



PROTECTING OUR HERITAGE—WE NEED TO DO MORE!

Since the last edition of the News Journal we have seen the loss of Notre Dame Cathedral in Paris.

It seems to me that this tragic loss of a historic building is symptomatic of the age that we live in. Is this the case or does it simply join the long list of tragic fires destroying an irreplaceable heritage? Simply the unlucky hand of probability, or is there something more significant going on here? Having taken many hundreds of years to build and many millions of hours of toiling labour and skilled craftsmanship it was lost in just a matter of hours.

This was a disaster on many levels. The fire itself released hundreds of tonnes of carbon dioxide, when globally we are trying to reduce emissions; large quantities of heavy metals were oxidised polluting the atmosphere in a vast plume of gases; and the largest spans of oak that were in the roof were lost. Aside from the heritage loss the environmental damage was significant and avoidable.

Is the oak replaceable? It is debateable whether any sustainable oak forests still exist that can provide that length of roof timbers, such has been the depletion of oak over many generations. Those seeking to reinstate

Notre Dame will struggle to replace many features of the original and, as such, this tragedy was, in hindsight, inexcusably careless.

This is not about attributing blame, although that is a common reaction; it is about learning from errors of such magnitude if our present generation to be trusted again with such a magnificent legacy.

It will be evident to the reader that it is not entirely clear where responsibility ultimately rests. I have seen many examples where fires destroy buildings when contractors are on site, and usually the insurance is deemed adequate protection. Two arguments prevail i) you don't need to worry it's insured, or ii) you mustn't interfere with the contractors responsibilities or you will share liability. Both of these arguments need to be challenged if we are to protect or built environment heritage, as they deflect responsibility from those who hold it. Insurance, is not a reason to apply poor oversight, to not ask the right questions and to not govern effectively, especially to avoid the responsibility of mistakes made by others in our name. And, it is always right to challenge decisions of those who govern and make decisions in our name. Poor oversight

leads to failure, although too frequently that is not recognised by those making the flawed decisions at the time.

Why is this relevant to Sudbury? We entrust the protection of our heritage and buildings to governance bodies that have statutory powers. In some instances, past generations have gifted properties such as **Belle Vue House** that now rest in the care of a local Council, Town councillors, having previously sought to demolish the 19th century building to make way for a hotel under proposals by Babergh District Council, will now be consulting in the New Year on a range of new options.

The Council has a responsibility to ensure a plan for the building that preserves its heritage value and the amenity value of the park. Otherwise it would be a failure of governance and of the commitment made to past donors and, in hindsight, the loss of this asset will be seen as a tragic and poor reflection of the times. We must avoid Belle Vue which means 'beautiful view' becoming our very own Notre Dame. Britain, despite its travails, is a modern prosperous country with the means to deliver a solution to Belle Vue without resorting to demolition, and it is positive to see the political will

emerging among its caretakers to work harder to protect the asset for which they are ultimately responsible.

John French

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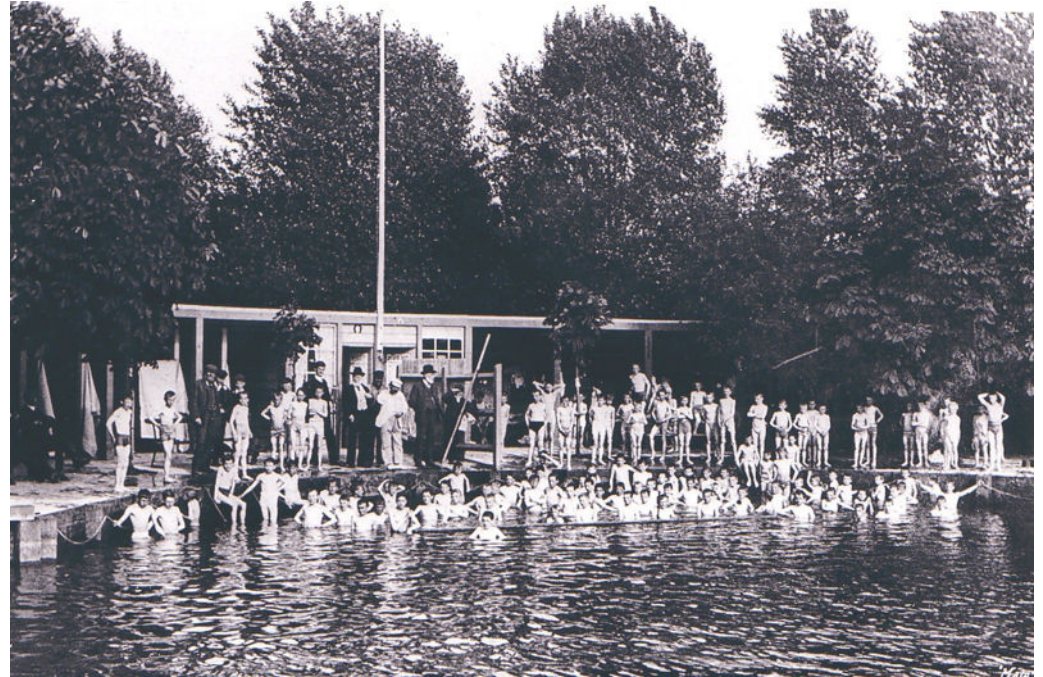
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AN EDWARDIAN CHILDHOOD IN SUDBURY

"Life was much slower and the only traffic we met when we went out black-berrying or gleaning for Harvest or primrosing in the lanes and woods, comprised bicycles or carts. Cars had only just 'reached Sudbury ' and when an aeroplane passed overhead, everyone stopped and gazed in awe.

Sudbury was a lovely little place in which to be brought up. The country was all around us... and I am sure we had longer, sunnier and warmer summers. We used to set out for the Bathing Place, part of the river, about 10 a.m. armed with sandwiches (Mum made us delicious tomato sandwiches) and cake and an apple and a penny for a box at the Bathing Place all to ourselves, whereas the 'Council School kiddies' shared a communal box, about 20 of them. Oh there was terrible snobbishness in those days, though going to Sunday School I mixed happily with children where

*"Oh it seemed all
sunshine and peace
and laughter"*



poverty was indescribable.

After swimming, first in the shallow end, then came the great day when Mr Fenton said, 'Now Miss Hawkey, or Miss Whorlow, you are ready to go across the river' and, while we swam, he came along with us in his boat and then pronounced us fit to swim outside the bar and, ultimately, allowed us to swim outside in the river if we wished. I don't know what happened if a male came along the river-path, for always outside in large letters were, 'MEN

ONLY' or 'WOMEN ARE NOW BATHING'!!!!

