

CHURCHGATE AREA ASSOCIATION

Established 2002

NEWSLETTER

No. 82

CHRISTMAS 2025

Norman Tower by Kim Whittingham
<http://www.kimwhittingham.co.uk>

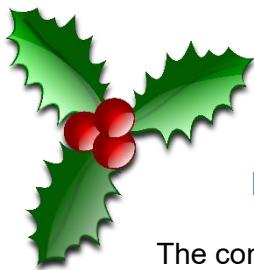
<https://www.churchgateassoc.org.uk>

The Association promotes the interests of all residents, businesses, and property owners, not only in Churchgate Street, but also in the general area of all those streets that lead directly off it.

Editor: Jennifer Baker. For future articles and news, pictures of your cats, etc please send your copy by email to Jennifer, newsletter@caa-bse.org.uk

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Happy Christmas

The committee would like to wish all our residents a most wonderful and happy Christmas and best wishes for the New Year.

Membership reminder: Subscriptions due

Thank you if you have renewed your membership.

If you have yet to do so, membership is only £5 per person for a year and entitles you to attend our very popular social evening in April, and the AGM, both with interesting speakers and free refreshments. It's very good value.

Are you a Member? Would you like to join? Membership is open to all businesses and residents who live in, own or rent property in the streets shown on the map below.



The more members we have, the more power the CAA can exert when making

representations on behalf of residents and businesses.

You can pay by cash or cheque (payable to Churchgate Area Association) to the Membership Secretary, Sue Worsfold 52 College Street IP33 1NL or email Sue at membership@caa-bse.org.uk

To reduce administration, could you please help us by paying via Standing Order for your annual membership. You can set this up directly by instructing your bank online or in branch:

Set up a Standing Order with your bank:

Please pay the account of Churchgate Area Association held with Barclays Bank, sort code 20-16-12, account number 50100951 the sum of: £____ (minimum £5 per member).

Date of first payment: on the _____ day of _____ 20____

and thereafter the same sum annually on 1st of October until further notice.

Many thanks in advance.
Sue Worsfold, CAA Membership

Keeping us updated

We would greatly appreciate it if you could notify us of any changes to your contact information. For instance, change of email, moving home, or, in some tragic situations, losing a loved one. Please email Sue, membership@caa-bse.org.uk to keep us updated.

If you're not on email, please don't worry we will ensure you're kept updated with general news and other, by posting through your door all communications.

Speakers wanted for CAA Socials

Do you have an idea for a topic and/or speaker for our twice a year social (April and October)?

We would welcome your ideas and recommendation of speakers, please email Cathy, info@caa-bse.org.uk

Greene King Developments

A key focus for the CAA over the coming years will be the Greene King redevelopments, which will be the biggest issue impacting our residents and significantly affecting the town and its medieval grid. Our aim is for the GK developments to have a positive outcome for residents within the grid, while acknowledging that GK must ensure commercial viability.

We need to ensure the CAA's voice is heard by GK, the Council, and other authorities, representing valid concerns of our residents as well as protecting the historic nature of the medieval grid.

Given the project's scale and duration, the CAA has formed a small sub-committee to co-ordinate a proactive approach in liaising with GK, the Bury Society, the Council, and other relevant authorities. This ensures we represent residents' concerns while fostering a positive relationship with GK, developers, the Council, and others.

The sub-committee members are Colin Pedrick, Simon Baker, David Miles, and Paget Fulcher. A point of contact for this group will be confirmed and advised shortly.

Next Steps by Greene King:

Following the Greene King exhibition and community engagement last month, the next stages are to review all feedback received to help inform the ongoing design process. All feedback will be recorded in an engagement summary report which will be uploaded to the project website later this year. All feedback will also be included in a Statement of Community Engagement which will be submitted to West Suffolk Council as part of the masterplan application.

GK will share the masterplan with the community in 2026 to gather feedback on the proposals and to show how further input has been integrated before submitting the masterplan to West Suffolk Council.

After they have engaged with the community they will prepare to submit the Masterplan Framework Report to West Suffolk Council.

The project website will be updated to publicise the event dates in due course <https://www.greeneckingconsultation.co.uk/>

Black Waste Bin

The West Suffolk Council waste bin on the corner of Whiting Street and College Lane has been removed. Many of our members complained to Vivien about this, who contacted Andrew Harvey, head of Waste Management for West Suffolk Council, who replied:



'We had to remove the bin as it was damaged; it was apparently being used more for the disposal of household waste'

than for litter, so we have delayed replacing it at the moment.'

Please could you all make sure that no household waste is put in our street bins as we wouldn't want to lose any more.

If you do have excess waste here is the link for the recycling centre, where you can book a time slot same day, or as needed.

