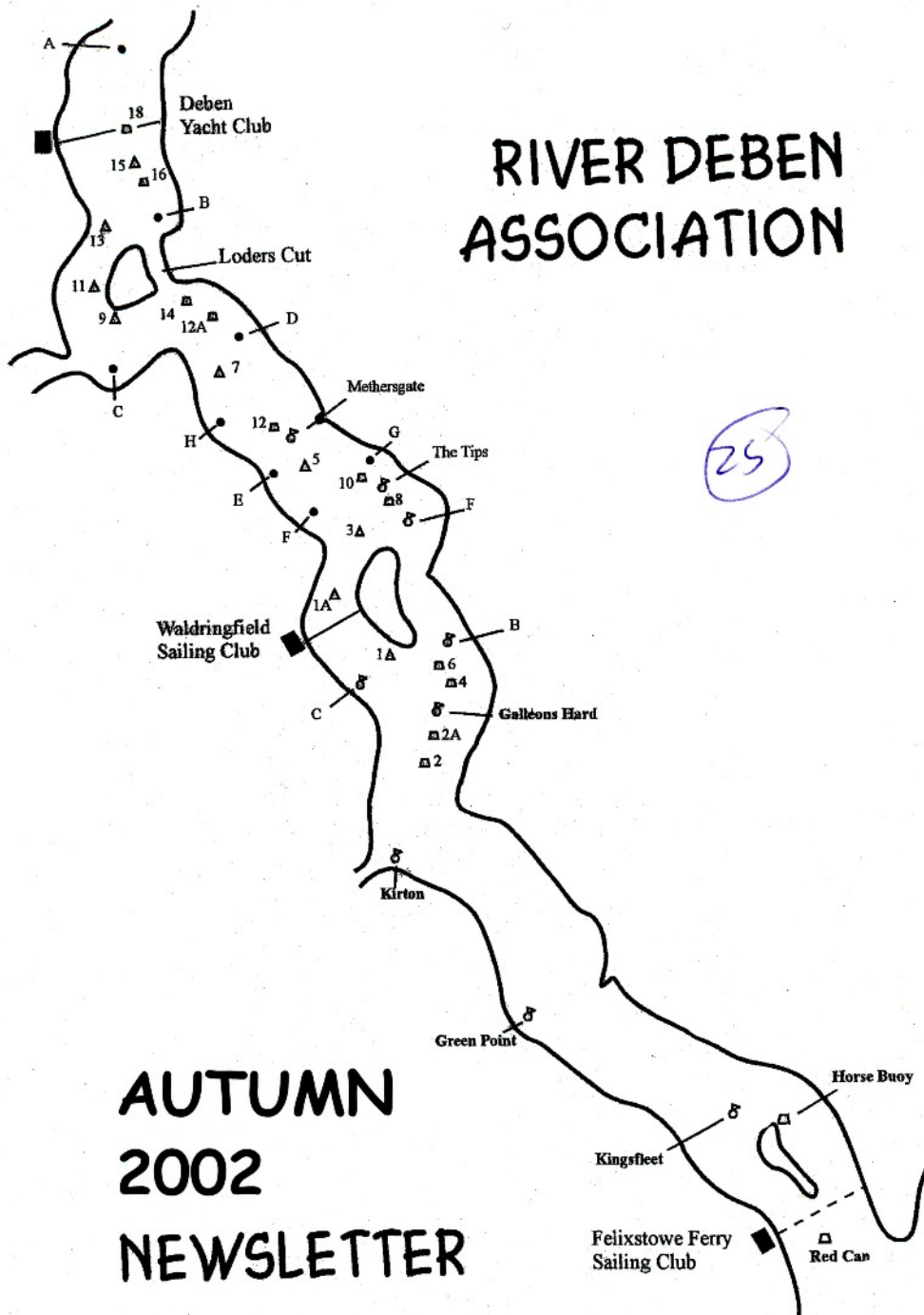


# RIVER DEBEN ASSOCIATION



**AUTUMN  
2002  
NEWSLETTER**

# RIVER DEBEN ASSOCIATION NEWSLETTER SPRING 2002

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## **EDITORIAL**

It is new broom time and it is proper to thank the old broom for carrying on such a valuable task as is the RDA Newsletter. David Copp has carried 4 newsletters with style but personal circumstances have prevented him keeping up the post and he has other important roles on the Deben. He has maintained a standard set before, no mean task, which I hope to carry forward, while having plans to improve but, as the immortal Nigel Molesworth noted, "we will mak haste sloly".

When I took the post at the last AGM I did so because I believe fervently that it is the Newsletter that keeps bodies like the RDA alive and active.

I also believe that The Newsletter is an official organ and should carry the minutes of The Association's business meetings, without which members can not engage with, nor check, its activities; but in this issue there is some overlap between these and The Chairman's Statement - we will get better at it. The difference between minutes, even if paraphrased for publication as reports, and statements is

that everything substantive gets in whereas even the most impartial officer's memories can be selective!

Your Committee are supporting plans to improve and widen the circulation of The Newsletter to extend the membership because when battles are to be fought numbers are essential to demonstrate that there is a legitimacy in our action because supported by more than just a couple of old nimby codgers. I believe that we can not be complacent just because there has been a lull in major assaults on our river ..until now. Edmund Burke had it when he (is supposed to have) said "it only requires the good to be idle for the bad to prosper".

I take over at the most contentious time since The Bentwaters Affair and indeed the inaugural affair of "The Fence" - The Whisstock's Affair. If it dominates this issue I can assure you all that it dominates Woodbridge. If I seem unduly engaged, and you think too much of this issue is my text, I hope you will forgive me; I am engaged and I took this post because it is a powerful way of helping protect the river I have been hugely fortunate to have been part of for 30 years.

I have fought battles of this sort before so intend to make The News more vibrant and contentious but herewith an age-old editor's plea - it is your magazine, I may edit it but you must drive it and if I write it all you will get fed up, so please give me ideas for articles or write one yourself. Write letters for there is now an 'official' letters page, and I don't want to be caught writing them myself! There are too few pictures in this issue because the holidays have overlayed its creation - that will improve. Also I recognise that this Newsletter is very dense - but we have a job to do to ensure the nature of the upper Deben's future, when that is done we will have time to play.

I have always been delighted by the varied histories and skills of those active on The Deben. I hope (with their help) to include micro CV's on contributors so that we may put something to the name when we read their pieces and have a wider appreciation of the variety and talents that reside among us.

Dear Reader, write to me, lambast me, keep your Newsletter alive with articles, pieces, pics and comment.

### **Michael Burn Editor**

Michael Burn, born 1942, was educated at Epsom College and trained as a Mechanical Engineer with 10 years in industry then 30 years running his own engineering companies in Suffolk. He has sailed The Deben since 1972 first with Naiève, the late Lady Albemarle's Aldeburgh One Design (Aldeburgh 15) restored from a reedy grave, then in 1980 with "Sheila," Albert Strange's first Canoe-yacht design of 1905, kept under Little Haddon Hall; she is now joined by Thistle II a gorgeous 1930 sailing and rowing steam-yacht tender kept just above The Cut. In 1986 he led the campaign that saved Suffolk's 'Two Teacher' schools. Sometime churchwarden at All Saint's Little Bealings he also Chaired the Kyson Fairway Committee for 10 years

### **CHAIRMAN'S NOTES**

*It is no longer quiet*  
Denzil Cowdry

Six years ago I was jumped from being a non-active ordinary member into the position of Chairman of the Association. Now duty has called again and in default of a volunteer I will serve until a new Chairman can be found. At least I know the ropes.