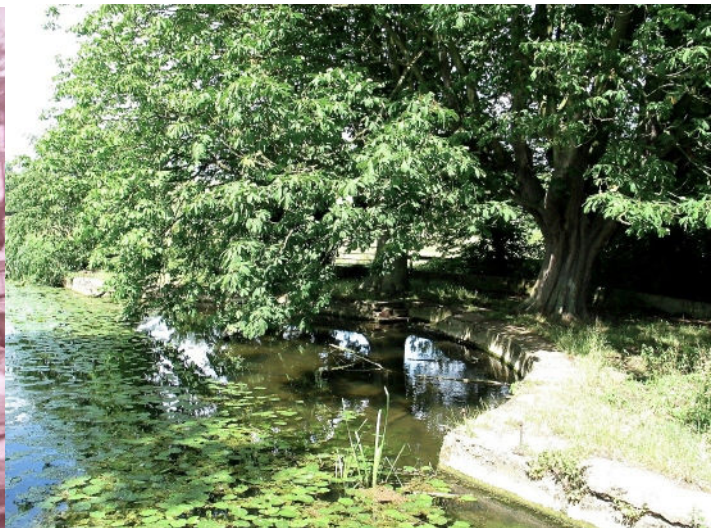
Then having sat in the sun and eaten a biscuit (must have something after and not any account before a swim!!) we went out onto the meadows. We played and talked and we sat with our legs in a stream and we ate our lunch and it never entered our heads in those days that some harm could come to us. Oh it seemed all sunshine and peace and laughter."

Above: The Old Bathing Place, The Croft, Sudbury c1900.

Below: The Bathing Place then and now.

From the memories of Joy Whorlow 1901-1982
(The Whorlows lived in Kentish Lodge in Stour Street and owned a local removal business)

David Burnett



TOWARDS ZERO CARBON TRANSPORT IN SUDBURY?

The nature of transportation in the UK is changing. About 10 years ago the government ruled that, to reduce the progressive increase in global temperature, carbon emissions would be reduced by 80% from 1990 levels by 2050. More recently Mrs May, driven by the impact of air pollution in cities, announced that emissions should be reduced to net zero; a level that is probably unachievable. Regardless of that it is certain that large reductions will be made and this will apply to all forms of transportation. The new power source is most likely to be electrical energy, chemically stored in batteries carried in the vehicles. The change to all electric vehicles is currently delayed in the UK by the need to develop a network of charging sites along major routes, but electric hybrid vehicles are spreading at a steady pace. In Norway 45% of new vehicles are all electric.

Cycling gives us the most reductions in emissions but is not used much here because of the nature of the roads and the wide availability of parking. However, as more and more people park on the double yellows a change will have to be made to the latter, but will they take to their bicycles? Electric bikes are improving all the time; the models available now can give you a range of 50 miles with a regulated top speed of 15.5 mph. Unpowered cycles can go as fast as they can. I have seen a shopper at Waitrose using an electric bike and whizzing away up Ballingdon hill on his way home.

One is constantly reminded of the dangers of cycling in towns by reports of users being killed, usually by being squashed under lorries. Cy-

cles are supposed to stay on the road and not go on the pavement. Where one is faced with a short length of one way street, using the pavement to bypass it and avoid a perilous intersection it seems a reasonable route, and if one goes at close to walking pace and says "excuse me and thank you" to get past pedestrians no one seems to mind.



Other modes are also gaining popularity in cities namely folding scooters. These are carried discretely on the tube and brought into action when back on the surface. They are seen as an extension of walking and are mostly used on the pavement. The latest version is electric scooters also speed regulated to 30km/h. These are not allowed to be used on the road nor on the pavement. However, they are increasingly used and recently a user was killed by a lorry colliding into her.

The ageing population will probably lead to an increase the number of mobility scooters on Sudbury's pavements, together with the need for storage spaces with an electric power supply for recharging.

Electric cars are here to stay and as a hybrid EV user I can say that they are great to drive and also encourage more polite behaviour from the driver. Research and development on batteries is

going on apace at Imperial College and Cambridge University Engineering Department. The improvements will allow faster charging and energy yielding more power for less weight, driving improvements in the range of electric vehicles.

The map of recharging points indicates that there are two sites in Sudbury

readily available for the public. Alternatively, recharging a plug-in hybrid can be done at home via a 13 amp socket and takes about 4

hours. This is very simple to arrange if one has off street parking adjacent to the house, but difficult without a dedicated place as with many of the old properties in Sudbury.

Politicians and engineers also have their aims set at having all-electric busses, cabs and trucks to meet the

"as a hybrid EV user I can say that they are great to drive and also encourage more polite behaviour from the driver"

low carbon emission targets. The impact of these developments will not reduce the need for roads; in fact with a wider range of vehicles using them they will need to be wider, very difficult to achieve in the older parts of the town that we really wish to conserve. This will be a real challenge to the planners in SCC and

BDC who are now holed up in their Ipswich castle where they will have even greater problems to confront.

The easy solution is to adopt a 20 mph zone throughout the town but this probably needs another 10 or 20 years to get there.

Since 1950 Sudbury has moved steadily to being a car accessed town. It has a considerable amount of car parking space and has had a policy of free parking. Whether this has saved the shopping provisions in the town is questionable but it has ensured a lot of traffic at peak times. The population continues to grow and judging by the number of cars parking on double yellows and quiet residential roads near the centre parking is nearing its capacity limit.

The roads in and around Sudbury are mostly narrow with similarly restricted pavements. They were probably widened in the 1950s and 60s but since then cars have got wider and at sometime in the 70s EU regulations forced us to accept wider and heavier trucks. The impact of this is reflected in the very low usage of bicycles in the town even though that mode of transport would be ideal for a town of this size. The heavy traffic on many of our roads especially Girling street, the Belle View roundabouts, and down King street, is very scary to cyclists.

As a Civic Society one thing we can't advocate is widening the streets to accommodate these various users. An increase in bikes and other smaller personal vehicles will slow down traffic. Vehicles are not going to get smaller or slower so the only thing we can strive for is a blanket speed limit within the area of the town to improve safety.

Ian Liddell

MY FAMILY AND OTHER CAMERAS

John French gave a talk about his collection of vintage and classic cameras that all came from the era of film photography. His talk covered how he grew up with photography and was taught to use a dark-room by his father Stanley French, who was an avid steam train photographer and whose photographs he also displayed. John has continued the tradition of both using and collecting film cameras to this day in the medium of black and white

John displayed a wide selection of cameras and made, in each case, a fascinating connection between each camera's characteristics and its age and provenance, linking this to famous photographers through the years who had used these same models

The relationship between the camera, lens and the eye of the photographer was a theme in which John demonstrated the unique hallmark of many famous photographers and how that signature to their work can be connected to the qualities of the equipment they chose to use.

For example, on display was a very rare Kobell Press Camera of which only 200 were made which was the camera of choice by the famous Italian photographer Antonio Giacomelli in the fifties and

sixties who produced amazing stripy landscapes using extreme contrast in his processing techniques.

