conservation Area has common boundaries with two other conservation areas. To the north is the Central Conservation Area designated in October 1974 with two extensions which have a common boundary with the Wet Dock Conservation Area - one to include the buildings around the Custom House & Neptune Quay as an extension of Fore Street (declared in December 1979) and one around St Peter's Dock as an extension of St Peter's Street (declared in March 1985). To the west is the Stoke Conservation Area declared in July 1987. This has a common boundary at Stoke Bridge Maltings.

3 reason for designation

The principal aim of designation was to protect the 26 acres of open water in the Wet Dock, the Victorian quayside structures, the generally open, low scale of the Island Site and New Cut river frontage.

An extension to the area was made in 1998 to include a number of picturesque large-scale industrial buildings on the quay frontage, Key Street and College Street and the inclusion of the Grade 2* Listed mediaeval St Mary at the Quay church. These buildings were included because of their significance to the character and appearance of the Wet Dock and the potential for these buildings for conversion.

Subsequent to the designation of the extension considerable changes have taking place in the

Wet Dock Conservation area; the Central Conservation Area close by and to hinterland behind, but influential to the setting of the Wet Dock conservation Area as a consequence of realising the considerable potential for comprehensive, non-port related development. It was considered that the features that give this area its special character should be safeguarded and, through investment from comprehensive development the public realm should be enhanced.



Wet Dock before redevelopment



Northern Quays c1980

4 statement of significance of the area

Parts of the Northern Quays have enjoyed conservation area protection since 1974 and 1979

Elsewhere, although some of the older buildings have disappeared, the early character of the Wet Dock is still much in evidence, with quaysides, the original lock gates entrance; the Harbour Master's house and office; the Lock Keepers Cottages; Public Warehouse No.1 and three cargo cranes on the Island Site.

Obsolete, largely 20th Century industrial buildings have been replaced by commercial and residential development that has generally emulated the same scale and massing. Along the whole length of the northern quayside, a fine collection of buildings of all ages and uses, including recent additions, creates a townscape of great interest and value with a varied silhouette not only along the quays but also across the sites from the quaysides to the roads to the rear.

The dockside industrial buildings at one time were especially picturesque with many small-scale embellishments that added to the skyline interest until the 1960s. This interest was gradually lost as industrial processes were

modernised and plant and equipment re-clad. The original architects and engineers however designed the core buildings with an eye for interesting and ornamental detailing that is still in evidence in the buildings that remain. Many brickwork features at high level facing the dock have polychromatic brickwork pilasters, dentil string courses, arched openings in guagework and brick or stone console brackets which turn what might otherwise be utilitarian buildings into ones of notable interest.

The large expanse of water in the Wet Dock, measuring some 26 acres and the river flowing through the New Cut are of course the major features within the area. As with most large stretches of water in urban settings, these features often lend a fascinating and extremely attractive extra dimension to urban character, but since the 1990s this characteristic has been eroded by the introduction of extensive marina berths although this has introduced new character in the form of movement and colour from recreational activity.

E White's map of 1867



Clockwise from right:
Albion Mill before development
Cranfield Mill
Neptune Quay
Wet Dock 1990s



5

historic development of the area

The waterfront was, from the Town's very beginnings, a most important part of Ipswich. The area fronting the tidal basin contained important buildings that today are protected for their special architectural or historic interest. The northern foreshore is also of considerable archaeological interest and a sequence of excavations in the past 50 years has enhanced our understanding of how Ipswich as a trading settlement developed.

In the 16th and 17th Centuries the wealth of the town derived from its merchant trading and shipbuilding as well as its agricultural hinterland and this has left a significant legacy of mediaeval

buildings particularly in the streets leading from the town centre to the port in streets such as Fore Street and St Peter's Street.

In the 18th Century the silting up and consequent inadequacy of the tidal basin for shipping resulted in economic stagnation and low prosperity. Today this is reflected by the small number of building in the town centre dating from the Georgian period.

The construction of the Wet Dock from the original course of the River Orwell and the creation of the New Cut between 1839 and 1842 was a response to perceived economic decline

and an enormous undertaking at the start of the Victorian era. At the time of its construction it was the largest Wet Dock in Europe. Its success in improving the facilities of the port and expanding and re-energising trade and local manufacturing had a profound impact on the growth and wealth of Ipswich and consequently on its character and appearance.

