

Isle of Wight Society Newsletter

November 2015

Issue No. 118

The Brannon Engravings Exhibition

For the last week of October 2015 the public was able to see a collection of almost 200 engravings by the Brannon family published as Vectis Scenery. This collection belongs to an Isle of Wight Society member, Ken Hicks, and is the result of many years collecting. He wishes the prints to be seen by as many people as possible on the Island as they are a valuable historical and artistic resource for us. Whippingham Church – George Brannon

Vectis Scenery was published yearly from 1821 to 1860 by George Brannon, with some later versions by his sons Alfred and Philip. Views from all around the Island were depicted, with the engraver adding new houses or buildings to his engraving as they were constructed. Thus the collection shows the development of Island towns, the rebuilding of Ryde Pier, consecutive owners of stately mansions and much more.

For instance, in 1844 George engraved the “old” Osborne House, which Queen Victoria and Prince Albert rented for a year, with the caption “the summer residence of Her Majesty.” Subsequent engravings show the house completely rebuilt.

Ryde Pier is shown as a hive of activity. Sailing packets leave for Portsmouth, and early steam boats sometimes tow a horse barge behind them. The barge was just large enough for a single carriage and pair of horses, or possibly four horses, with their groom to hold the horses’ heads. From other written sources of the 1860s we know that often the owner’s children and their nannie would be seated in the carriage, which could be very frightening if the horses were scared and started rearing and plunging about when rough water was encountered.

The fine detail of the engravings is amazing, and Ken shows this vividly in a DVD that was started when the collection was last shown at Brading and finished in 2015. The DVD, costing £10, is available from the County Press shop and various Heritage Centres around the Island.

Ken Hicks has arranged for this collection to be held by the Isle of Wight College for the next ten years, with the intention that the engravings can be exhibited there annually. Sets of prints local to a specific area will be loaned out for short smaller exhibitions, say at Ventnor or Bembridge Heritage Centres. The college is supplying storage facilities, and considerable fundraising has almost covered the insurance and legal fees that have been incurred.

George Brannon published 10 guidebooks to the Island in total, so you may have seen other engravings than those produced for Vectis Scenery. The books are a

very valuable resource for the Island historian, and are often fun to read. If you see an intact book, buy it if you can!

If you would like details of borrowing some of the prints for an exhibition, contact the Curator of the Brannon Collection, Bev Vaughan, at the Isle of Wight College.

Revolution, Evolution, Devolution, Resolution.

The wheels on the bus of local government are turning but by no means have reached full circle. Who or what is driving the bus, and who or what are the brakes? Where will the changes of Devolution take the Island?

Our special island has a special history when it comes to management of local affairs and it is becoming more complex and problematic with each change in management.

Most of us are passengers on the bus – not really bothered by the route, and leaving it to a few to drive. Most of us do not want to be involved but those who are exhibit personal politics which act as brakes to the way forward despite calls to put such thing aside for the benefit of the Island.

That's one reason for a flat tyre.

The other major one is that there is not enough fuel. This is made up of taxes and grants being pumped into the machine. This is happening to County Councils throughout Britain and the Government has announced that there are more reductions to come. Here the island is at a greater disadvantage than others because it is a Unitary Authority. It was created one in the 1990s because it seemed sensible to be one. This gave it the powers and functions which were split in in other counties. The date is important because it was before the financial crash. We now need to devolve our responsibilities to be able to spend the money where it needs to be spent.

Local government evolved in Victorian days from a need to rationalise the many bodies providing a structure to society. Town and Parish Councils were formalised. The Local Government Act of 1894 removed the secular duties from the Vestry Committees which had had their origins in the feudal system. The chief needs at that time were for the care of the poor and the upkeep of the roads. This is still the case. Now it is called Social Services and Transport Infrastructure. The 1972 Act reaffirmed that Parish Councils cannot do anything outside their statutory duties while the Localism Act of 2011 placed an emphasis on neighbourhood involvement in the decision making processes.

Parish Councils have already passed and will be passing resolutions to take over, or not, the museums, playgrounds, toilets, libraries, tourist attractions, car parks, grass cutting, community projects and other things that are associated with the Island Council. Many can be achieved cheaper and are already proving a benefit to us. But its not over yet.

What will happen when the Council can finally do no more? Will we still be left with statutory responsibilities? Will we still pay for Island Councillors? Will we

see an end to the Ward Councillor stereotype as retired resident who knows little in depth about the issues they control? The evolution goes on but we still live in a very beautiful place, with incredible social and political history.