Robert Capa took his D day landing photographs using the first Exacta rangefinder of which John displayed a 1934 example from his father's collection. Cartier Bresson used a Leica with an M2 on display. A 1910 Kodak 10x8 Plate Camera made in New York had originally been the factory Camera at Jaguar Cars. A 1968 Rolleiflex F2.8 was the favourite of David Bailey was displayed along with an original mint Olympus OM1.

A couple of the rarer highlights included a Arca Swiss Reflex which was the original camera used by the Viennese photographer Leo Jahn-Dietrichstein who favoured the 6x9cm format in the late 1950's and the Canon 7 with the amazing F0.95 portrait lens originally purchased from Paris Orly airport in 1964 (receipt intact!). Two of the most unusual of the cameras on display were the ex RAF, Komlossy Dunstable 70mm aerial photography camera which is a rare example of a British made camera; and the compact swing lens Kodak Panoram of 1910. The latter was identical to the one used by Higham Bingham when he

discovered and photographed Machu Pichu in Peru in 1911.

Many of the cameras were displayed with their original receipts and manuals and this has since sent SudSoc members scurrying off to unearth cameras and receipts from boxes in their attics.

Architectural perspective was a theme John explored and demonstrated through the use of rise and fall fronts and shift lenses such as the Schneider PA-Curtagon lens. John rounded off the talk on the subject of Hasselblads of which two Swedish built ones were on display, an original 500C and a 201F.

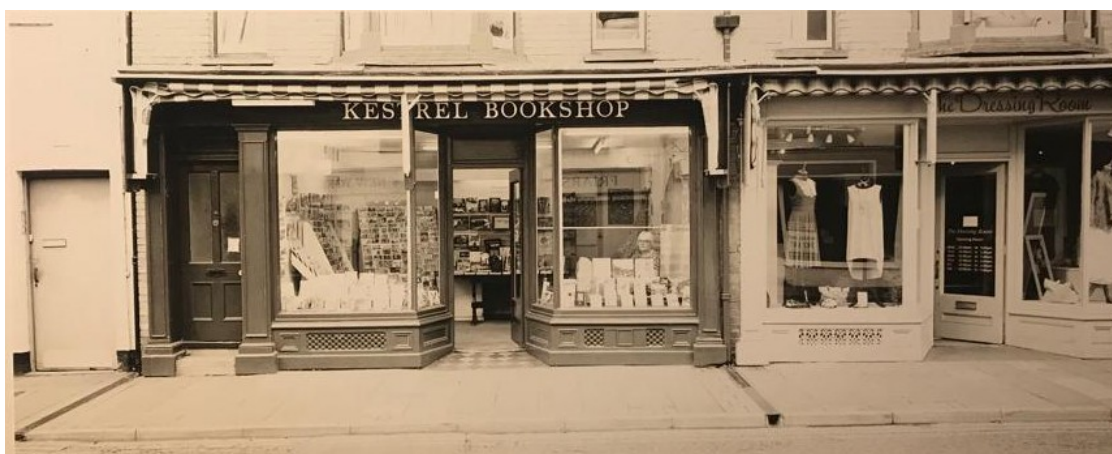
As a finale John displayed black and white negatives and prints with a set of 13 large mounted panoramic prints of Sudbury from a recent photoshoot using a 2004 Hasselbald Xpan .

These included some views of Sudbury with a particular approach to architectural photography, using both horizontal and vertical panoramas for perspective control, and some lesser known viewpoints of the town including some fascinating detail of the buildings photographed.

John French



A 1968 Rolleiflex F2.8 was the favourite of David Bailey was displayed along with an original mint Olympus OM1.



SUDBURY'S UNLISTED LIST

If you haven't looked at the Sudbury Society website recently, you should. (<https://sudburiesociety.org.uk/unlisted-buildings/>) In particular, have a look at the tab heading 'Sudbury Local List'. The main tab lists the buildings street with a drop-down menu with three sections: Advice to Owners, Property Owners' Discussion Forum and The Book.

The introduction to the List provides a valuable explanation of the difference between Local Listed buildings and those statutory Listed Buildings whose architecture or historical significance is of national importance that we know as Grade I, Grade II and Grade II*. The Local List records buildings which are of local architectural/historical significance. Although being on this list does not totally protect a building from demolition, it draws attention to the importance of the building locally. Babergh District Council has accepted this new list which supersedes the original 2004 Local List.

This Local List also useful in pointing out significant architectural features which would be spoiled with unsympathetic changes such as uPVC windows and doors, solar panels, changes of window shape, paint colour, etc. Ter-

aces especially were meant to be viewed as a whole and can be ruined when one house sticks out like a sore thumb such as if the brickwork is over-cleaned or painted in a different colour. The message is: if you live in an older house do keep an eye on neighbouring properties, make your changes sensitively, don't kill your house's character - isn't that what you liked about it when you bought it?

It was these unlisted buildings that formed the content of the beautiful book, *Sudbury: Unlisted Heritage*, originally published in 2002 (reprinted 2010) and compiled by former chairman of the Sudbury Society, David Burnett.

Since then, David has been updating this list and the results of his efforts are online on the Sudbury Society website which has the advantage of being more flexible than a book and changes can be included promptly. He has put in a tremendous amount of work but it has been so worthwhile. Searching is via street name in the Index of Street Names or by scrolling down to the Gallery of small photos of unlisted buildings in Sudbury and simply clicking on the photo. This will enlarge it, show a location map, give a brief description of it and find other unlisted



properties nearby.

And it isn't limited to buildings. Also included are structures such as milestones, walls, postboxes, mosaics, summerhouses, and even a World War II gun emplacement, – and don't forget the cemetery opened in 1859 with its twin chapels and glorious trees: more like a park than a cemetery.

Just skimming over the Gallery of over 300 photos (all taken in glorious sunshine!) is a delight. What a lovely town we live in—David's work will alert people to this fact so that they aim to keep Sudbury as attractive as possible. It is the old buildings, many of them unlisted, that make up the character of the town. From them you can read its history from medieval timber buildings, through the turbulent 17th century, to the elegant 18th century Georgians and Regency (often just a 'front' to a much older building) Then the Victorians and Edwardians, glowing with civic pride and a love of decoration, and into the 20th century with new building materials and new ideas – and not

all of them were awful by any means! There are several modern buildings which make a positive contribution to the townscape as well as some sensitively handled 'conversion jobs.'

Properties shown extend well into the suburbs encouraging us to look closely at what at first might seem fairly typical Victorian/Edwardian terraces. Look again at the details such as plaques high on the walls of the most modest houses often give a name and date such as a pair of semis, Greyfriars 1907, on Priory Road off Melford Road; the 1930s council houses of 44-45 Queens Road and Garden Side on Acton Square. And look out for the little flower motif that appears over hundreds of windows and doors.