The manufacture of agricultural machinery by Ransomes, Sims & Jefferies commenced elsewhere in Ipswich in 1789 but for about 150 years until the 1970s operated at the Orwell Works fronting the eastern quays. Messrs Cranfields was established at the head of the dock in 1884 and became a substantial flour manufacturer taking advantage of water-borne transport by sailing barge to Ipswich from the shallow creeks and rivers of Suffolk. Miller operations only ceased on the site in 1998. In association with the flourmills, other firms were engaged in food production. One of the largest and most important R & W Paul commence in 1850 specialising in barley and malt for the brewing industry. The closure and relocation of these facilities, particularly in the 1990s presented prominent sites suitable for substantial redevelopment incorporating historic buildings of local interest.

The original lock gates together with the Harbour Master's House and Offices and Lock Keeper's Cottages were situated mid-way along the Island Site off New Cut. The massive stone blocks of the lock gate entrance is still clearly evident on the Island Site side of New Cut. When the manoeuvring of shipping in and out of the locks

proved unacceptably difficult, the lock gates were moved in 1881 to the position they occupy today at the southernmost end of the Wet Dock. The present lock gates are modern.

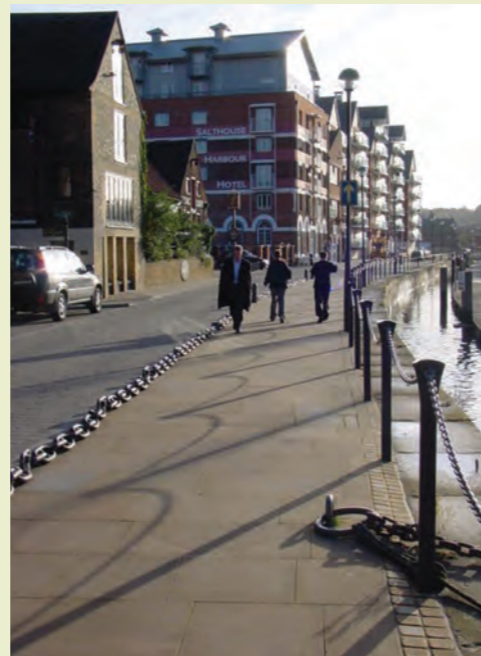
Victorian quayside
Northern quays paving



In the 19th Century, the Island Site was a popular place for public recreation. Along each side of the New Cut, south of the original lock entrance an avenue of trees had been planted, adding to the beauty of the walks and according to popular guide book accounts, 'on summer evenings hundreds of the towns-people would enjoy the sea-breezes, the lively sights of the vessels and the steamers coming and going and the pleasure boats on the water'. Gravelled walks were laid out and many seats were provided under the "umbrageous" trees. At the southern end adjacent to the relocated lock-gates, a circular shelter known as the "Umbrella" was erected from which the best views of the river could be obtained. This was also occasionally used as a bandstand. The unnamed writer in 1890 stated that all these features 'speak well for the public-spiritedness of Ipswich' and 'strike a stranger as peculiarly attractive'.

The planting on the Island site was complemented by trees planted on the opposite bank in New Cut West (now Stoke Quays), which reflected the orchards of the district which had existed until the 1860s.

In the twentieth century, the avenue was lost as railway lines were installed and the area given over to port-related activities. As these have gradually been replaced by marine leisure uses, opportunities present themselves to reinstate the public perambulation in association with measures to control flooding and the proposed tidal barrier to the end of the New Cut will enable people to once again "enjoy the se breezes".



Stoke Bridge 19th Century



Although the Port of Ipswich continues to be an important centre of commercial shipping activity (with its associated ports of Felixstowe & Harwich; from the 1970s the Wet Dock played an ever decreasing role in these activities as they have moved downstream to deepwater berths and local port traffic was replaced by road transport. The area of open water in the Wet Dock also decreased over the years from 32 acres in 1890 to 26 acres as a result of the adaptation and encroachment of quay extensions, the last of which, to accommodate roll-on, roll-off lorry ferries was on the east side at Eagle Wharf in the late 1960s but was only in active use for a short period. Generally users became decreasingly reliant on their Wet Dock frontage with sites becoming redundant or derelict. Nevertheless, the Wet Dock continues to be a very important geographical feature of the town and a destination for the new leisure and

educational activities introduced in the since the 1990s, particularly with the opening of the University Campus Suffolk in 2009.