A principal concern at the moment is the proposed development of the Whisstocks site at Woodbridge for fairly expensive modern waterside housing. A large majority of your General Committee are opposed to the two alternative projects which will be subject to a Public Enquiry in November. Your Chairman sent in, on behalf of the RDA committee, a statutory

objection, in strong terms, to the Public Enquiry office. Before the enquiry in late November I would like to determine the views of as many members as possible, however opposite. Then I can present the overall view of the Association fairly during my slot to address the Inspector. Please, therefore, respond to the voting slip and the request for opinions included with this edition of the Newsletter.

The Whisstocks issue has prompted many public and private discussions about possible river front developments at Woodbridge. Suffolk Coastal District Council have commissioned a Planning Brief for the river-side and will welcome practical and economic proposals from the public. To ensure a thoughtful response a group of interested individuals are already formulating some ideas for one or more of the several sites, including Whisstocks, which may be available. One aim is to find ways of attracting and interesting tourists at all times of the year, complementing the time many will spend at Sutton Hoo. The Tide Mill and restored Town Quay will give a good start. Other possibilities that have been suggested would help to explain more fully the history of our estuary and its maritime connections.

Economics will demand a balance between commercial ventures of a sympathetic kind and grant-aided developments to house relevant demonstrators, models and exhibitions. Suggestions already on the table include wooden boat-building, North Sea fishing, fowling, oyster dredging, early yachting, some explanation of the barge trade, and a record of recent sea passages by Woodbridge mariners. The commercial heart of the development would probably have to be a modern combined restaurant, pub, cafe, wine bar, etc. In support, it has been suggested that a small field-centre based on a moored barge could provide overnight facilities for school parties in term time and simple YHA type accommodation during the holidays. The

aim has to be a high quality development kept in constant use, providing both employment and revenue.

The questionnaire about Whisstocks also seeks your views about such alternative uses for this site or elsewhere. Project a walk from Robertson's Yard to the Deben Yacht Club in fifty years time and tell the Editor what you would wish to see. Many readers can look back fifty years and will know a different quieter time: I could easily share the view that things should just be left as they are (or revert!) but the pressures for change are unlikely to be stemmed. River-front land is now so heavily encroached upon that the next stage is critical. Your views will be passed to Suffolk Coastal District Council.

The Deben has seen a great summer for boating and other uses of the river, not least for swimming during the really hot spells. Sadly there are less pleasant things to comment upon. Car theft has been prevalent at Waldringfield, a power boat complete with trailer was stolen in Woodbridge and petty theft is on the increase in the dinghy parks. Prevention of such unlawful activities will, regrettably begin to absorb more resources so much better able to be used for infrastructure or training. At a slightly lower level the unauthorised use of private car parks and moorings is becoming a norm. Unreported damage to moored craft is an added annoyance for boat owners. There is a real need for education.

Suffolk Coastal District Council are about to distribute a pamphlet which provides contact addresses and telephone numbers for Clubs, Fairway Committees and the Coastguard. The pamphlet also explains the speed restrictions applicable on the river and refers to the penalties for unsocial behaviour. Your Association have helped with the preparation of the leaflet and have urged the authors to give

examples of unacceptable acts. Two good examples spring to my mind. The first is loud music played by those who are not aware how sound travels across water. The second is the way many yachts are driven up and down the fairway as though it were a road, unmindful of other river users. Their helms do not understand the need for judicious use of the throttle.

Please keep in touch with your Committee and let them have your thoughts on any matters that concern you. From experience I have to say that it does take a long time to achieve most of our aims but we should take heart from the fact that the Association has done quite a lot in the last eleven or so years. In a similar vein, the many who do the right thing have somehow to prevail on the few who do the wrong thing - and they probably will.

### **Denzil Cowdry**

Born in 1928, Denzil values his memories of the pre-war Solent and later schooling in rural Pembrokeshire. Commissioned in 1948 as an Instructor Lieutenant, Royal Navy, he transferred to the Army in 1952 for the Korean War, subsequently serving in Malaya as an ammunition specialist and commanding a support unit in Germany. In mid-career he trained for the Technical Staff, helped to design a howitzer, was involved with terrorist devices, played nuclear War Games and travelled widely for MoD procurement. Promoted to Brigadier in 1975 he became Director, Land Service Ammunition, then Deputy Director of Ordnance Services. His active career was followed by Chairmanship of NATO's Central European Pipeline and finally, in civil life, he was Director of the Clothing and Footwear Institute, an educational body for the fashion industries. Married for nearly fifty years and based in Woodbridge since 1964, Denzil has always complemented a busy life with boating and shooting. These days, he says, I try to have something useful in hand, as well as enjoying life.

### **A note from your Treasurer**

Chris Brown

The largest part of the Treasurer's work is to keep the records of the membership up to date. As there are as many individual differences as there are persons who pay it is a continuous task. This is a problem that the members can help me with.

The constitution of the Association calls, in article 4.2, for the subscriptions to be paid on the 1st April each year. Many members do pay in April. However, although we like to encourage payment by Bankers Order this can contribute to the problem for a number of them are spread throughout the year. It would be better for the committee to be able to make decisions based on the actual income rather than the probable income. If members would please look at the date for payments of their standing orders and, if necessary, change the date for payments to at, or soon after the 1st of April it would be a great help.

Some members pay their subscription for more than one year at a time. We are happy to accept this. I am sure, however, that it is extremely difficult to remember that a subscription is due after say 3 years. Taking all this into account, at the beginning of August there were over 300 of the 500 subscriptions not paid. Of these 70 were more than one year overdue and 14 over two years overdue.

At our subscription level it is quite uneconomic to send out reminders so I do hope that members of the association will look at their subscription and do what they can to help. If anyone cannot remember whether they have paid I can quickly look up your entry and tell you. Call me on 01473 259674.

Thank you for your help.

*We can't keep the show on the road if you don't support us so please do check your payment status. Ed*

### **A REPORT ON THE AGM**

The AGM took place on the 19th April. Those who attended would agree, I am sure, that the affairs of The Association are in sound order and that the lively membership body is as eager as ever to

preserve the Deban and harmonise its ever increasing use. Committee members were challenged and were able to prove their accountability in all departments. Between AGMs it is the committee who represent The Association and execute its work for which they were accorded thanks. D.C.