This has been a labour of love for David and I for one am very grateful to him for alerting me to Sudbury's rich architectural heritage and inspiring me to take a real interest in its buildings.

Every civic society's website should have something like this!

Anne Grimshaw



TASTE OF SUDBURY FOOD AND DRINK FESTIVAL 2019

This year saw the 7th anniversary of this annual event on 9th June in the centre of town and the feedback from public, stallholders, supporters and sponsors suggests it has been the best yet.

Over 30 stalls including converted horseboxes and a VW, a vintage ambulance and piaggio Tuk Tuk filled Market Hill which was closed to traffic for the day, with another 25 producers inside St Peters. This year for the first time, an extended festival area was created in front of the Town Hall that reached over to Old Market Place with street food and picnic benches, a giant tractor from Ernest Doe, farm animals area from Hollow Trees and a pop-up bar from Nethergate.

Visitors were able to enjoy local Red Poll beef, wild boar sausage rolls from Haverhill, award winning icecreams

made in Lavenham, locally grown fruit and veg, Suffolk wines and biltong, honey from local hives not to mention a series of cooking masterclasses from chefs based in Semer, Cavendish, Bury St Edmunds, Pebmarsh and Sudbury to name a few!

With the event management gradually transferred from the Council's Town Team to Suffolk Market Events since 2017, the focus is now on sourcing top quality, locally grown food and drink and top local chefs to showcase the wonderful producers, restaurants and local businesses that come from our region. The event is set up to be run as a Community Interest Company so that any income and sponsorship is ploughed back into delivering the event and building funds for future years. We are already looking ahead to 2020 and planning for an



Pictures by Emma Cabiell Photography



even better event but raising sufficient funding to keep it a FREE event for everyone to attend is always a challenge. We've had great local support from firms such as Drage & Tozer, Ernest Doe and Hollow Trees Farm but as the event grows, so do the costs. We use local businesses and suppliers wherever possible, for example Go Start provide the free Park n Ride service, k and investing in the event equals investing in many small rural businesses, as well as bringing people and money into the immediate town centre.

Here's to an even better festival in 2020 and if you would like to know more about the event or learn how you can help to support it through volunteering on the day or becoming a sponsor please call us-07905957608 or via angie@suffolkmarketevents.co.uk

Angie Kearney



ACCESS STUDY

Featuring the couple on the cover of our Access Report in 2005 struggling with the step up from the market produced a quick response with the replacement of the step in front of Gainsborough's statue by a ramp which everyone takes for granted and benefits from. Nearby the paving leading up the entrance to St Peter's has recently been gently ramped, eliminating the need for the awkward portable ramp. Both demonstrating that good access benefits everyone.

But elsewhere much still remains to be done to make our town centre properly accessible. But to produce an up to date report we do need the experience, good and bad, of disabled and elderly people.

As a guide the following elements need to be considered: *Pavements and crossings* : their width, camber (slope towards the kerb), dropped kerbs (the official guidance is that sur-

faces should merge but they rarely do making coping with even small steps difficult and dangerous for both wheelchair user and helper and people generally..

Road junctions such as - Market Hill down to junction with Station Road, Gainsborough Street and the turning into Gregory Street, Cross Street and Church Street, Great Eastern Road and Station Road, Belle Vue. Clear and identifiable routes, safe crossing points.

Toilets. Public and within buildings open to the public. Guidance as to layout and fittings is clear but rarely followed completely. A Changing Toilet, designed for severely disabled adults with need for a hoist and changing table should be provided.

Seating. As with toilets provision or lack of it restricts the extent to which disabled and older people can use the town centre. North Street is particularly lacking.

Public Buildings, shops, cafes,

pubs. Ease of entry (door openers) and space to move about inside.

Parking. Good provision and protected. Paving details to suit both disabled drivers and passengers.

Please let me have your experiences and comments, favourable and otherwise, with suggestions.

Western Bypass

This seems no longer economically viable so there is a need for alternatives to the traffic dominated status quo. Steve Hall, a town councillor, has persuaded the Town Council to adopt the solution of making the A134 Sudbury's main road connection to the A12. This road has been upgraded in the past, particularly with the Nayland bypass and bridge over the Stour, and it could be further improved at Great Horkesley, Newton Green and within Sudbury. This road was intended to have a direct connection to the A12 but it

never happened. However there is now a connection, Colchester's Northern Connection which Sudbury's traffic can now make use of.

Non local traffic from the south will in time learn to stay on the A12 and A120 but how to persuade non local traffic to stay on the A14 and A12 rather than come down the A134 and through our town?

The town council can only advise but there are signs the Suffolk County Council and our MP are becoming favourably disposed towards this solution. It needs to be resolved soon as it will have a bearing on the Chilton Woods and other developments.

Supermarket traffic needs to be dissuaded from leaving the town via Ballingdon - the ability to leave via the A134 could be achieved by making it possible to turn up the A134 at Belle Vue.

Stephen Thorpe



Sudbury Meadows

*What wondrous pastures these and, oh, what gifts
to stressed-our folk, hot dogs and swooping swifts!
Aloft one marvels at evolving skies
which hour by hour refresh our jaded eyes
and seem to woo the land with light sublime,
freeing us all from the dictates of time;
liberating our senses as we walk,
feeding our souls beyond the reach of talk.
O'er all remember that the earth so pure
enables priceless Nature to endure.*

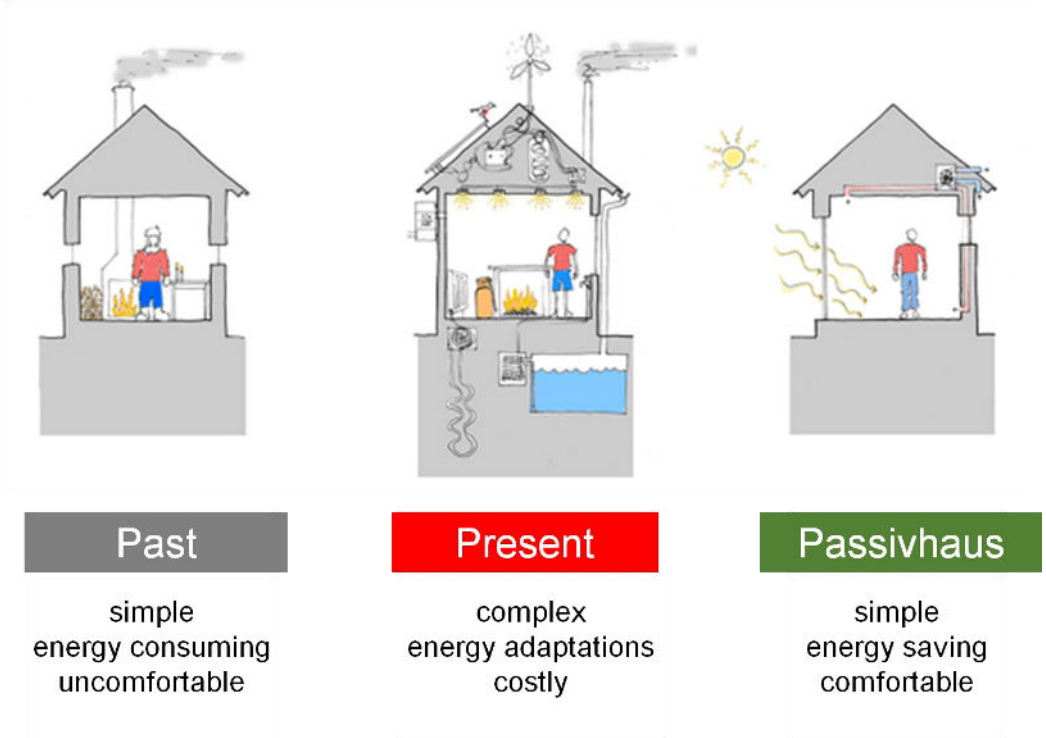
*A thousand years these Commons have us served,
and may they ever onwards be preserved,
just as the Stour binds meadowlands to Town
in ancient union, and with just renown.
So, stalwart Freeman, in traditions' mould,
guard our inheritance as if 'twere gold!*