As developments have come forward, particularly on the Northern Quays, opportunities have been taken to improve the quality of the public realm, Add wetdock Northern Quays 2 which respects the historic environment around the Old Custom House and Isaac Lords while introducing new uses which respect the importance of the historic Wet Dock infrastructure. Opportunities have also been taken to make the waterfront more accessible from surrounding streets by opening new spaces and pedestrian routes between and within redevelopments that were previously inaccessible industrial premises. Proposals relating to further enhancement are set out in the Ipswich Local Plan and are outlined under the section on Protection and Enhancement below.

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archaeological significance of the area

The Wet Dock Conservation Area (and the Central Conservation Area immediately to the north) is archaeologically important. Finds have been uncovered from a variety of periods including Roman, Saxon, Mediaeval and post Mediaeval. For more detailed information on the extensive

archaeological excavations and finds are contained in the Suffolk Historic Environment Record [HER] (the former Sites and Monuments Record) and can be obtained via the HER Officer or the County Archaeologist at Suffolk County Council, Bury St Edmunds.



Neptune Quay



Cranfield Mill



Albion Mill

7 architectural and historic characteristics

Many conservation areas are composed of individual parts that while creating a cohesive overall character are often composed of smaller parts with specific identities.

The inclusion of buildings in this section is not intended to be comprehensive and is intended to illustrate the range of building types, styles and materials in the conservation area. If a building is not included this should not necessarily be taken to indicate that it is of no interest.

This description is based on the appearance of the area in 1994 but with minor revisions and resurvey in 2003 and 2004.

The conservation area contains six Listed buildings:

- St Mary-at-the-Quay Church, Key Street [Grade 2*]
- Nos.132-138 Fore Street, a small terrace of four timber framed and plastered houses bearing the date 1620 (converted to shops and flats) [Grade 2];
- Nos.2-4 Duke Street (now student accommodation) [Grade 2]; and facing New Cut, Felaw Street
- Maltings, Felaw Street [Grade 2].

In addition, there are a number of buildings and structures of local interest:

- 32 Duke Street
- Cranfield Mills [c.1882 ranges] Albion Warf,

- Northern Quays
- Albion Mill, Albion Warf, Northern Quays
- Tuscan Cast Iron Columns, Albion Warf, Northern Quays
- Former 'Home' Warehouse [1901] (ex-Contship), Common Quay
- The Harbour Master's House, Island Site
- Lock Keepers Cottages, Island Site
- Public Warehouse No.1, Island Site
- Cranes (x3) to South West Quay, Island Site
- Original Lock Entrance Stonework, New Cut East, Island Site
- The Steamboat Tavern, New Quay West

The character of the conservation area is considerably enhanced by a number of important Listed buildings and building of special local interest found in adjacent conservation areas including the Old Custom House [Grade 2*], the Isaac Lord complex [Grade 1 and 2*], the St Peter's and St Clement's churches [both Grade 2*] in the Central Conservation Area; and the Bell PH and Stoke Bridge Maltings [both Grade 2] and St Mary-at-Stoke Church [Grade 1] in the Stoke Conservation Area.

The character of the Wet Dock has been very much dominated by the large expanse of water, measuring some 26 acres, and by the principal landmark buildings and major landscape features such as the tree-lined hills of the Ipswich basin beyond the conservation area. These are crucial to the setting of the conservation area and are particularly visible because of the uninterrupted wide views assisted by the low scale of the building occupying the Island Site. The waterfront setting provides a unique backdrop for the northern quayside where a fine collection of buildings of varying ages and uses are found but this has been compromised to a degree by the density of marina berths introduced since the 1990s.

The open water character has been retained to the Common Quay frontage opposite the Old Custom House. This is crucial to enable visiting historic vessels, especially those with strong Ipswich maritime links - such as Thames barges - to manoeuvre and tie-up. Such vessels once thronged the northern quays and were once a crucial aspect of the character of the dock and such historical links should be encouraged. The remaining open water character should not be further encroached upon by the introduction of further yacht mooring proposals.

Despite significant changes to the character of the Wet Dock stemming from the disappearance of many of its earlier industrial and port related activities and buildings (particularly on the eastern side); modern cargo handling accommodated downstream and adaptations to accommodate yachting and boating uses; the original robust character of the Wet Dock structures persists along much of the northern quays with Victorian quayside stone cappings; brick dock facing walls and maritime street furniture, reinforced by complimentary modern street furniture.