## COMMITTEE MEETING REPORTS

Wendy Brown

### 10th June 2002

1. **Present:** Denzil Cowdry (chairman), Rosemary Schlee, David White, Chris Brown, Anni Healey, Anthony Mason, Mike Burn, John Walker, George Rufford, Wayne Johnson and Wendy Brown.
2. **Apologies:** Robert Simper and David Copp. David had been asked and agreed to become the vice chairman.
3. **Minutes:** were accepted as a true record.
4. **Matters Arising:** (a) Felixstowe Ferry Foreshore Trust - Denzil gave a brief history of the Trust with reference to the share belonging to Ian Battye. There had been no reply to the letter requesting information on what has become of this share. Wayne reported that the FFFT had sources of income as the ski club was paying £500 a year for using the slipway.  
(b) The Ferry Caf  have been asking for addresses when issuing receipts for launching ski boats and Wayne reported that all jet skis and speed boats had identity disks - a red oblong with white numbers.  
(c) Denzil circulated the leaflet to be published by SCDC entitled Felixstowe Coast and River Deben "Water Recreation Guidelines". The leaflet had been sent out for consultation and Denzil had replied with further guidance for sociable river usage. Denzil said he would try and see John Davis, the author. Anthony said that the RDA had prepared a river users' guide but that it had not been published.  
(d) David White presented a leaflet which requested money for the Millennium Green and it was agreed that this leaflet be enclosed with the next RDA newsletter as long as it does not increase our postal charge.  
(e) Recruiting committee members - Chris said that Ted Evans was unable to take on extra duties and Denzil had decided not to contact Woodbridge School about a junior committee member.
6. **Planning:** the Whisstocks' site - George and John wished to know if the committee had been unanimous in agreeing with the appeal letter which Anthony had read out at the AGM which stated that although the revised plan was more acceptable than the first, it questioned the desirability of having any housing development on the site. It was agreed that it did

represent the committee's views. However, as a new member, John said that he had shown the plans to many people who had considered the plan to be very appropriate. Mike Burn reported that he had felt the need for local protestors to get together to compose a letter of appeal against the current proposals. He and Anni convened a meeting with Suffolk Preservation Society and a letter was sent. John and George wanted to know if this letter represented the views of the committee and a vote was taken which had 11 in favour and 2 against. It was suggested that members of the RDA were invited to comment or given the chance to vote through the next newsletter. Anni was asked to approach the council and find how they would like support in opposing the plans. It was decided that views for and against should appear in the next newsletter and John said he would contribute an article. This would be followed by a public debate at the November 8th public meeting. John queried the reason for the Developers at the AGM having a copy of "Deben Maritime Heritage" and was told that they had asked to see it even though it was written 10 years ago.

Sutton Hoo pontoon - the planning application had been turned down because the pontoon was too long. The Rowing Club members reported that it would interfere with their rowing space. However, the Tidemill side had received planning permission. Anni said that she was no longer allowed to be RDA planning representative. Mike volunteered to take this on but that letters would be sent jointly from Denzil and Mike.

Slipway at Felixstowe Ferry - Wayne said that he wanted information about a new slipway at the boatyard. (Since the meeting Denzil has found that planning permission has been given for the refurbishment of the existing slipway).

Ski Club - has applied for another jetty in sea reach which will be further from the bank than previously.

8. **Treasurer's Report:** Chris presented the corrected accounts and said that there was £8156 on deposit, £2957 in the Bentwaters' fund and £337 in the current account. It was agreed that cheques should have two signatories and that they should be Chris and Denz. Chris was asked to organise the reprinting of the introductory leaflet with up-to-date information. It was also decided to have logo headed notepaper which Wayne offered to organize. Money matters - Wendy agreed to send a cheque to Mr. Parfitt, for his talk at the AGM. Rosemary reported that Trustees had to be named on the RDA's application for Charity Status. It was agreed that Denzil, Anthony and Rosemary should be named.

9. **Insurance cover** was discussed at length because the premium quoted was 5 times higher than the previous year. It was proposed that the RDA joined the Civic Trust which provides insurance cover for registered civic societies. It was agreed unanimously.

10. **AOB:** Anthony said that Robert Simper had applied to have official footpath status for access to the

quay, from the road or the river. It was agreed that the RDA would back this application. David said that the new head of the Crown Estates, which owns this land, was likely to increase subscriptions. Two minor dredgings in the upper Deben have been reported at the Deben Yacht Club and the Cruising Club pontoon - with permission from the Environment Agency.

## 2nd September 2002

1. **Present:** Denzil Cowdry (chairman), Rosemary Schlee, Chris Brown, Mike Burn, John Walker, Wayne Johnson, David Copp, Robert Simper and Wendy Brown.

**Apologies:** Paul Lacey, Jo Masters, George Rufford and David White.

2. **Minutes of the June 10th meeting:** were accepted as a true record.

3. **Matters Arising:** (a) At RDA's request Ferry CafÉ receipts for ski club launchings now show phone numbers.

(b) RDA has agreed to publicise fund raising initiatives for the Millennium Green.

(c) Wayne said that the new ski jetty will be 5 metres longer than the original one although it will be 15 metres further into the river than at present.

(d) Ramsholt: Robert reported that the road as far as the gate above the Ramsholt Arms was given to the local authority in 1962. The road from the gate to the jetty has always been private property. He said that the landowners had agreed to allow public access from the Pub to the hard while legal rights are being sought.

4. **Felixstowe Ferry Fore Shore Trust** - Denzil reported that he had received a letter from Tony Storer (Chairman/Secretary) which acknowledged that Ian Battye's share had been repaid in 2000. A copy of the rules of the FFFST was enclosed. David White has been elected on to the FFFST committee as RDA representative

5. **Planning Matters:** (a) Whisstock's Site - Denzil and Mike have instigated a Woodbridge Waterfront Group to bring together people with ideas for the whole waterfront from Robertson's as far as the Deben Yacht Club. The remit is to write a report giving the local council viable suggestions on what the local people would like to see developed. Mike said that he has articles for and against the Whisstock's plan to be included in the autumn newsletter. There will also be a voting slip to solicit the RDA members' views, which will be passed on to the planning inspector.

(b) Maybush accommodation - there has been a planning application for 4 twin dwellings on the cliff edge in the car park. It was agreed that the loss of vegetation and car parking space made this application unacceptable.

(c) Fishermen's huts at Wilford Bridge - it was agreed that 2 wooden holiday cottages near the fishing lakes on the upstream side of Wilford Bridge could not be objected to.

6. **Treasurer's Report:** Chris reported that he now had the new application forms. He said that RDA had at present no Public Liability Insurance. To get a reasonably priced Public Liability Insurance he was applying for the RDA to be a member of The Civic Trust and for the Association to be covered by their insurance. Chris read out from The Civic Trust specimen constitutions for member associations the section on members' subscriptions which strongly advises that individual subs are between £5 - £10 to ensure viability for the organisation. Chris was asked to find out from the Bank whether it would be straightforward to institute Direct Debit. It was agreed that both of these matters should be discussed at the AGM should there be a need to increase subscriptions. Chris said that he had to find out about the conservation designations of the Deben before completing the application for charity status; English Nature at Bury St. Edmunds was suggested and also Suffolk Coasts and Heaths. Denzil said that he had applied for a grant of £300 from an allocation of £20,000 given to Woodbridge and Melton district to help small societies doing good work.

7. **Newsletter:** The copy deadline is the end of September. Mike said he would personally organise the mailing of the newsletter by mid October. He said that in future issues he hoped to go more upmarket visually and in content. It was decided that new plans should be costed and agreed, as 45% of annual income is at present spent on the newsletter. Wayne suggested that sponsorship and advertising should be considered.

8. **Litterpick;** Jo has agreed to organise this on Sunday 13th October.