Andrew Phillips

IS SUDBURY A SUSTAINABLE TOWN?

February's meeting was an enlightening debate on environmental sustainability and sustainable architecture and its relevance for Sudbury. John French opened the discussion by introducing what is meant by 'sustainability', defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The scope is very broad, and the UN has 17 sustainable development goals (below) covering key areas such as climate action, waste and water and also equality, poverty and education.

There is scientific consensus that we are facing a climate crisis and the Inter governmental Panel on Climate Change (IPCC) has warned we have 12 years to arrest the damage so as to avoid irreversible climate catastrophe caused by an increase in global temperature. The recent and ongoing protests in London and elsewhere attest



Modifications to buildings such as increasing insulation and installing renewable energy generation through solar or ground sourced heat reduces carbon emissions from existing buildings. Passivhaus construction ensures low energy principles are 'designed in' from the beginning.

to this concern.

One significant change we can make as a society and in our daily lives is to reduce greenhouse gas/ carbon emissions from burning fossil fuel. Carbon that has been stored in the earth as coal, gas or oil has been burned since the industrial revolution, releasing carbon dioxide into the atmosphere, trapping solar radiation. The future of architecture and development has to be in buildings that minimise energy use in their operation and construction and which store carbon in their structure. The Enterprise Centre at UEA, Norwich is an exemplar building constructed to Passivhaus standard of energy efficiency, which makes use of natural and local materials in its construction. The frame is made from local timber and the exterior is clad in thatch.

SUSTAINABLE DEVELOPMENT GOALS



The cladding is constructed from interlocking (fire-retardant) thatch 'cassettes' that were constructed off-site using traditional materials and craftsmanship.

The exterior of the Enterprise Centre, University of East Anglia, Norwich



glia, Norwich

James Todd from Architype, leading architects in sustainable construction, talked through a range of innovative projects including schools, field centres and housing developments; all making optimum use of wood, natural light and passive heating, creating bright, comfortable spaces.

The use of wood for frame, floors, roof etc. means it is possible to store more carbon in the structure than is used meaning these buildings can act as carbon 'sinks'.

Saul Humphrey, Chairman of Building Growth (the Construction / Property Sector of New Anglia LEP) talked about development priorities for the New Anglia region, including growth of Ipswich and Norwich, the 'Energy Coast', and development 'corridors' between Cambridge- Norwich and along the A47, A14 and A10. Sustainable thinking is part of the plan. A sustainable housing scheme on Goldsmith Street in Norwich has



The Goldsmith Street development— which would not look out of place in Sudbury

recently won the prestigious RIBA Stirling Prize and a new garden village at Hethel is being designed around sustainability principles.

A lively debate followed around where and how we should build in and around Sudbury. There was consensus that Sudbury needed quality, sustainable development and would welcome an exemplar scheme.



*Above—Using natural materials stores carbon and creates comfortable spaces
Below—a design for a sustainable community housing development*



Thatchers at work constructing the cladding panels in their workshop



FICTION IN SUDBURY—A LITERARY TOUR

Two authors and an actor gave members a fascinating evening on Thursday 24 October.

Simon Edge is the Sudbury author of 'A Right Royal Face-Off', a modern satire based on artists Gainsborough and Reynolds. He began by reminding us of **Daniel Defoe's** journey 'through the East' and his rather disparaging comment on Sudbury: 'I know nothing for what this town is remarkable'. A later journey, however, when he approached the town from Nayland, was slightly more optimistic: 'The town is pretty well built but the streets are dirty'.

Charles Dickens would probably have agreed. Coming to Sudbury as a young journalist, he stayed at the Swan Hotel, now the NatWest Bank - surely a good case for a Blue Plaque. His many satirical observations of London life had already appeared in his fictional 'Sketches by Boz' and it would seem that he continued to find much rich material in Sudbury, basing many of his characters on local people. A well-known miser became 'Scrooge' and when 'the richest commoner in Britain',



Simon Edge

Robert Jennens, died at Acton in 1798 leaving £2,000,000 and no clear instructions as to inheritance, it provided Dickens with the plot of his later novel 'Bleak House'.

The novel 'The Pickwick Papers', which was first published as a magazine serial (24 pages a month over a 2-year period) does not actually mention Sudbury by name, instead using the name 'Eatanswill' (eat-and-swill) but there are plenty of clues: the descriptions of the market, the High Street and the famously 'fixed' elections of the 'rotten borough' where election agents arranged for the locking-up of their party members, to be brought out when required to vote - apparently a common practice.

In the novel, the opposition party believes it has won over a larger number of voters by providing their wives and daughters with a gift: 'Five-and-forty women...and gave every one of 'em a green parasol when she went away.' Actor **Bryan Thurlow** brought this scene, and others, to life with several rum-bustious renderings of passages from the novel, particularly the 'spirited contest'.

Simon Edge then gave us some lesser-known facts on **Dodie Smith**: a 'failed' actress, she had worked in the Art Department of Heal and Sons Furniture Store in London and had had an affair with the owner. She first had enormous success as a playwright with, in particular, 'Autumn Crocus' (1931) which prompted the newspaper headline, 'Shopgirl Writes Play' and another famous play 'Dear Octopus' (1938).

Simon reminded us of Dodie's story '101 Dalmatians' when the travelling dogs 'come to the market town of Sudbury' and 'crossed the bridge over the River Stour', and he remarked on her neat descriptions: 'The caravans barked, but the dogs moved on.' When living comfortably near Finchingfield, Dodie owned a RollsRoyce but later sold it because 'it wasn't suitable for Sudbury'.