Helena Hewston

Piping out the tune at Sandown Church of England School

from Colin Arnold

Mr. Buckley, the new head-master at Sandown C. of E. School brought sweeping changes with him. His enthusiasm for music was boundless. School choir practise was rigorous, especially prior to the Ryde Music Festival and was conducted by him, with songs like Drake's Drum and The Oak and the Ash. We listened to the BBC's radio programme Singing Together and at our music period, Mr. Buckley would pound dramatically on the piano, as we sang along.

I also remember singing on the stage with our class, at Sandown Pavilion, as part of a special concert. Our time came to sing and then we had to stay seated and remain silent, while a group of ladies played chamber music in front of us. It amused us to watch these elderly ladies sitting and spreading out their thin legs to play their base violins (cellos), instruments that were supported by individual pointed rods at the floor, while other ladies played their standard violins and violas.

Mr. Buckley's ultimate achievement was establishing the school orchestra. First came the bamboo pipes, which were made by the boys but built and finely tuned to the headmaster's instructions. These instruments comprised: a large number of treble pipes, a small number of altos, two very long bass pipes and a solitary descant pipe.

The headmaster encouraged others, mostly girls, to purchase violins and violas and take lessons, so that, ultimately a full band accompaniment was available at assembly time.

Pipe band members were recruited personally by Mr. Buckley. He would smile, his nostrils flaring with enthusiasm and approach the prospective candidate with, "I am sure you'd love to play the bamboo pipes, wouldn't you?" This was followed up by his, "Yes! We'll see you later at band practise, in the church hall."

It was in just such a manner that I was roped in and started to practise piped notes in the adjacent canteen, until I became competent to play in the bamboo-pipe band. Some prospective candidates, like my pal, Ralph Hinks, failed the audition period. It was unnecessary to learn to read music, as we made do with the doh ray me keyboard text for notes.

We played all the hymns for assembly, as well as other popular pieces for other occasions. Our high standard was established and maintained by the headmaster, who acted as conductor, coach and critic. The alto pipers got some stick at practise sessions as did the two double bass pipers, Keith Richardson and Mike Catlin. The bass sound had to be spot on, or it would be very noticeable to listening

ears. The bass players were, therefore, lambasted with critical encouragement, until they were weary, but note perfect. So! I had been accepted and played in the pipe band on a regular basis.

Some time later, when David Woodhouse, who had played the descant pipe since the band started, left the school, and I was co-opted to take over from him. This pipe was so small, that you could hardly move your fingers, to find the notes. It was important to hit the right notes, as there was only one descant pipe. I must have played reasonably well, as I was never criticised by the headmaster.

However, at some later stage, my pipe playing did cause comment. Apparently, since my very first practise and forever after, I had been playing left-handed, that is with my right hand near the mouthpiece and left hand on the furthest stops i.e. The wrong way round.

“That’s a great shame,” commented the headmaster. “If you ever wanted to play another instrument, such as the clarinet, you would find it difficult to adapt.” As it happened, my interest in the arts became fixed on pictorial art and creative writing and I never attempted to train up for any other musical instrument.

The Red Funnel Terminal expansion plan –misguidedly described as “Regeneration.”

from Sarah Burdett

The East Cowes Group of the Isle of Wight Society have been very much concerned in the discussions with Red Funnel over the last 18 months. In June of last year, 2014, the CEO, Kevin George, told the Chairman publicly in answer to a direct question that Red Funnel had approached the owners of the properties in Dover Road with a view to buying their properties for demolition to enlarge the marshalling area.

This was a lie. However the Isle of Wight Society started considering the traffic arrangements proposed by Red Funnel in the light of his statement. In December 2014 when the Red Funnel plans were published the owners in Dover Road were horrified to learn their properties were to be demolished.

Since then the Isle of Wight Society have been wary of any statement by Red Funnel, but continued to attend consultation exercises. The hybrid Planning Application for the extension of the marshalling area and redevelopment of the Trinity Wharf area was published in September 2015, and contained many omissions which were noticed by ourselves and Public bodies such as Highways and the Environment agency. East Cowes Town Council were advised that the perimeter of the planning application did not extend far enough to cover the road works necessary to enable the entrance and exit of ferry traffic, and asked for this to be changed. Spaces for 29 drop trailer units will take up the central area, turning East Cowes into a freight traffic terminal.

We noted, among other things, that photo montages showing the proposed development were missing from the application. Empty spaces were left on the

appropriate pages. These have subsequently been added to the application, and are very misleading.