10. **Meeting on November 8th 2002:** There were two suggestions for talk topics; The Ipswich Waterfront Plan and the progress of the management plan for the Alde and Ore being prepared by English Nature. This report is relevant because it will be followed by reports on all the other East Coast Estuaries, with the Deben coming last. Denzil said he would follow up the English Nature idea for the November meeting.

11. **AOB:** Woodbridge Society has a public meeting to discuss the Whisstock's site on September 23rd in the Abbey School. HM Government are organising the public meeting to hear submissions on the Whisstock's Planning Application in the Council Chamber on 19th November.

## KEEPING OUR RIVER CLEAN

*Jo Masters masterminds the Deben Litter pick each year which is one of the very positive, and highly sociable, ways in which we can all contribute to the beauty of the river. I have happy memories, with a*

*chainsaw and my children, of helping Bob Guthrie chop up and dispose of a rotting boat under Little Haddon Hall. Jo Writes:*

As the Summer continues to bless us with great sailing and the sun shines on our river we can appreciate how many people enjoy the facilities the river gives us. Most people are conscientious in their litter disposal but unfortunately the river does attract rubbish, both generated on the river and swept in from the sea,

This leads me to say how generous everyone is with their precious time who comes to help with the riverbank collection. I think it is a fantastic effort on the part of everyone and I would like to thank them all: the volunteers who get their hands dirty (if it wasn't for the gloves) and the team leaders who rally their troops, to the various people at SCDC including the skip drivers and Ms Robinson and Mr J Finch who authorise the use of the skips, black bags and the gloves. They cover both shores from the river entrance up to Ufford.

While it is very difficult to help the environment on a global level, by helping with our litter collection we can make a positive contribution locally and to our and others' enjoyment. If you would like to know more about our litter collection or want to be included please contact me on 01394 383825. This year's collection day is Sunday 13th October - LW 12.00hrs

My association with the River Deben goes back before I can remember as my family sailed every summer on my Grandfathers Yacht Clytie. After training as a Nurse at St Bartholomew's Hospital in London I travelled extensively for 10 months before living in Suffolk. During this time I bought Clytie back into the family. Whilst working on the boat I met my future husband Paul. His work then moved us to Surrey for 4 years; we did however decide to rebuild Clytie and returned to Suffolk most weekends. I now have three children who are the fifth generation of my family to sail on Clytie and enjoy the River Deben.

**What follows, till page 15, all concerns**

**the "Whisstock's Affair" and the future of the Woodbridge waterfront.**

### **The Woodbridge Waterfront Group**

Mike Burn

While talking to people stirred up by the proposals to build executive homes on the Whisstocks site it became apparent that the various bodies properly engaged in the discussion did not have a forum within which to work together. I wrote to leading, and active, people in these bodies to draw them together so that some consensus could be achieved - combined we can win divided we will fail. A meeting was held some months ago and very considerable agreement was achieved across a wide front.

It rapidly became apparent, and Denzil has confirmed, that SCDC do not have an overall plan for the preservation nor development of the Woodbridge waterfront as a cohesive entity. Apart, therefore, from the initial co-operative effort required to overturn the planning application for the Whisstocks site, the group agreed that it would work together to create a range of coherent strategic proposals for the waterfront with a commonality of purpose agreed between the groups - say from the DYC up to Melton Bridge. This represents the most threatened length and is substantial natural walk.

WWG would then present this to SCDC to encourage the creation of a whole strategy for the waterfront so that no individual pockets can be picked off in future for lack of an overall plan. This seems to me the very essence of local involvement in local matters and I would welcome letters on the subject to help us in our deliberations.

WWG is not a body nor a group but a private agglomeration of people who can speak from, and take back to, their own



bodies so that the best effects of working together may be had.

### **Voting on the Planning Application**

The Editor

As Denzil has said the RDA will be represented at The Public Enquiry. We need to demonstrate that we are really concerned about how our town looks and works. This is a numbers game. The RDA only gains true legitimacy to speak if its views are backed by a substantial number of opinions. It is to this end that I asked for two differing views to be offered to readers, with a picture of the proposal, so that the resulting vote could not be claimed to be biased or partial - these two views follow. When you have read them and all the other material in this Newsletter concerning the matter please use the voting slip and return it to The Chairman **NOW**. It is a simple **Yes/No** affair to ensure no bias as I believe absolutely that it is **you** who must speak and speak from a formed opinion for that is what democracy is truly about. If all 700 members vote then, whatever the result, it has credibility - if only two do then what we say carries far less weight, so please tell us. The slip is at the end of the Magazine.

We will also be delighted, as suggested earlier by Denzil, to have letters and opinions and suggestions and shrieks, for this is your town and how it looks and works will be determined substantially by the outcome of this enquiry. The outcome will be a bellwether for any more.

### **Save Whisstocks - Vote for the Developer - John Walker**

1. Whisstocks Yard is situated between the railway and the River Deben at Woodbridge and lies between Tidemill Way and the rear of Frank Knights premises at Woodbridge Dock. It was formerly a boat yard and chandlery but the business collapsed and the site has been more or

less disused for over ten years. The existing buildings are mainly low quality large industrial structures, which are dilapidated and decaying. They are generally considered unattractive and beyond economic repair.

2. The most recent planning application, CO2/0414, for the site from Michael Howard Homes is illustrated in the enclosed picture. The buildings include mainly housing and some offices with discreetly hidden car parking. The design takes account of objections to the preceding plan by reducing the scale of the buildings and omitting a replica 'customs house'

3. The leaders of several organisations in Woodbridge are opposing these plans and are arguing instead for industrial development and tourist attractions.

4. In consequence, many members of these organisations and the public have been led to believe that the proposed development is undesirable and must be objected to. However, in reality many people (including some of the above mentioned leaders) who have been persuaded to object are not really aware of the attractiveness of the developers proposals nor of the consequence of turning them down.

5. It is particularly disturbing that an alternative plan, which has emerged from the Deben Maritime Heritage Trust (DMHT) is for a very modern style building with a large and very visible car park dominating the site. The building style is akin to Cardinal Park/Virgin Cinema designs in Ipswich. Again, many people are not aware of this.

6. The alternative DMHT plan is for a museum/heritage centre based on attracting many tens of thousands of visitors per year. The 19 page planning document from DMHT states that it is

supported by local councils and societies. The plan was actually commissioned several years ago, but is now being actively promoted.

7. Other alternatives put forward by objectors (but not formulated into specific plans) are mainly based on developing the site for industrial and tourist use.

8. Members of the public to whom I have shown the plans from Michael Howard and Deben Maritime Heritage Trust, have strongly favoured those from Michael Howard. The latter are considered to be very sympathetic to the surround architecture whereas those from the Trust are considered to be out of keeping with the site.