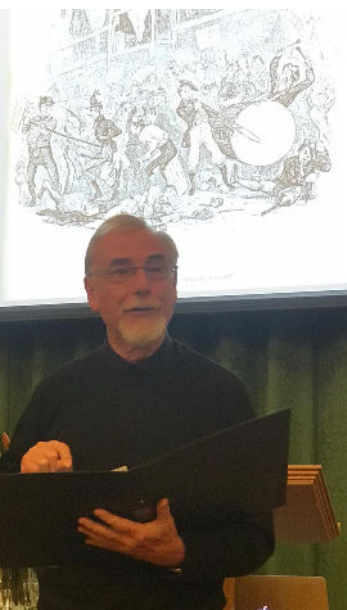
A photograph on the screen could not be identified by anyone: it was **Jonathan**



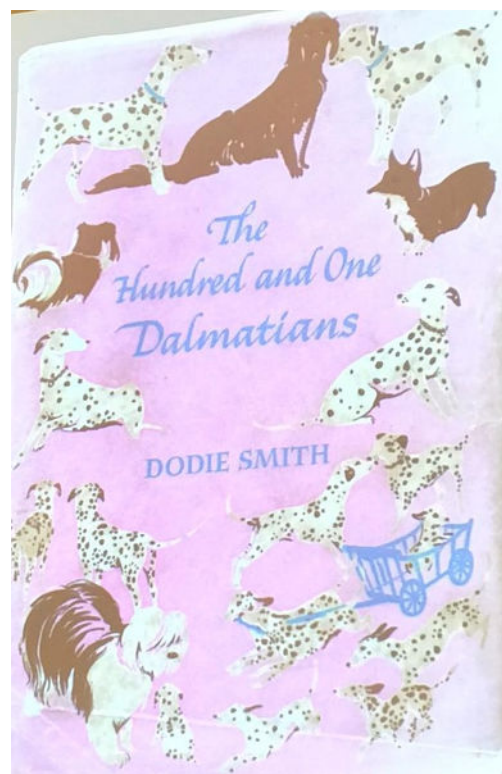
Liz Trenow

Gash, the creator of the 'Lovejoy' novels which became a popular TV series, filmed in and around Sudbury and Long Melford: Lovejoy was apparently appreciative of his surroundings: 'Those two nights at the Mill Hotel... were the happiest of my life.'

Liz Trenow, born and bred in Sudbury, is a member of the Walters family which has been weaving silk in Sudbury for over 300 years. Her four novels are set within the silk-weaving industry, both past



Bryan Thurlow



and present. Her first novel, 'The Last Telegram' is located in and around Sudbury with many easily-recognisable locations. The story is based in the Walters weaving sheds during the Second World War and much of her material is rooted in real-life events: her father supported the transport of children out of war-torn Germany (The Kindertransport) and eventually employed four of them in the mill as weaving apprentices. Reading from her novel, she described 'distant looms like the low hum of bees,' and when handling the 'rustle and squeak' of silk fabric: '(it) allowed the silk to seduce me.' Audience participation at the end of the talk brought forth

reminiscences of other well-known Sudbury authors: **Adrian Bell**, who wrote on farming practices and compiled the Times crossword for many years; US Serviceman **Robert Arbis** on war-time Sudbury life, 'Here We Are Together' and 'The Mathematics of Love' by **Emma Darwin**, a modern chronicle of two lives set in Kersey.

Who knew just how much fiction has been written about our town and its surroundings? It certainly came as a pleasant surprise and made for a most enjoyable evening.

Lorna Hoey

UPDATE ON 48 NORTH STREET

The deteriorating condition of this significant Grade II Listed Building was covered in our last Winter issue. Since then, water has been seen dripping down inside the building during heavy rain and pieces of mortar have fallen off onto the pavement below. Much of the problem stems from the failure of the owner to fully comply with the Schedule of Works when Babergh approved renovation work on No 48 in 2010. For example the many "spalled" bricks should have been cut out and replaced; instead the gaps were just filled with this pink mortar which is now crumbling away and letting w

At last Babergh is taking some action in response to our pressure. Their Planning Enforcement team intend to set up a meeting with the owner's agent and to carry out a full internal and external survey. This sounds promising but the aim of their current action is merely to decide "what if any action we can require of the owner to carry out relevant repairs/renovations to prevent further deterioration of the Listed building." They have no powers to force the owner to bring No. 48 back into use by renting out the building or selling it on to someone who might look after it better.

A NEW LIFE FOR DIAPER'S

Many local people remember Diaper's shoe shop in East Street – a family business dating back to the 1920s. It specialised in the kind of footwear you might struggle to find in more fashionable outlets such as plimsolls, wellies and heavy workmen's boots. When it closed the building fell into disrepair with large holes appearing in the roof, allowing pigeons to take up residence.

However in the last year this mid Victorian building has been extensively renovated and given a new lease of life as a residential property. The work has been done to a very high standard – it's quite difficult to see where new brickwork has been inserted into the former shop front and the repointing has been done with great skill. Have a look at our Society website - Local List - 88-89 East Street.

David Burnett



The double doors at the side indicate a previous use as a smithy - Frederick Kemp was the blacksmith in 1908. The building fell into total disrepair after the shop closed. The roof almost collapsed and for years the building was shrouded in scaffolding. Now (2019) a major rebuild has finished, creating two separate houses from the shop and the blacksmith's.

WRONG COLOUR, WRONG WIDTH

The double yellow lines at the junction of Station Road and Friars Street have recently been renewed. This is part of the Sudbury Conservation Area, an environmentally sensitive area where Suffolk Highways has always put down narrow double lines (about 16cm total width) and painted in primrose yellow. These serve their purpose without having too much impact on the townscape.

The new lines are much wider, about 23cm, and painted in a bright golden yellow. They are a real eyesore and highly intrusive. These new lines will eventually be put down throughout the Sudbury Conservation Area unless Suffolk Highways can be persuaded to revert to their previous practice.

David Burnett



SHOP GIRLS AND SEX WORKERS

Professor Pam Cox (pictured right) made a BBC series in 2012 on the true stories of life below stairs – which happened by accident after the first choice presenter took ill. She winged it with no preparation with no notice and got the job. It is easy to see how – as she captured the SudSoc audience with her relaxed and engaging style, delving into the less known aspects of history.

Shop workers were the biggest group of female workers in the first half of this century and are still the largest workforce today. The commissioning of Pam's second BBC series on the subject was triggered by the competition of *Downton Abbey* and *Mr Selfridge* on ITV! Pam told the story of the transition from the male dominated 'shopocracy' with shop owner and apprentice (cf Arkwright and Granville) to the huge expansion of retail driven by working class people moving into towns, and the demand for more female staff at low wages (driven by the gender pay gap).