The area is now generally commercial and residential in character, particularly on the northern and eastern frontages where industry has been replaced. Recently the opening of University College had introduced a higher-education content and associated new student accommodation to the waterfront.

North Quays, Wet Dock

The Island Site is connected to the surrounding quays by a narrow tongue of land at its northwest end. Here the dock is at its shallowest and simple 19th century cast-iron railings protect the dock at this point. The full extent of the Wet Dock is not evident as the quayside over-sailing buildings and

quay walls curve eastward out of view. In townscape terms the intrigue of the hidden prospect and enhanced public realm encourages the pedestrian to explore further.

This section of the dock has seen a vast amount of redevelopment since 2005. The tall early 20th century concrete silos have been demolished and replaced with a sequence of modern towers and medium scale buildings that echo the complex scale and massing of the former industrial buildings.

Dominating the northern end of the North Quay is the 23-storey tower of the Cranfield development ('The Mill'). This is significantly taller than the silos previously occupying the site and was an architectural response to 1990s planning studies recommending a single tall 'landmark' building to the waterfront. The design is also complex structurally, spanning over the large spaces required at lower levels to accommodate the studios for the regional dance house Dance East. This tower can be seen from many viewpoints around the dock and from within the town as an orientating reference point.

The Victorian red brick steep gabled warehouses on this site are of special local interest and were consciously retained in the redevelopment but await refurbishment. Other new buildings on the site have been integrated with these in a process of 'architectural dentistry' essentially replicating in modern form the massing and profile of the

former industrial buildings they replaced. The overall timescale for the completion of this project is unclear.

Elements of the original industrial buildings projected over the quay on steel columns on the dock wall. Presently only the steel structures remain, but the partially completed redevelopment will reinstate these, thereby reintroducing a covered arcade to this section of the northern quays. This was and should again become a particularly memorable piece of townscape. The Cranfields scheme has also met the objective of greater pedestrian permeability by creating a large new central space linking College Street directly with the quays.

Adjacent to the east, the 'Regatta Quay' scheme on the former R & W Paul site has broadly followed similar principles by retaining the one architecturally important building on the site and emulating the scale of the former industrial buildings and modern silos. The historic building centrepiece is the 19th Century former maltings Albion Mill. This is of special local architectural interest and was renovated in 2008-9 and converted to residential use. Its central archway will eventually provide an attractive pedestrian alley linking the waterfront to Key Street thus forming part of the Council's strategy to improve the pedestrian permeability across these large sites.

The Regatta Quay development has made provision of a large as yet un-named central open space linking the Waterfront with Key Street at St Mary-at-the-Key Church. When completed this will be the most obvious link between the quays and waterfront activity and the historic core beyond.

Albion Mill



Original Silo



On the quay front at two points, utilitarian modern industrial buildings and heavy plant, which over-sailed the quay roadway, sat on massive plain Tuscan cast-iron columns installed for earlier structures. These now carry over-sailing residential accommodation, which intermittently extend the colonnade towards the Common Quay and give an effective sense of enclosure and practical shelter. DSCF4190 Together with the Cranfields colonnade, the effect of the strong rhythm created by the foreshortened view along the quay is a memorable aspect of the appearance of the conservation area.

Until 2005 a sheer concrete grain silo (equivalent to approximately 12 residential stories built by R & W Paul in the 1950s detrimentally affected the setting of the Old Custom House. The development of Regatta Quay emulated the height of the silo in the vicinity, but to a smaller footprint but set further away from the Custom House to improve its setting. The associated parts of Regatta Quay are to a lower scale and the massing emulates the scale of the industrial buildings on the site previously.



The area around the Old Custom House and eastward to Wherry Lane is within the Central Conservation Area and also includes the Contship building projects over the quay. This acts as a visual gateway to the historic buildings beyond. This large six storey red brick building formerly known as the Home Warehouse was designed by the prominent Ipswich Civil Engineer Thomas Miller in 1901 and was successfully converted to offices by the Norwich architects Feilden and Mawson in 1985. It is an excellent example of sensitive adaptation of a large industrial building to a new use while respecting its robust original character.