9. Other Widely expressed relevant views include:

a) The Whisstocks site has now been derelict and dilapidated for many years since the existing business collapsed and new enterprises have not been attracted. Alternative uses for the site are now urgently needed.

b) Modern industry (including craft based such as pottery making) needs low cost buildings with good trunk road access. The access to Whisstocks is poor and low cost industrial buildings would be unattractive. (Look at some of the new monstrosities visible from the river between Melton and Woodbridge.)

c) Additional tourist attractions which aim (and need to) draw tens of thousands of visitors to Whisstocks will clog up the roads, car parks and other facilities in Woodbridge to the detriment of local people.

d) Woodbridge does not need to always think of generating more jobs. Everywhere you look firms and organisations are advertising for staff. More jobs will mean importing more people who will need even

more houses etc. etc.

e) It is government policy (planning guidance PG3) to build housing on brown-field sites, such as Whisstocks, rather than destroy more green countryside.

f) The proposed housing by Michael Howard Homes is very appropriate for the site. There is a severe shortage of good quality housing in Woodbridge and the proposed buildings are very sympathetic to the existing visual environment. Also it will not generate an excessive amount of traffic. It will also generally preserve the tranquillity of the area.

g) If the current proposals, CO2/0414, are objected to there is a serious risk of getting something far less sympathetic to the architecture and tranquillity of the area and there is also a considerable risk that the site will remain derelict and continue to deteriorate for many more years.

Consequently I believe the best and pragmatic course of action is to support Michael Howard Homes's application CO2/0141 to build a small number of attractive homes and offices on the Whisstocks site and therefore to vote for the developer.

John Walker, born in Rushmere and trained as an agricultural scientist, has lived and worked in Suffolk most of his life, now living in a 500 year old cottage Great Bealings. Retired after a career with the agricultural division of an international chemical company he is actively involved in local life. Immediate past chairman of Woodbridge Probus, DYC property manager, RDA committee member RNLi committee member, Suffolk Wildlife Trust trustee and member of SPS, National Trust and RSPB. He also played an active part in the successful Bentwaters Campaign Group. He is passionately concerned that Suffolk is not ruined by excessive tourism.

**What do you want Woodbridge waterfront to look like for the next 25 years?** Anni Healey





River Deben · Woodbridge



from Sutton

John Roberts 2002



If you look from the Tide Mill to the Deben Yacht Club Boathouse, you see a medley of boatyards, boats in the water, boats on the quaysides, mud, workshops modern buildings, trees, cafés and many different activities all coexisting in relative harmony. There is a buzz, an air of life and busyness and above all people, strolling about chatting, visitors commentating and craftsmen working. Every type of boat moving about on the water. Lots of life. Often in the evening or early morning, people can enjoy the quiet tranquillity that reflects the timeless quality of the water and its surroundings

### **Background**

For centuries, shipbuilding, trade, defence and a little fishing were the main occupations of the river that acted as a roadway for all the villages along its length and visitors coming from the sea. .

The ancient crossing for people coming on foot from the sandling villages still exists, and was walkable until a few years ago as a gravel path under a few feet of water at low tide. The new Sandlings walk still roughly follows the old route, though crossing the river on foot would be hazardous.

Of course there was always a ferry. In the days when almost everyone knew someone who had something that floated, there was a lot of coming and going across the river. The low water ferry had been built just above the Tide Mill in 1879. Suffolk Coastal District Council [SCDC] renewed the marker at the end of it in 1974 and the Sutton Hoo Society and Woodbridge Cruising Club repaired it last in 1984. It is now in the curtilage of Whisstocks boatyard and I believe there is a duty on the owner to keep it open for foot traffic across the Deben.

The Ferry itself was reinstated in 1985 and ran for 5 years, since which there have been river trips run by private operators on

an adhoc basis.

This crossing is of great importance again today as with the re-establishment of the Sandling Walk and the enormously successful opening of the Anglo-Saxon burial grounds at Sutton Hoo, it is hoped to run a regular ferry service again.

Yachting began in the 18th. Century with the Woodbridge Regatta running rowing and sailing races in 1838. In the last few years up to 2000 boats annually have moored at the Tide Mill Yacht Harbour, bringing around 6,000 visitors, many from abroad, to our Town. The boatyards along the River offer a range of boat related services from repairs, new construction and winter storage.

Claude Whisstock started Whisstocks Boatyard, the subject of our concern, in 1926, mainly building wooden boats. The last wooden hull was Callisto in 1983, then came the Aluminium hulls, of which the most recent were Redjack 1987 and Gitala 1988. The Recession saw large drops in orders and the boatyard was sold in 1991, sadly not to the boatbuilder who wished to continue building boats. However, in spite of difficulties, boat restoration is continuing to this day.

Because of the railway line, because of the acknowledgement of its special landscape qualities, the River frontage has escaped the unnecessary and damaging development that has marred the South Coast and have cut off many towns from their river as in Faversham in Kent. Do we want this to happen here?

### **The present Scheme:**

There was a scheme earlier in the year of 3 - 4 story residential buildings in 13 units and an office block. These buildings were to be in the form of a mock Georgian custom house surrounded by London dockland type Victorian Warehouses and a half-timbered Elizabethan 'merchant'

house, stuck on the end. They were to be built near to the edge of the footpath with berths for a few yachts reserved for the new residents.

The present scheme by way of variation proposes 15 residential units with 6 office/studios [!] in Kentish Oasthouses, still with the Victorian type warehouses and pseudo Elizabethan oversailed 'merchants' house.

Both applications were refused by Suffolk Coastal District Council for a variety of reasons. The main reasons were that the development would adversely affect the setting of adjacent listed buildings [the Tide Mill and Granary] and prevent employment in one of the last areas left in Woodbridge and for which Whisstocks is designated.

The introduction of luxury homes into this area 2 metres from the boundary with the neighbouring boat-building and associated businesses would result in calls from the householders to stop the noise. This would inexorably lead to activity being stopped and the business would fail. It doesn't take much imagination to see that much of the waterfront would come under pressure to maximise their assets and sell their business's for housing. You would have a dead waterfront, a ghetto of wealthy outsiders, like so many of the riverside towns elsewhere.

There have been claims by the Developers that boat-building on this site is dead. It is not, and one asks how well it has been marketed. Also they argue that there are too many boatyards along the river anyway. But there is evidence that a clutch of boatyards offering different services, with a pool of skilled sub-contractors create an area of choice and expertise and that Deben boatyards could be the first port of call for many customers.

There have been concerns expressed that this site is not suitable as an 'industrial' site

as it is presently zoned. 'Industrial' gives the impression of massive clanking machinery, causing noise and nuisance. But 'industries' continue here and in adjacent boatyards, quite happily co-existing with walkers, painters and the few residents surrounding them, providing a livelihood for many and creating the character of the place.

### **Alternatives**

For several years the RDA, the Town Council and other organisations and individuals have been looking at schemes that would bring some employment or variety to this part of the River. A heritage Maritime Museum with a restaurant in some guise or other, was costed and drawn up. Possibly a pub, other small river related businesses and perhaps some shops and a chandlery. Restoration of the Town Quay for the use of local people with some mud berths for visiting yachtsman would be a public service. There are many peripatetic wooden boatbuilders who need space to rent for work or restorations - indeed it is space for this work that is so much in need. All or any of these. The Developers say this is a wish list, that these schemes are not viable, but they occur all round the country and in Europe. Many things could be achieved if the site could be purchased or the landlord change his view.

In conclusion, the present plans look like Disneyland, they are naff, pretend buildings seeming to represent a past that didn't exist. OK they look nice to some people, but they prevent a future. They prevent an evolution of this special site that could reflect what people in Woodbridge and the many thousands of visitors who love the river want. Not 'a privileged view for a privileged few'.