The vast majority of staff at M&S in the early 1900s were female and this model continued into the 1950s at shops like Woolworths. Even today the retail sectors is mostly still fuelled by low paid school leavers.

In the 19th Century it was considered scandalous for a lower middle class girl to work in retail. There was a salacious fascination for the girls in the black dresses, living away from

The predominantly female staff of Marks and Spencer, early 1900s

home, generally above the shop and controlled by the shop keeper. At this time shop girls featured as objects of allure and fantasy, inviting the male gaze.

The use of 'emotional labour' in selling started here, probably reaching a pinnacle in the 1970s with the skill and artifice of the glamorous, attentive airhostesses, and sex has become (today in much less subtle ways) a key part of the business of selling. By applying their good looks to selling things ('aesthetic labour') these 'scandalous' shop girls were associated with the sex trade.

Was there any truth in this implied association between shop girls and sex workers? Glimpses of an answer can be found in historical records which do reveal an overlap. The Burlington Arcade in London was opened by Lord Cavendish in 1814 and is an example of where high end shops and the high end sex trade clearly coincided – luxury goods were being bought and sold downstairs, while upstairs gentlemen clients visited women. Britain did not have a legalised sex trade with tolerated red light zones, and shop-

ping districts, with their concentration of young women, provided the perfect cover.

Meticulous research at the University of Essex and cross checking of census records has uncovered otherwise concealed women's work. Records relating to the Jack the Ripper murders in the East End show that poverty and prostitution is a dominant story. However, some records point to a lucrative sex trade in plain sight linked to foreign trade. For example, the census of 1851 shows a man with a household of female 'servants' travelling regularly from France. It is not a case of 'who do you think you are?' but more like 'who did you say you were?!' Census data is riddled with examples of chocolatiers, perfumeries and other high end shops where households comprised a man and a clutch of women. Madame D'Alma was a milliner but is also linked to a record of police raids! It was an organised and segmented trade, where beadles provided protection with signals and whistles, and where a girl would earn three times more than a shop worker.

Life course histories of these



Men ogling shop girls in James Tissot, The Shop Girl, 1885

The Morning Post, Jan 1859

article on a small network of west London streets:

'149 notorious houses of ill fame containing six to ten fallen women each, which fearful array of prostitution was swelled by large numbers of young women lodging in the district...known to be gaining their livelihood nominally by working for shops, but principally by the wages of night prostitution'.



women show instances of them marrying their way out of exploitation and economic need and concealing their past very effectively; 'changing the gloves' hid the trades.

The development of the department store made shop work a safe haven for middle class women in the city, housed in hostels for professional young women. The stores had smart toilets, lifts and electrical engineering, and employed sensational lift girls –it was all about intensifying the shopping experience. These new department stores opened up careers for women, and around this time Mrs John Lewis set up the JL partnerships, giving shop workers a share in the business.

Of course, brothels still exist today – as do sophisticated

means for covering their tracks. Barber shops in China, kayoke bars in Japan and 'pop-up' venues in airbnb lets in Britain and the world over today provide the same sort of camouflage as shops did before them, and will continue to play a huge part in the history of business and the dark economy.

A few of the audience knew they were descended from shop workers and servants, however no one knew or admitted to being descended from a sex-worker!

Sonia Virdee

GARDEN PARTY

With entertainment in the form of live French folk music, delicious cream teas and wine, fun competitions and excellent company, this summer's garden party was a huge success.

Many thanks to all those who helped setting up, baking, serving on the day and with the clearing up. Looking forward to our next social—Xmas lunch on 5th Dec!



BY ROYAL APPOINTMENT

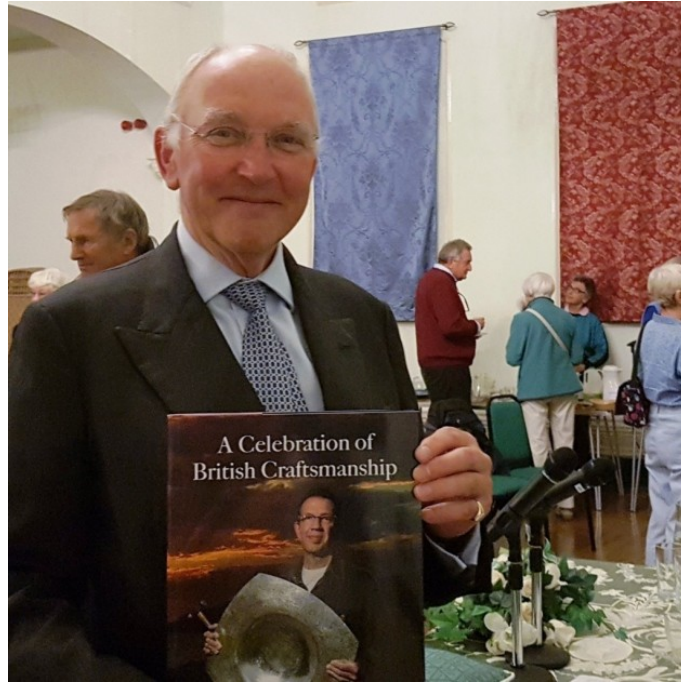
More than 80 businesses in East Anglia are recognised for the services they provide to the Royal Household.

Just what it takes for a business to have the right to bear the Royal coat of arms on its stationery and packaging was explained in a recent presentation by the man responsible for overseeing the process. Richard Peck, who is CEO of the Royal Warrant Holders Association, gave September's talk to the Sudbury Society.

A Royal Warrant of Appointment is a mark of recognition for a business, which has supplied goods or services to the Households of HM The Queen, HRH The Duke of Edinburgh or HRH The Prince of Wales for at least five years, and which has an ongoing trading arrangement. Those who apply for the warrant undergo an appraisal, which looks further into how the business runs and whether it is operating sustainably. Royal Warrants are not granted for professional services, such as bankers or solicitors, and are aimed at those businesses practising the trades.

Today there are around 800 Royal Warrant holders representing a huge cross-section of trade and industry, from individual craftspeople to global multi-nationals. Of this number 85 companies are located in the wider East Anglia region including eight in Suffolk. These include Newmarket sausage maker Musk's, pest control specialist Command Pest Control at Preston St Mary near Sudbury and ForFarmers, a livestock feed supplier based at Roughton.

But these businesses are not allowed to rest on their laurels, as Royal Warrants are granted for a maximum of



five years before they are reviewed to ensure designated businesses are maintaining standards.

"It's important that there are regular reviews as it keeps the process dynamic and keeps everyone on their toes," said Mr Peck, who said the origins of the Royal Warrant can be traced back to medieval times, when competition for Royal favour was intense and the Monarch had the pick of the country's best tradespeople.

And this heritage can be seen in the make-up of the businesses holding Royal Warrants today - 80% are small businesses and 50% of these are manufacturing companies. One of the roles of the Royal Warrant Holders Association is to bring these businesses together to "exchange knowledge and collaborate" said Mr Peck, who has the enviable job of visiting the companies, including the many suppliers of champagne to the Royal Household.