To the east of Contship (also within the Central Conservation Area) the scale of the buildings falls



dramatically to two and three storeys and consists of largely mid-19th Century red brick warehouses which have been successfully converted to a variety of new service uses (restaurants, offices and showrooms). Christie's Warehouse designed by Cattermole & Eade in 1873 has attractive polychromatic brickwork, which is unusually elaborate for a small Victorian warehouse. At Wherry Lane, the lane has been attractively surfaced in small concrete setts.

At Wherry Quay, about mid point along the northern quays, there are attractive views across the Island Site to the massive Felaw Street Maltings in New Cut and the medium scale residential and educational buildings to the eastern quays formerly occupied by the tall, single storey brick 19th century factory buildings of Messrs Ransomes Orwell Works. Marina berths now dominate the formerly completely open water character, which can now only be appreciated in front of the Old Custom House. There are also attractive glimpses between the taller buildings to the wooded hillsides beyond.

The boundary of the conservation area leaves the dock frontages at the alleyway to the side of the Salthouse Harbour Hotel extension and No.90 Fore Street where it then follows the back of pavement line in Fore Street and Duke Street to Coprolite Street.

Alongside Neptune Marina is a medium-scale 6 storey development the copper-clad gables of which echo the gables of the retained industrial mills and maltings. Construction is in a mellow traditional red brick that harmonises well with the existing buildings. Immediately beside this development is the large curving structure of the University Campus Suffolk building.

Above: Regatta Quay

Below left: Wherry Lane

Clockwise from left:
University Campus Suffolk
Neptune Quay
Northern Quays



Built in 2008-9 it has an unusual form and unique cladding which create a dramatic point at the corner of the dock and an easily recognisable landmark in views around the dock despite not being conspicuously tall.

The quayside wall is constructed from massive stone capping blocks set onto a white brick wall, but has suffered in places from unsympathetic repair in inappropriate red engineering brick. The original quayside wall extends the whole length of the north quays to beyond Coprolite Street with the exception of a small section to the east of Neptune Quay where a modern raised platform disfigures the graceful curvature of the dock basin. Behind the quay walls from Foundry Lane to Coprolite Street, the footpaths are paved in york stone with a tegular block roadway. Modern, very simple and appropriate quayside lighting, chain-links in place of bollards and hammer-head railing posts with single linking chains have been introduced progressively throughout as adjacent developments have proceeded.

At Coprolite Street the Wet Dock Conservation Area relinquishes its common boundary with the Central Conservation Area and returns to the rear of the quayside frontages. An attractive and important westward view of the northern quays is provided here as the foreshortening aspect of the taller buildings is most attractive with the historic buildings to Neptune and Wherry Quays in the middle distance and the varied outlines of the new high rise developments buildings beyond providing a dramatic contrast in scale.

East Quays, Wet Dock

At the junction of Coprolite Street with the Eastern Quays, the Neptune Marina scheme by Redrow Homes was completed in 2004 designed by BMJ Architects of London. The predominantly medium rise commercial and residential development has a twelve-storey element, which over-sails to quay, the soffit of which contains a large sculpture representing ripples in a pool. The higher element was encouraged to provide a focal point to the elbow of the dock between eastern and northern quays and to signify the location of the exiting Coprolite Street. This upward extension was seen delivering a varied silhouette in similar principle to the varied heights on northern quays. This scheme was the first major redevelopment of the eastern side to replace the historically modest, generally single storey height (Ransomes Orwell Works). A medium scale development equivalent to 6-10 storeys for comprehensive development of all sites in this area was deemed would best respect the general Wet Dock setting but a variation of height between scheme frontages would be expected.



Neptune Marina

South of Coprolite Street, the quay depth at Orwell Quay was extended in the late 1960s to accommodate roll-on roll-off ferries. While this has created the opportunity to provide a worthwhile promenade area the historic form of the dock has been compromised. The structure is unlikely to be removed in the foreseeable future but presents opportunities for enhanced public space in association with future commercial and educational development proposals.

Beyond Orwell Quay, the original brick and stone-capped quay walls are no longer evident. The basin is shallow, and the quay edge is mainly constructed from sheet piled walls. An important view is opened up across the Island Site to the historic cluster of Harbour Master's House, Lock Keepers Cottages and Public Warehouse No.1, and beyond and above that to the impressive scale of the Listed kiln towers of Felaw Street Maltings.