The river, and the variety of activities it brings, is what makes Woodbridge the vibrant place it is and why people come to enjoy it and indeed why we do. This



proposal to build homes, almost inevitably second ones, will change our town for ever and sterilise it beyond redemption for if we lose this site many others will follow. Do you want sterility or activity?

Please think carefully of the significance of this proposed development and the implications for the future and **let us know your views. They are important. Please vote!!**

*Some of the historical information in this article has come from Robert Simper's excellent book 'The Deben River, an Enchanted Waterway', for which I am most grateful.*

## **THE WOODBRIDGE MARITIME HERITAGE TRUST**

Anthony Mason

The Woodbridge Maritime Heritage Trust was set up several years ago with the aim of acquiring the freehold of Whisstock's Boatyard and developing a maritime museum, including the building of a replica Sutton Hoo burial ship. Much background work was done which culminated in a bid for funding being submitted to The Millennium Commission, which was the only one of the National Lottery available to

We also had a meeting with the National Trust who at that time had no intention of building a replica ship on the Sutton Hoo site but gave verbal backing to the project. It was at this time that discussions about re-opening the ferry started.

This bid was unsuccessful, due mainly to their being very many more projects submitted than money available. However, the work done at that time, which not only included figures for building but also those for revenue and running costs could still be used as the basis for a similar project and

the document is in the public domain.

The building included in the document was very modern and may not have been acceptable to planners nor the local community but was the type of building that the Millennium Commission were looking for. It was only an idea which, apart from the museum included a riverside restaurant.

I still very much believe that this would be the best use for this site which would open it up for public use and encourage a few of the visitors across the river to visit Woodbridge and spend some money, which they are certainly not doing in any number at the moment.

*This completes the Whisstock's debate in this forum. Ed*

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## **Letters**

### **A Sighting**

Dear Editor - On 17th July we were just anchoring at the upper end of The Rocks when a bird, with a flight rather like an owl, flew down to the water's edge. When it landed we saw that it was like a small heron, pure white and just about half heron size. It came towards us, walking very like a heron, then skirted the boat on the shore while picking up things from the weed there. It took to the water again, having passed us. We guessed what it might be and confirmed it at home. It was described as very rare only seen as visitors and strays from continental Europe to appear occasionally on estuaries on the South and east Coasts in summer. We have not seen it since and never before - perhaps other people did?

Hamish and Lila Fraser.

Robert Simper had it about his cottage for a few days and for those who don't know what it might be I print the answer at the end of the magazine - Ed.

Hamish Fraser has had a Waldringfield base for 76 years from which he sailed his father's boat 'Vera' in holiday times from one of the oldest moorings in Waldringfield. He and Lila moved to 'Homewaters' in 1983 when he retired as a school master in London. Now they sail the Kestrel "Sally Brown", which they had built by Nunn Bros locally in 1965. They still sail during the season, though now no longer to neighboring rivers. The family now have a Punch and a Wayfarer. Both are life long members of The English Folk Dance and Song Society, and still dance weekly at Ipswich and Stowmarket. They also take a keen interest in Waldringfield Village Hall.

## Articles

### **An Artist's view of The Deben**

Your Committee has commissioned a series of views of the Deben from John Roberts. It is intended that each issue will have one bound as a centrefold. The Newsletter is offering a limited number of each print for sale to members, signed and numbered by the artist printed, on good Bristol board. The limited run is 100 and the price is £20, unframed and £35 in a simple black frame, of which £5 will go towards funds for improving the Newsletter. Regular subscribers may have the same No. on their prints. Please either write, 'phone or e-mail the Editor to reserve your print.

### **John writes:**

The River's blanket of water at high tide in the flattering light of a summer's day has inspired a wealth of beautiful riverscapes, and rightly so. More often though the darker side with scurrying cloud when the tide has retreated leaving a bare skeleton is what we are more familiar with. We can buy any number of the pretty, well known, views and I have painted the Tide Mill more times than I care to count, so this series of prints will present views you may not immediately recognise through the gritty texture and simplicity of pencil on paper which seem right to capture the more primeval moments that speak to us from earlier and simpler times. The view here is

from just below Wilford bridge, on the Sutton side, looking towards Woodbridge.

John Roberts has lived and worked in the Woodbridge area for 40 years. He trained in London as a fine artist and taught in Suffolk in the early years. Indeed it was this that led to the foundation of The Woodbridge Art Club. His current work covers graphics and photography as well as fine art and he can be found most of the time working with his photographer wife, Annette, at the Top Floor Studio next to The Riverside Theatre.

### **TOO MANY BOATS CHASING NOT ENOUGH WATER?**

David Copp

Once more this year the sometimes conflicting interests of those who moor their boats on the river and those whose boats travel on the river has been aired at great length. The owners of boats that are moored on the river are understandably disgruntled (or, to quote P G Wodehouse, very far from grunted) when they visit their boats and find that their boat has had a visitor who has left their mark on the topsides... or worse. Who to blame? Who will pay for any repair?

There is one easy target. It's those pesky racing dinghies who zip backwards and forwards through the moorings, daring each other to miss moored boats by a fraction of a millimetre. They must be the ones to blame. They are the ones we see on a weekend afternoon, and what is more they all belong to a club and we can along to the club to complain.

What one does not see is the yachts coming up the river 'out of hours'; maybe at night; maybe unfamiliar with the river, and the less experienced sailors who perhaps haven't yet got the bug to the extent of joining a club. Could they be causing any of this damage? Well, yes of course but we don't know who they are, so we can't do anything about it. What is undeniable is that moored yachts are getting bigger (both longer and fatter); racing dinghies are getting faster and the river is getting

narrower. There is less space and all the boating interests are moving in the direction of needing more space.

Can we do anything about it? The main cry from the yacht owners is "Please own up; tell us you had a collision with my boat, and we can probably sort it out amicably". The dinghy owners say "We are quite happy to do that, but how do we know who owns the yacht we have just met at closer quarters than we should have done?"

All the sailing clubs on the river have some form of incident reporting, so anybody who is in charge of a boat that collides with a moored boat must remember, when ashore, to report the fact of the collision to the nearest yacht club or to a boatyard or to a Harbourmaster, with their name and telephone number. And the owner of any moored boat which suffers unexpected damage should check with those organisations to find out if the incident has been reported.

We all need to work at our cooperation on the river. We have to remember that the river is a public highway, not a boat park and that an element of risk is associated with parking a boat alongside a busy fairway. We need to be honest and open with each other. There is no shame in owning up to a collision. Yacht owners are very understanding but they do need to be advised as soon as possible if damage has been done to their boat, and all those who travel on the river need to realise that, and owners of moored yachts need to be identifiable.

David Copp lives in Woodbridge and started sailing on the Deben, with his grandparents, when he was five years old. He is a partner in a firm of patent and trade mark attorneys at Martlesham Heath, and apart from being an RDA committee member is also a keen member of Waldringfield Sailing Club. He drives a sports car and sails the sailing equivalent, an RS400 dinghy.

## LIVING WITH THE NEIGHBOURS

Robert Simper.

I don't know why we English make such a big deal of the possibility of a White Christmas. I am sixty-four, have spent every Christmas of my life in England and never seen a White Christmas. Frankly I don't expect to see one now and the whole myth of an Xmas countryside with a covering of snow is a piece of folklore dating back to some distant time of hard winters. One thing I do know is, after a life in the countryside, that the old pagans who started this mid-winter jolly got the date spot on. Usually the Christmas week falls in rather a mild period and then, quite suddenly, in the New Year the cold weather starts seriously.