<https://www.suffolkrecycling.org.uk/recycling-centres/booking-a-recycling-centre-time-slot>

If you need to **recycle large or bulky items** the council will collect for you for £55:

<https://www.westsuffolk.gov.uk/bins/bulky-items.cfm>

- The **British Heart Foundation** offer a **free collection service** -
<https://www.bhf.org.uk/shop/donating-goods/book-furniture-collection-near-me>
- **St Nicholas Hospice** also offer a **free collection service**
<https://stnicholashospice.org.uk/how-you-can-help/our-shops/donate-to-our-shops/> or call 01284 766133



Residents Parking – Zone D

The CAA has been campaigning for additional resident parking bays in Zone D since 2009.

In 2021 a Traffic Regulation Order was confirmed approving 30 new spaces.

Various legal problems held up progress; however we have received recent confirmation the scheme is with the contractor for pricing and programming, and our contact at Highways is chasing it up.

We've been told it should not be long now...

Charity Collection

For the last few years, we have set some space in our office aside for a charity collection point for the Bury drop-in and the Bridge Community Church grocery store. Each year it has been bigger and better than the one before, and we know that many of the Churchgate residents faithfully come into our office each year to donate. It would be wonderful if we could collect even more this year for such deserving charities.

Andrew Mortimer



A Singaporean Tale by resident Jackie Griffin

If there's one thing guaranteed to threaten a marriage, it's spouse teaching spouse to drive. Taken a step further, it's spouse teaching spouse to fly. That's how, in the early '70s, I found myself at the controls of a light aircraft, creeping low over the Straits of Johore on a Singapore night, heading for a makeshift runway of kerosene flares and being shouted at by my husband. Worse than that, I couldn't throw the keys at him and jump out.

We'd moved there when my husband, a Fleet Air Arm pilot, was posted to the Royal Marine base as a maintenance test pilot and joined the Singapore Flying Club for relaxation.



Jacqueline inspecting the Chipmunk

With the flying ability of an ostrich, I turned up at the club, after undergoing a thorough medical. My instructor, a jolly Swiss aircraft engineer, Rudi Frey, introduced me to a high-winged single-engine Cessna 172.

My first attempts at taxiing were slightly drunken but we reached the end of the runway without mishap. The club was situated at what was then the main international airport, Paya Lebar, alongside the Straits of Johore. Rudi climbed the aircraft to a safe height before allowing me to take the controls.

It was my fourth lesson before I was allowed to take off and land. To cram as

many as possible into a session we flew circuits round the airfield – "circuits and bumps". It was some time before the bumps weren't preceded by an "I have control". One day Rudi taxied the aircraft to the dispersal, got out, patted me on the back and told me to fly a circuit and pick him up. Ten minutes and, although I say it, the best landing of my life later I was back on the runway and in such a state of euphoria I forgot to turn off. I'd almost reached Johore Baru before I heard the controller's voice in my headphones insisting that I "Expedite immediately".

Before progressing further there were exams to pass. For someone who failed 'O' level math's, it was a surprise to find I could handle a circular slide rule to plot my course mid-air in case of changes. There was Air Law, the airborne Highway Code; a technical knowledge test called Engines; Meteorology and a Radio Telephony Licence which included the phonetic alphabet and a written and oral test by a Chinese air traffic controller who delighted in making fun of my RP accent.



By now I'd changed to the delightful Beatle Pup 150 plane which was aerobatic. One day my instructor told me that we were going spinning, explaining that if I knew what made an aircraft spin and practiced this in controlled circumstances at a safe height, I was less likely to do it accidentally.

After a non-messy breakfast, we fastened our harnesses and climbed to 6,000 feet. By the time we'd reached it and looked around for other aircraft, I was contemplating getting out. Rudi talked us into a demonstration spin by raising the nose and smoothly applying full rudder in one direction. The nose slid sideways, and we rolled over very quickly. The nose slid below the horizon, and we experienced a

steady corkscrew motion which looked as if the aircraft was standing still and the earth was rotating below our nose.

When it was my turn, my instinct was to pull the stick back to raise the nose and try to stop the roll with sideways stick. I'm glad he made me do it his way because his worked, mine wouldn't have.

To qualify for the Private Pilot's Licence necessitated two cross countries - one short, one long. One took me a short way up the East Coast of Malaysia, and back across the Straits. The longer one caused me considerable anxiety. The route was up the East Coast where I was to land and take off from a small airfield in a jungle clearing, across to the West Coast and another landing and take-off and back to Paya Lebar. It was essential to trust one's flight plan, but it was natural occasionally to doubt it. On my way back to Paya Lebar I'd planned to make use of the west coast to help guide me home. Silly mistake. I found myself surrounded by a heat haze but just as I was about to question my flight plan a shaft of sunlight broke through the haze and lit up a small jewel-like reservoir on the side of a small mountain. I was where I should have been and at the right time.

Whenever we were obliged to fly over primary jungle and virgin rain forest we were required to carry a survival kit - a first aid kit, a rope to let oneself down if you landed in the jungle canopy, water purifying tablets and a knife. I never had reason to use them.

Returning to the UK I was only able to keep up my licence for three years, flying at Blackbushe Airport near Basingstoke. The club had a Beagle Pup 100, less well maintained than the Singapore one, and on my first and very nervous first solo there my door flew open on take-off and the papers strapped to my knee - flight plan, map - were sucked out of the door. With the door waving around like a spare aileron I completed the circuit with difficulty and

landed to discover the airport's fire truck waiting for me, although I hadn't declared Mayday.