At intervals including Patterson Road there are attractive views out of the waterfront to the tree lined hills and particularly the northwestern corner of Holywells Park. These help ameliorate the effect of the enclosing buildings around the waterfront and maintain the relationship to the wider town. Behind the quayside phased redevelopment is taking place although open former cargo storage sites and timber yards etc continue. The first phase of a three-phase, medium rise, educational building forms the

second stage of the University Campus Suffolk. South of this is a large medium-rise 10 storey residential apartment development by Persimmon Homes completed in 2004.

The area around the lock gates includes a large open site near Ship Launch Road and a miscellaneous collection of small undistinguished modern buildings scattered around the lock gates

associated with their operation. From this point there are panoramic view to the south which sweep round from the listed Tolly Brewery with its backdrop of trees to Holywells Park; south to the modern port on both banks of the estuary; the Orwell Bridge and south westward around to the wooded slopes of Belstead Road and west Ipswich. These views again emphasise the sheltered setting of the Wet Dock in a natural topographical basin with distant tree lined slopes on three sides.



Felaw Maltings

The Island Site

The Island is located on land reclaimed from the tidal basin in 1842. It has four distinct characteristics. Firstly, on the northern side, marina berths to the Wet Dock frontage with open yacht storage to the rear have replaced largely port related open site uses. Several single storey buildings servicing the marina - café, chandlery etc have been erected in recent years. The open character and very low scale is clearly evident. The quay itself is a modern extension into the dock from the original 1842 line. Secondly on the west side facing New Cut, throughout its length there are the numerous disused railway lines and open land contains no structures other than the concrete and sheet-piled walls of the 1970s flood defences. Thirdly the 'historic core' to the centre of the Island Site is where the original lock gates were located before 1881. This area contains buildings and structures of special local architectural or historic interest: The Harbour Master's House; the Lock Keepers Cottages; Public Warehouse No.1, and the original Lock Entrance stonework. In this area are also two large modern industrial buildings for boat building and the finishing large power-boats which perpetuate the boat-building, ship-building traditions of Ipswich. Fourthly, the area south of the old lock gates has a quieter atmosphere where industrial uses are being wound-down to be gradually replaced by marina activities. On the South West Quay stand the last remaining cargo cranes within the Wet Dock. 007623 These are mid-20th century but make an important contribution to the character and appearance of the conservation area and are identified as structures of special local townscape interest.

The principal architectural and historic interest on the Island Site relates to the old lock-gate entrance and associated buildings. The massive stonework to the entrance from New Cut is still in



place although the lock opening was bricked up in 1881. Stone steps on the south side still lead down to a shallow platform above the ooze. To the north of the line of the old locks are three buildings of interest, the two-storey brick Harbour



Master's House and Offices and the corrugated metal clad Warehouse No.1. These provide a pleasing domestic scale

to this part of the Island Site and are worthy of retention. There are no other features of interest and no evidence survives of the pleasure grounds of the 19th Century.

Above: Dock Crane
Below: Harbour Masters House and Lock Keepers Cottages



New Cut West

The New Cut is tidal and in the 19th Century was described as being 'almost wholly devoted to pleasure purposes'. Where there had once been 'pleasure boats innumerable', amateur rowing clubs and steamboats running to Harwich and Felixstowe in the summer months, the Cut is now used almost entirely for the mooring and refitting of small yachts and other pleasure craft and the waterway retains a quiet character in marked contrast to the more intensive leisure activities on the Island Site and the commercial port downstream (outside the conservation area).

The concrete flood protection wall currently defines the river frontage. This runs from the Stoke Bridge Maltings southward along the entire length of Stoke Quays and New Cut West within the conservation area. Stoke Quays which runs from Stoke Maltings to the Steam Boat was repaved in block paving in 2003 and a raised viewing platform installed at the midway point to enable better views of the Northern Quays across the Island Site.

Within the New Cut itself a number of unattractive scaffolded mooring platforms give access to the numerous moorings for small boats. On the Island side of the channel are several flooded abandoned hulks and together with the debris in the inter-tidal zone these create an unattractive and uncared for appearance.

At the mid point in New Cut West, the conservation area extends westward to include the very imposing six-storey red brick and slate roofed Felaw Street Maltings [Listed Grade 2].