This hits our neighbours, the wading birds and wild fowl of the River Deben, very hard indeed. Theirs is a very fragile existence. Once, in the mid-1980s, we had only four days of freezing cold weather, but it killed thousands of small birds. To walk along the tideline after the big freeze was pathetic, the tide had washed dozens of little bodies ashore. One had a job to miss them when walking. The problem was that although the freeze had only lasted a few days, the ooze mud had frozen, thus cutting off their vital food supply. The falling temperatures did the rest.

This winter we had a week of hard weather in January, but temperatures did not fall all that low. We could see the waders out on the mud, feeding. All seemed well, but there was one near victim. Our Labrador Belle started barking as soon as it got light. We thought the deer had got into the garden again. She hates them and goes wild at the mere glimpse of these majestic animals. I peered out of window, expecting to see brown forms vanishing through the hedge. Instead I was looking at a very angry cob swan. He was sitting on our

lawn in a very bad temper. When I went out to see him it was pretty obvious the swan was exhausted, probably his food supply had been cut off. Up near Wilford Bridge, where there is plenty of fresh water coming down from the upper Deben, there had been sheets of ice. But down where we were the salt water had only just frozen at the very edges. Never the less it had been really bad news for this old cob. Rushing in doors I got some bread, my wife sympathised with my hasty action, but suggested I try porridge oats which were in plentiful supply at that point in our weekly shopping cycle. It did not matter, the cob was not interested in our bread, but he hissed even more because the ponies in our little meadow started reaching through to get the bread that he had left. For a few days the cob became one of the family, moving around the garden searching for the best grass to eat. This totally wild bird did not seem to be at all bother about us, so long as we kept about ten feet away from him. I suppose since he and his mate (where was she?) had spend much of the summer hanging around anchored yachts, hissing for free food hand outs, they looked on any human as being a possible food supply.

Most winters at least one seal comes into the river. Taking up residence on the flooded marshes behind Hemley Point and sallying forth out into the main tideway at high water for a feed of fish. The seals in the Deben don't seem threatened by humans. The only time they appear to have been threatened was by some young men on jet skis. Usually seals keep their distance from people, but keep popping up to see if some form of food might be coming from the funny shiny boats. I was taken aback the day I suddenly saw two miniature seals. Their heads kept bobbing up as they searched for food. Hold on, there is no such thing as a miniature seal. I don't know who was more surprised me, or the two otters. Even Belle stood totally still and then looked at me as much to say 'what on earth are these?'

It was over forty years since I had seen an otter in the Deben Valley and then it was not even alive. I found the last otter on our side of the river lying by a main drainage ditch with brains blown out. No doubt shot by one of the old style gamekeepers who destroyed any form of wild life that their masters could not shoot.

After this, and I am talking about the mid-sixties, I heard reports of a otter being seen around Kirton Creek. Then the trail went cold until around 2000 when I heard reports that otters had been seen swimming off Kyson Point, about three miles up river from us. I tried to find out whether otters had been introduced back to the River Deben. Eventually Richard Shooter of the Otter Trust told me he had been their Conservation Officer for seven years and never seen any of these shy animals in the wild. However it appears that sixteen years before the Trust had released a pair of otters at Minsmere, some thirty miles away. They knew that these otters had breed and moved down the coast. Also seven years before a pair had been released on the fresh water Deben and these would have breed and could have spread down to the tidal river. Since a male otter needs eighteen kilometres of river as his territory the whole fresh and tidal Deben probably only supported about two male otters. Richard Shooter told me 'it is difficult to find otters you very rarely see one and they are only in pairs.' I said I had, but obviously this was only slightly rarer than a White Christmas.

Robert Simper born at Blaxhall with Suffolk parents and has spent most of his life living within the sight and smell of the River Deben. He was very excited when he went on the river as a small boy in his uncles fishing boat just after the second world war. He learnt to sail on the River Deben, had his first mooring on the river in 1954 and has now had a mooring at Ramsholt longer than anyone else. He has owned and sailed a series of traditional work boats on the river since then. He has written thirty books and another one in the Suffolk coast is planned for this winter.

## TAILPIECE

# TAILPIECE

## THE RAINBOW AND THE LARK

God smiles on those who walk. This one started with the age old sailing conundrum of having a boat in one port and transport in another - in this case the two Ws on the Deben,

Chris and I had launched from Waldringfield and left the car in the car park. We cheated and used our little 2 hp outboard up the river to Woodbridge. The Deben was at its best; the best of a late summer afternoon that makes one realise how deeply privileged we all are to have it and in this case to be using the creation of great boatbuilders from an age when quality, beauty and manners mattered. The easy motion, the brisk pace, the call of birds and the gorgeous sky varnished the soul - but the sea has a wonderful habit of reminding one who is the true master. The Deben, the sea? Well yes for there is wind and tide and waves and in 13ft of open boat much can happen on even so minuscule a Neptune.

The wind had risen and we travelled up with it kicking a sea up behind us - but we needed to collect a little tender from Everson's with which to put our big tender (she had tended the needs of fine ladies to large yachts in her prime) on her mooring. Motoring back down from Woodbridge to the cut with the tender in tow, now with the last of the ebb knocked up by a fierce headwind, the engine stopped. From peace and control to sturm und drang in seconds as we blew ashore before we could ship the main oars. Punting off, rowing like fury, nearly falling in.... all of us who sail have been there. The last 50 yards pulling to the mooring nearly finished me.

Having made fast and tidied up we looked into the tank of the outboard - half-full! We put it on the dinghy, pulled the cord and went back to Everson's with Neptune shaking his finger to say "do not take me for granted". The car was still at Waldringfield but we had friends on the Ipswich Road who would be in for a quick lift. They weren't. We left our kit in their garden and discussed - taxi or walk. We decided to walk - a quick sum of some 4 miles at 4 1/2 miles an hour seemed attainable even at my age.

Just before coming into Waldringfield by the back road there is a short stretch between fields and a little valley where nothing except raw nature is seen. Chris said "this can not be bettered, can it?" We agreed as we rested my blisters - and then a little rain came and we stood under the lea of a hedge. "There should be a rainbow" we said and, surely, as we stood a rainbow formed. Not just the normal celestial miracle but a double bow, there in the field right in front of us with both ends almost within reach, gilding the trees they landed on.

The perfection built the inner bow developed a double set of colours and we watched in awe as that ancient message stood shimmering just beyond our reach. Then..... Then out of the cornfield rose a lark. He rose exactly in the centre of the bows and climbed, singing all the while, up through both bows till he hovered above the apogee of the outer trilling his fantastic song. Magic was there as we watched the glory of two such perfect manifestations.

Slowly, inevitably, the bows faded and the lark sank, hovering for a little over the inner bow but as surely as it faded he fluttered to earth and his song ceased. God had smiled but did the lark know that? Was he part of God's message of redemption or just, like us, caught up in the magic of the light?

A window had opened and there had been music while we had been part of His world of peace. The Deben had again worked its magic on the soul as it does in so many different ways - guarding its eternal values is a duty on all of us.