Back here my days of flying up country to rubber plantations for banyans were over and I was lucky if I could afford to encircle Basingstoke Railway Station. Surrounded by the Heathrow Zone, Farnborough experimental aircraft, Lasham Gliders and Odiham military helicopters made it more fraught than fun for me, although I did take a trip to the Needles on the Isle of Wight and, with my husband, in a friend's Cessna 172 over a semi-frozen Niagara Falls on a visit to Canada.

In London I attended meetings of the British Women Pilot's Association where I was privileged to meet women I consider real pilots, those brave women who ferried aircraft across the world during World War Two, freeing up the men for combat missions. Now there are some stories to be told

Dog Rescue by resident Hannah George



You may have bumped into my husband and me and our pack of misfits on the grid, often in a tangle of leads! We moved here four years ago, and despite the ruckus we tend to create, we've been made to feel incredibly welcome.

Our pack is ever-changing, including at least one foster dog. At its heart are Pogi and Spike. Spike joined us from Romania three years ago. During lockdown I found myself drawn into the heartbreaking situation facing dogs in Eastern Europe. An estimated 600,000 stray dogs are currently living on the streets in Romania. Since

lockdown I've been supporting two UK based charities who, like most smaller animal charities, are completely volunteer run. Safe Rescue for Dogs UK and The Responsible Dog Rescue. I also support Romanian shelters with medicines, volunteering and neutering programs. I have visited Botosani public shelter in Romania twice to help the local volunteers with the daily task of caring for the 800 plus dogs they house. Scenes at the shelter are devastating. Safe Rescue UK transports a very limited number from the shelter every year, the dogs are all neutered and undergo rigorous tests and vaccinations before they travel to the UK. I'm currently fostering Danuta via Safe Rescue and like Spike she has blossomed into an affectionate and loving pet.

The crisis extends to the UK, where over 38,000 dogs were abandoned or surrendered in 2023, with shelters struggling to cope. You can help by fostering, volunteering, donating, adopting, or simply sharing information online - every action makes a difference.

For more information or to get involved, please contact hannah@oriolo.co.uk.

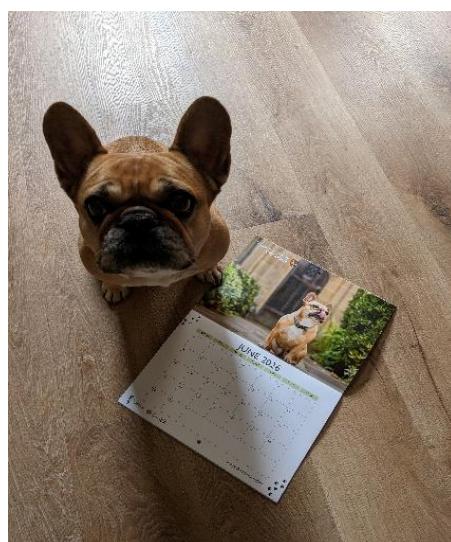


Save the Date - Spring Social 2026

Date for your Diary – Friday April 17th, 2026, 7pm at the UMH Churchgate Street.

Social with wine and nibbles. Come along and meet up with friends and neighbours across the grid.

Guest Speaker topic will be “*From Ballet to Broadway to Bury*”



*Poppy of College Street
She is pictured with 2026 Dogs of At
Edmundsbury Cathedral calendar (she
is Miss June) that is now on sale in the
cathedral shop.*

YOUR COMMITTEE 2024-25

Chairman	Jennifer Baker, 40 Crown Street chairmancaabse@gmail.com
Secretary	Cathy Friel, 42 Crown Street
Treasurer	David Flowerday, The Manor House, Honey Hill
Membership	Sue Worsfold, 52 College Street membership@caa-bse.org.uk
Planning	Brian Jones, 8 Hatter Street
Licensing	Cathy Friel, 42 Crown Street
Traffic and Parking	Paget Fulcher, 7a Bridewell Lane
Air Quality	Geoffrey House, 8 William Barnaby Yard
Newsletter	Jennifer Baker, 40 Crown Street, newslettercaabse@gmail.com If you would like an article or news item in the Spring issue, please email Jennifer with your copy by February 20th
Website	Nick Law, 35 Guildhall Street
General Enquiries	info@caa-bse.org.uk

Other useful Contacts

Police	PC Timothy Bond	timothy.bond@suffolk.police.uk
	Timothy is the beat officer for the medieval grid area, and his role is to engage with the public, listen to them and try to resolve the issues that they face. He says, "we cannot solve everything, but we may be able to make things better". He has a little more time than the response officers for the town so if he can help and support us with any issues that our members of the grid face then please do let him know.	
West Suffolk Council Anything to do with Abbeygate Ward	Cllr Jo Rayner	hello@joannarayner.co.uk
	Cllr Julia Wakelam	Julia.wakelam@westsuffolk.gov.uk