Where buildings of 19 metres height are shown on the plans for Trinity Wharf, some depicted are hardly higher than the existing 10 metre old Buoy Store. Given that architects allow 3 metres per storey, 19 metres equates to 6 storeys. The tallest building shown is four storeys high.

The uninitiated person will look at the photo montages and may feel that they are acceptable. They do not show the true state of affairs as described in the planning application. The Isle of Wight Society will continue to object to such massive structures towering over the riverside and dwarfing the existing residences and businesses in East Cowes.

While we want regeneration of East Cowes, the buildings must blend with those existing. At present the plans are being devised to suit any developer who wants to make the most money he can from riverside development, at the expense of the people of East Cowes.

We understand that Public money, from the SLEP funding, is to be given to Red Funnel to purchase Trinity Wharf, so that they can sell it off to the highest bidder for the towering blocks. Is this right?

As I write we await further additions to the Red Funnel planning application to comply with the public authorities, so keep looking for these additions at the bottom of the application – TCP/32391 – and voice your opinions.

An alternative solution for Red Funnel's needs in East Cowes.

A personal comment from David Burdett

Red Funnel are making careful plans to be able to expand to meet future demands on cross-Solent transport. House building on the island is due to continue at an average of 550 new homes every year for the next ten years. The IW Council are eager to see an increase in the number of tourists visiting the island either on day trips, or better, staying for holidays.

An opportunity has arisen for Red Funnel to move to a new location offering a larger terminal and marshalling area in Southampton. It makes sense to have equal capacity at both ends of the ferry route. However there appears to be a considerable level of objection to the current application for an enlarged ferry terminal amongst the residents of East Cowes. Unfortunately there is a conflict for the space available in East Cowes between supporting the transport or the marine manufacturing industries.

Approval of the present application for enlargement of the terminal in East Cowes may only be a stop-gap solution. The demand for housing on the Island may be greater than the 550 new dwellings a year, we may find that in ten years time we shall be in a similar situation regarding transport as we are today.

To resolve the problem I feel that there needs to be some thinking about the

wider principles. One in particular is the assumption that a ferry marshalling yard has to be next to the ferry terminal. If one is prepared to question this necessity other options can be considered.

I would like to suggest that Red Funnel should discuss with the IW Council the purchase of Crossways Field on the Whippingham Road next to Queensgate School. The income for the IW Council from the sale of this field could be used to purchase a replacement Floating Bridge. This field would give Red Funnel more than sufficient space, not only for two ferry-loads of traffic, but also a larger parking area for drop trailers and parking space for commuters for the high speed pedestrian catamaran. There would be sufficient land for an effective visual and noise buffer between the marshalling area and the neighbouring residential area. The pedestrians should be provided with a park-and-ride service to take them to the terminal.

A proposal several years ago by Red Funnel and Wightlink to convert the two fields located next to the Racecourse at the roundabout near the crematorium into a drop trailer marshalling area was rejected by local residents as having too much impact in a rural area. With the development of the Hawthorn Estate, the southern boundary of East Cowes has moved south to encompass Crossways Field so that it is now within the town boundary.

With modern communications it should be a simple matter for Red Funnel to convoy a ferry load of vehicles down to the terminal as the inbound ferry approaches. The precedent has already been set with Beatrice Avenue being turned into a temporary marshalling area at the end of the annual Music Festival and Bestival. This would mean that Red Funnel will not require more land in the centre of town, possibly less, thereby allowing the industrial units to continue operating as they do now. It would also avoid the need for so much redesigning of the traffic flows that are currently causing concern amongst residents and local businesses. The separation of the traffic to the two ferry services and the provision for a traffic interchange could still go ahead through the Solent Gateway project.

The planning application for the above should be a detailed one concerning only the new arrangements for Red Funnel traffic. This would avoid the need for a hybrid application, as at present it concerning several commentators on the current application. This would allow Red Funnel to deal separately with the land in the centre of town that they own but do not intend to use. Crossways field as agricultural land will have less value than land at the centre of East Cowes. It is possible that the purchase of the field and the sale of the company's land acquired from HCA would produce a return to fund part of Crossways' development. It would also avoid the need for the Council to become involved in a compulsory purchase order for the properties in Dover Road that also is causing concern in the community.

If Crossways Field is larger than Red Funnel would require for their future expansion, that part of the field bordering Beatrice Avenue could be declared a Community Asset for a Trust to develop to meet local needs such as library,

children's services and sporting facilities. The community would have access to these through the park-and-ride service between Crossways and the town centre.