***The answer to the bird question is - A Little Egret.***

# VOTING SLIP

Please write a YES in whichever box suits your views and send the slip to:

Denzil Cowdry  
10 Ipswich Road  
WOODBIDGE  
Suffolk  
IP12 4BU

Do you approve of the Howard Homes Plan

Do you disapprove of the Howard Homes Plan

**RIVER DEBEN ASSOCIATION  
INCOME & EXPENDITURE ACCOUNT  
FOR THE YEAR ENDED 31 DECEMBER 2001**

<b><u>INCOME</u></b>	<b><u>2001</u></b>	<b><u>2000</u></b>
Subscriptions	1211	1524
Donations	88	162
Other Income	-	1005
Bank Interest	83	191
	1382	2882
<b><u>EXPENDITURE</u></b>		
Postage	205	114
Office services/stationary	122	190
Newsletters	472	572
Hire of hall/meeting room	70	60
Insurance	210	157
Projects/Bentwaters activity	-	1165
2001 Subscription to Alde & Ore Assoc.	5	15
Bank Interest charge	3	
	1087	2273
<b><u>Excess of income over expenditure</u></b>	295	609

**BALANCE SHEET AS AT 31 DECEMBER 2001**

<b><u>ASSETS</u></b>	<b><u>2001</u></b>	<b><u>2000</u></b>
Bank Accounts	11,289	10,984
<b><u>Liability</u></b>		
Advance subscriptions	66	56
<b><u>Net Assets</u></b>	11,223	10,928
<b><u>Accumulated fund</u></b>		
Balance brought forward	10,928	10,319
Excess of income for the year	295	609
Balance carried forward	11223	10,928

Mr. David Mace (Hon. Treasurer) 19 May 2002

I have examined the papers and vouchers of the Association for the years ended 31 December 2000 and 2001 and I confirm that the above Income and Expenditure Account and Balance Sheet are in accordance therewith.

T J Moorby, Chartered Accountant (Hon Auditor)  
Spinney Hill, Fitzgerald Road, Woodbridge 24 May 2002

# **ANNUAL PUBLIC MEETING**

Friday 8th November  
19.30hrs

WOODBIDGE COMMUNITY CENTRE

## **AGENDA**

1. Apologies for absence
2. Minutes of last meeting
3. Matters arising
4. Chairman's Report
5. Treasurer's Report
6. Any other business

***Break for refreshments***

***Speaker (to be announced)***



# WHISSTOCKS BOAT YARD



## RIVER DEBEN ASSOCIATION OFFICERS AND COMMITTEE

<b>Chairman</b>	Denzil Cowdry	St. Edmundsbury, 10 Ipswich Road, Woodbridge. IP12 4BU	01394 383625	fay.den@talk21.com
<b>Vice Chairman</b>	David Copp	The Mount, Pynes Road, Woodbridge IP12 1ET	01394 382531	davidcopp@hotmail.com
<b>Treasurer</b>	Chris Brown	4 June Avenue, Ipswich. IP1 4LT	01473 259674	cbrown3323@aol.com
<b>Secretary</b>	Wendy Brown	4 June Avenue, Ipswich. IP1 4LT	01473 259674	cbrown3323@aol.com
<b>Press Secretary</b>	Rosemary Schlee	Deben Lodge, Melton Road, Woodbridge. IP12 1NH	01394 382740	
<b>Newsletter Editor</b>	Mike Burn	Grove Farm House, Little Bealings, Woodbridge IP13 6LT	01473 626549	m@ghouseparty.co.uk
<b>Felixstowe Ferry</b>	David White	6 Coniston Close, Felixstowe, IP11 9SW	01394 283972	
<b>History</b>	Robert Simper	Sluice Cottage, Ramsholt, Woodbridge IP12 3AD	01394 411273	
<b>Rowing</b>	Paul Lacey	4 The Granary, Tidemill Way, Woodbridge IP12 1BY	01394 386481	
<b>Litter</b>	Jo Masters	Hill House, Sutton Road, Bromeswell IP12 3DL	01394 383825	
<b>Wildfowlers</b>	Adrian Judge	29 Bredfield Street, Woodbridge IP12 4NH	01394 383350	rosemary.judge@virgin.net
<b>SCDC Liaison</b>	Anni Healey	Jesters, 7 A Burkitt Road, Woodbridge IP12 4JJ	01394 382291	
<b>Water Ski</b>	Wayne Johnson	10 Hunters Ride, Mariesham Heath IP5 3SO	01473 410341	wayne@eswsc.co.uk
	Anthony Mason	1 Hemley Hall Cottages, Hemley, Woodbridge IP12 4OF	01473 736740	anthonymason-uk@yahoo.co.uk
	John Walker	Meadow Cottage, Lodge Road, Great Bealings, Woodbridge IP13 6NW	01394 384276	
	George Rufford	High Trees, Lower Street, Great Bealings, Woodbridge IP13 6NL	01473 735516	gwr@lowerstreet.isnet.co.uk

Dear Member, This note is to set right two printer's errors. The list of Officer's was missed off the front Page and due to an unfortunate pagination problem the title to Anni Healey's article opposing the Howard Homes proposal was detached from the text which resulted in a few people thinking that she was supporting the proposal. Please accept our apologies for these errors. I should say also that those wishing to order prints should make their cheques out to the River Deben Association. The Editor.

## MESSAGE FROM THE CHAIRMAN

The Public Enquiry on the proposal to build houses on the Whisstocks site is causing your Committee a lot of work. Not the least difficulty is to give fair expression to the minority of members who support the Howard Homes plan. We have lodged a letter of objection and entered a bid for me to address the Inspector. My case rests on the shortage of central sites along the sea-wall for appropriate buildings to house maritime attractions for visitors - that is if yacht building and maintenance are as dead as the proposers claim - yet the number of boats on our river increases every year and the marinas and yards are full and this site has always had the best facilities of all.

Many members have asked me how they can act individually. A demonstration and a petition have been suggested. We will certainly have a protest list to sign at the Open Meeting on 8th November would you please read the arguments for and against in the Newsletter and return the slip to me. Write x2 or other number if you are a family.

Technically, the date for submissions to the Inspector expires 9 weeks before the enquiry. However, you can still write to him briefly quoting WHISSTOCKS, WOODBRIDGE. APP/J3530/A/021091270 and E/0021091336, at Planning Inspectorate, Room 3/08A, Kite Wing, Temple Quay Hoose, 2 The Square, Temple Quay, BRISTOL BS1 6PN. If he receives a large number of letters he will be alerted to public feeling. Alternatively, you can e-mail Suffolk Coastal District Council on [p&i.director@suffdkcoastal.gov.uk](mailto:p&i.director@suffdkcoastal.gov.uk) for attention Mrs Scrivener.

Finally, I am advised that the most productive action is to attend all or part of the enquiry, probably lasting 3 days, and starting at 10am on 19th November in the Council Chamber. Wear something green so that we can recognise you and the Inspector gets your message!

## OPEN MEETING

Remember to attend the Annual Public Meeting on Friday 8th November in WOODBRIDGE COMMUNITY CENTRE at 1930 hrs. The Speaker will be JOHNATHAN DURRANT on "BOAT BUILDING IN ANGLO-SAXON TIMES".