Stoke Quay

This is a key landmark visible over a very wide area. The Maltings were designed for Messrs R & W Paul by the noted Ipswich Civil Engineer Thomas Miller comprise kiln towers facing New Cut with maltings ranges behind, lying on an east-west axis. The south range dates from 1904 and the north range from 1911 and were listed in 1972 while still fully in use. They became vacant and surplus to requirements in 1981 but were acquired in 1997 North West Estates comprehensively refurbished and converted to create a mixture of office uses and managed workspaces in 1998-9.

In contrast, to the rear of the Maltings is a small terrace of red brick houses Nos.1-5 Maltings Terrace, which provide a dramatic contrast of scale. The terrace has retained most of its original painted timber window joinery and



Felaw Maltings

original doors. Tall iron railings to the maltings yard contain the brick paved forecourt.

To Felaw Street are flats built as charitable tenements by the R & W Paul Tenement Trust in 1914 but converted in 1982 to housing association flats. On the south side of Felaw Street at the junction with New Cut is the Steamboat Tavern, an attractive two-storey mid 19th Century public house which dramatically accentuates the scale of the maltings in views down New Cut from both directions. To the south of Felaw Street adjacent to the conservation area boundary is a mixture of vacant grassed sites; small industrial uses and a modern commercial business and conference centre in well landscaped grounds. The glazed administrative offices overlook the dock, thereby reducing the impact of otherwise featureless grey metal clad panel walls.

At the northern end of New Cut the view to the north-east gives foreshortened perspectives of a sequence of important buildings: The Cranfield Mill development; the Old Custom House juxtaposed with the Regatta Quay development; the glazed front of the former Home Warehouse; the flint and stone mediaeval tower of the mariner's church St Clement's; the tree-lined hill-top skyline which extends a considerable distance from Bishops Hill through Holywells Park to the tree belts above Landseer Park.

As elsewhere, the regular glimpses between taller buildings to the tree-lined skyline beyond to the east and north-east and around St Mary's Stoke church is an important characteristic of the conservation area and these views to the wider area beyond the waterfront have been taken into account in recent development schemes and must be respected in future development proposals.

Towards the southern end of New Cut West in northward views, the dominating scale of the Felaw Street Maltings hides the majority of the tall buildings of the Northern Quay. The slender spire of St Mary-le-Tower Church can be seen in the gap formed by Foundry Lane, visually linking the town centre with the port but the small scale of the buildings on Neptune Quay are barely visible at this distance.

The general small scale of the town centre buildings to the north beyond the new waterfront commercial development are important in enabling a view to the distant trees of Christchurch Park on the skyline, again emphasising the location of the dock within a natural topographical basin.

Opposite the entrance to New Cut at Griffin Wharf, the foreground buildings on the Island Site associated with the lock gates make no contribution to the architectural interest but do not disrupt the wide appreciation of the waterfront architecture. To the east there is a very attractive view to the Tolly Brewery building (Listed Grade II) and beyond the wooded slopes below Holywells Park have a great influence on the setting of the area as they form a natural backdrop to the small scale of the buildings.

Downstream outside the conservation area the modern port extends on both banks. On the New Cut side the view dominated by a large crane, while on the east bank the main features are the silos of the grain terminal and the promontory known as Hog Highland. The medium scale scale of these modern port related uses does not dominate the Wet Dock.



Northern Quays

Stoke Bridge



conservation area management plan

The general objectives, policies and proposals for the control of development and the use of land in Ipswich up to the year 2027 are contained in the Core Strategy and Policies Development Plan Document.

Policy CS4: Protecting our Assets

The Council will seek to protect and enhance the character and appearance of conservation areas by preparing character appraisals and using them to guide decisions about development.

Development Management Policy DM8

Policy CS4: Protecting our assets

The Council will seek to protect and enhance the character and appearance of Conservation Areas through adopted Conservation Area Appraisals and Management Plans. These will be used to inform the Council's decisions when assessing the impact of proposals for planning permission.

The Council is keen to protect and enhance the town's 14 designated Conservation Areas. The character appraisals and management plans for each area highlight what is distinctive about the area including building styles, street patterns, land form, historical development and key views. Proposals for development will need to indicate precisely how each scheme will preserve and enhance the conservation area in which it is located by a thorough appreciation of these distinctive characteristics

National advice for identification and protection of listed buildings, conservation areas, archaeological remains is set out in the National Planning Policy Framework (NPPF) and the Planning (Listed Buildings and Conservation Areas) Act 1990. The general approach to managing heritage assets will also follow the guidance set out in BS7913⁵.