"We hold some great lunches and seminars where large companies such as Jaguar and

Unilever can help smaller companies in areas such as looking for export markets," he added.

And despite the historical nature of the Royal Warrant, Mr Peck said he is constantly impressed by the innovation and "brilliance" he finds in the companies he deals with.

"People are saying with Brexit that businesses are depressed but I'm finding the opposite," he said.

"When I hear the world is doom and gloom, I just go and see a Royal Warrant holder."

Royal Warrant "a marque of quality" at Musk's Sausages of Newmarket

Maker of Newmarket Sausages, Musk's, has held five Royal Warrants granted by four members of the Royal Family, dating back to the beginning of the 20th century. The company's first came in 1907 from King George V (then the Prince of Wales) before Edward, Prince of Wales, continued the relationship in 1929.

A third warrant was awarded in 1965 by the Queen Eliza-

beth the Queen Mother while Musk's current warrant is with Her Majesty the Queen and dates back to 2000.

"We primarily supply Sandringham - when Her Majesty visits there over Christmas, there is usually an order going through," said Musk's managing director Ed Sheen. He says despite the addition of numerous sausage types to the company's range in recent years, such as pork and leek, and gluten free, the Royal Household still insist on the classic Newmarket Sausage, whose recipe dates back to the 1884.

"For us the Royal Warrant is a marque of quality," added Mr Sheen.

"Not all our customers comment on it but there are some who think it is fantastic."

Ross Bentley



VISIT TO ELY CATHEDRAL AND FITZWILLIAM MUSEUM FOUNDERS' LIBRARY



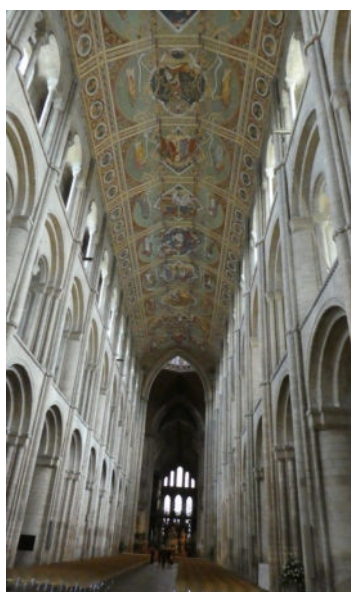
SubSoc members were treated to a guided tour of Ely Cathedral, including the fascinating story of the first establishment of Ely.

Ely was founded as a seat of worship by Etheldreda, queen, foundress and abbess of Ely. At an early age she was married to Tondberht, but she remained a virgin and on her husband's death she retired to the Isle of Ely.

in an unpromising swamp full of eels. Her second marriage to Egrith the 15 year old king of Northumbria was a political convenience. He agreed that she should remain a virgin, but 12 years later he wished their marital relationship to be normal. Etheldreda refused in spite of Egrith's bribes and left him to become a nun founding what would become a flourishing monastery at Ely

in 673, the site of what is now Ely Cathedral. Etheldreda died c.680 from a tumour on the neck.

17 years after her death her body was exhumed and found to be incorrupt: the tumour on her neck was healed and linen cloths in which her body was wrapped were as fresh as the day she had been buried. Her body was placed in a stone sarcophagus and re-buried. Afterwards and for centuries, Etheldreda's shrine was the focus for vast numbers of medieval pilgrims before it was destroyed in 1541. Work on the present Cathedral began in the 11th century, made possible by Ethelreda's legacy.



Left: It was a great privilege to have Dr Suzanne Reynolds show us the amazing illuminated books, original musical manuscripts and letters in the Founder's Room at the Fitzwilliam Museum in Cambridge.

Graeme Pullman

In addition to the spectacular windows in the cathedral, there was a fascinating range of glass art in the Stained Glass Museum (above).

Fabulous photo collage of images from the Cathedral and the Stained Glass Museum (right). Produced by Catherine Becker



Committee

Chair John French

07775 991256

Vice-Chair Sam Thornton

375646

President Andrew Phillips

Vice-President David Burnett

Treasurer Ian Liddell 372400

Press & Comms Angie Kearney

07905 957608

Membership Secretary Liz Fulcher 269935

Events Sandie Tate 468579

Catering Pat and Roy Laithwaite

377697

Finance Amanda Reavell 370935

News Journal Sonia Virdee

372979

Member Andrew Tate

EVENTS

The Sudbury Society has a varied and interesting programme over the next few months:

28th Nov. Environmental Stewardship and Organic Farming John Pawsey, Director Shimpling Park Farms

5th Dec. Christmas Lunch 12.30 pm
Festive fare provided by the Bridge Project, booking essential

23rd Jan. Regeneration and Conservation of St Peter's Church Alli Burke, Churches Conservation Trust

27th Feb. Sudbury's Wildlife in Trouble: what can we do about it? Ross Kearney, environmental writer and Trustee of Sudbury Common Lands Trust

26th Mar. Cheese and Wine Evening and AGM A celebration of Suffolk cheeses

23rd Apr. Sustainable Travel and the Electric Car Revolution Linda Graves, EV Driver

28th May Amazing Bees: it's not just about the Honey Kevin Thorn, Stour Valley Aparies

18th June Healthcare in Suffolk: the Challenges and the Future Dr Steven Dunn CBE, CEO West Suffolk NHS Foundation Trust

26th July Garden Party Our annual summer party, kindly hosted by Sandie and Andrew Tate, River House, Ballingdon St

Future Events 2020-2021:

Remembrance film showing of Stanley's War 1939, the Year I was Born — A memoir from Society President, Lord Andrew Phillips

The development of Gainsborough House
For more information about the Sudbury Society programme do contact Sandy Tate at events@sudburysociety.org.uk.

Two more Be&W photographs of Sudbury's interesting features, by John French



ARCHITECTURE AWARD

The Sudbury Society is re-introducing the Alan Phillips award for outstanding contributions to the built environment in Sudbury and its surrounding area. Applications can be made from Architects, Building Designers, Contractors and Builders, Home Owners or those involved in the heritage and conservation of Sudbury buildings and the Sudbury environment. The judges will be looking for outstanding contributions to the built environment and these may include and cover any of the following areas:

Buildings that have been conserved, restored or re-instated to a high standard

Examples of innovation and creativity in addressing the conservation of older buildings

Examples of the use of traditional skills in building craft and heritage

New buildings that sit easily within the context of Sudbury's heritage

Examples of building that have addressed the challenge of 'older buildings and climate change'

We are inviting proposals in the form of a written submission of no more than 2000 words and five photographs plus a plan submitted as a single PDF file to The Sudbury Society. All entries to be sent to press@sudburysociety.org.uk on or before 20th December 2019.