PPS5 The NPPF states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Loss of a building (or other element), which makes a positive contribution to the significance of a conservation Area or World Heritage Site should be treated either as substantial harm or less than substantial harm as appropriate, taking into account the relative significance of the element afflicted and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

IP1 Area Action Plan

The Area Action Plan covers an area that broadly equates to the central part of Ipswich. Under the new Local Development Framework system, local planning authorities may prepare an area action plan for any part of their authority where significant change or conservation is needed. The Council considers that an area action plan is needed for central Ipswich, including the Waterfront, because it is the focus for urban renaissance in the borough between now and 2027.

The Plan sets out proposals for 12 opportunity areas identified within IP-One. These are areas with development opportunities and where specific urban design objectives need to be met. One of the 12 opportunity areas is the island site, which falls within the wet dock conservation area. In recent decades the usage of the island has changed as individual port activities have given way to leisure based uses around the development of the Ipswich Haven Marina.

The development of the Island site can contribute in a variety of ways to the regeneration of the waterfront area. It is appropriate for provision of lower rise development, which would maintain the essential character of the wet dock conservation area and protect significant views across from the outer edges of the waterfront. Space is available for much needed greenspace, including reinstatement of the historic tree lined promenade.

Where changes to the elevations of buildings or alterations affecting boundary walls etc., owners and occupiers are advised to consult the Planning, Transport & Regeneration Service for assistance and agreement on the need for consent for any such change.

Any Planning Applications for development in the area will receive particular advance publicity in the local press and on site. Representations about them will be welcomed and will be taken into account when considering such proposals.

The Council is aware that successful conservation depends upon goodwill and co-operation between property owners, developers and the general public. The Head of Planning, Transport & Regeneration or their staff will always be pleased to discuss any proposal however minor, and advise upon the choice of suitable materials and building methods and to give every encouragement to individuals, amenity societies and residents associations etc. to undertake appropriate improvements to the environment of the conservation areas.

In this Conservation Area, the Council attaches particular importance to encouraging the retention and repair or reinstatement of special features of the area such as brick quayside walls, decorative ironwork and other features of interest and when considering any proposals within the area the Council will actively encourage:

- The correct use brick and stone for quayside walls.
- The use appropriately designed and robustly detailed street furniture.
- Careful study and analysis of existing buildings; their form, materials, scale and treatment of openings and detailing so that new building work can be designed to match and complement its surroundings.

Certain types of minor development outside conservation areas do not require planning permission. This is known as 'permitted development'. Where the Council considers such changes might be detrimental to the character and appearance of the area it will consider requiring planning permission for these alterations, subject to prior public consultation.

In special cases, the Council will consider supporting the relaxation of normal Planning Standards, Building Regulations, Public Health and Housing Standards where these otherwise conflict with sound conservation principles or practice for protecting or enhancing the character or appearance of the conservation area.

Senior Conservation and Urban Design Officer
01473 432935

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01473 432908

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APPENDIX 1

Listed Buildings

The following buildings within the conservation area are listed

Building	Grade
St Mary at the Quay	2*
2-4 Duke Street	2
132 Fore Street	2
134 Fore Street	2
136 Fore Street	2
Felaw Street Maltings	2

The following buildings and structures within the conservation area are of local interest:

- 32 Duke Street
- Cranfield Mills [c.1882 ranges] Albion Warf, Northern Quays
- Albion Mill, Albion Warf, Northern Quays
- Tuscan Cast Iron Columns, Albion Warf, Northern Quays
- Former 'Home' Warehouse [1901] (ex-Contship), Common Quay
- The Harbour Master's House, Island Site
- Lock Keepers Cottages, Island Site
- Public Warehouse No.1, Island Site
- Cranes (x3) to South West Quay, Island Site
- Original Lock Entrance Stonework, New Cut East, Island Site
- The Steamboat Tavern, New Quay West

The character of the surroundings is considerably enhanced by a number of important listed buildings found in adjacent conservation areas including:

- Stoke Bridge Maltings, Dock Street
- Holy Trinity Church, Fore Hamlet
- Isaac Lords Complex, Fore Street
- The Old Custom House, Key Street
- The Bull Public House, Key Street
- The Old Bell Inn, Stoke Street
- St Mary Stoke Church, Stoke Street