Should this suggestion be taken up, I feel that it will avoid the situation where the IoW Council approves an enlarged marshalling area in the centre of East Cowes and sends a message across the nation that the tourism industry is more important to them than the marine manufacturing industry. The island needs apprenticeships for our youth and jobs for the workforce and all decision making should be based on this goal.

Comments from the Chair

from Helena Hewston

Besides it being autumn, and seasonal preparations starting for another year in the garden, winter and projects, it is also a time for newsletters and reviews. There is plenty for the Isle of Wight Society to prepare for, anticipate and react to in the coming months.

I see the meetings we attend are rather like an egg timer with all the comments funnelling through a tiny point in order for actions to formulate into a pyramid of achievement.

The Planning Department of the Isle of Wight Council continues to change with a clearer vision of what needs to be done to provide a service. I have had two meetings with Paul Fuller, where the issues of Enforcement, the applications of conditions on planning proposals and the future of the Island Council have been discussed. Generally it is felt that training, of town, parish and ward councillors, is necessary; that our MP could be more supportive of the Island; that more liaison is needed on the Red Funnel plans with the knock-on changes that will occur in East Cowes

Recently I attended the Best Kept Village Awards ceremony where I could see that there are other organisations that have a similar ethos to ours. Their committee is looking for judges. Perhaps there are some among us who could volunteer for this rather pleasant task.

Our awards ceremony in 2016 will be at The Royal Yacht Squadron on May 20th.

The Annual General Meeting is on May 8th. Suggestions for a suitable venue and annual luncheon can be made to any of the committee.

I have made two unsuccessful attempts at membership promotion. Next year needs to be different and I apologise to anyone who was prepared to join me in this venture.

The East Cowes Heritage Centre building has changed hands but our "home" is secure. The centre continues to provide a real service so many thanks to all involved.

I understand that there is a strong possibility that archive material relating to Samuel Pepys is to come to the Island. History buffs among us might like to note

this. I also gather that the collection of Island bricks and related material may be moved from Osborne House to another site in the area. It is still at the top of the egg timer.

At the bottom in its little pyramid is the Society's promotional leaflet. Thanks to those committee members who have achieved a colourful, appropriate and informative result.

Also continuing in the background are our entries in the County Press, our review and comments of planning applications, the web-site, and our representations on other organisations.

Long may it continue.

Seasons Greetings. Please keep in Touch.

What hope is there for the Isle of Wight?

More thoughts on future trends by D. Burdett

The Isle of Wight Council will have to approve the planning application submitted by Red Funnel for the enlargement of their marshalling yard and terminal at East Cowes. For forty years the mismanagement of our councillors has meant that there are no funds available to provide a replacement Floating Bridge. The Red Funnel a this money will go towards a replacement Floating Bridge, thereby relieving the Council of correcting their long-term mistake. The enlargement of the ferry terminal flies in the face of the aim of SLEP to improve marine industry in the Solent as waterfront property currently being used for marine industry in East Cowes will become part of the new marshalling area. This area has been rated by SLEP themselves as one of the most valuable marine industry sites in the Solent.

This set of circumstances is an example of the long line of planning mistakes made by Island councils of all persuasions over many decades. The councillors' fixation with headline-making short-term gains to affect electoral voting has deflected them from creating plans for the next fifty years. Take, for example, the road network around Newport. Being in the centre of the Island, people travelling across the Island generally have to pass through the Newport area. Instead of acquiring land over the years for a by-pass those involved in planning have fed all roads into a complex roundabout that must be a nightmare for new visitors to the Island.

However a greater mistake was made in the 1970s when the Council gave permission for a national chain-store company to build the first supermarket to the south-east of Ryde. The council planners seemed to have ignored the existence of Monktonmead Brook. The majority of goods sold through this store come via the ro-ro ferries and consequently have to pass right through Ryde over one of three narrow Victorian-built bridges. The subsequent development around the store has aggravated the situation and the granting of permission to build about 900 more houses on the Pennyfeathers site will not help matters. A knock-on affect

of this development at Ryde was that it gave the residents of the Island a taste for purchasing most of their needs at one location served by a large car park with a wider range of items available. Once the success of the first large chain-store on the Island was seen by the retail industry, others followed in their wake. The planning permissions granted for these included a Section 106 Public Benefit contribution by the developers. The Council obviously thought that they were doing a good thing for the Island. The proliferation of the national chain store retail outlets covering the full range of goods has not only put pressure on the smaller, local, high street outlets but, apart from the business rates paid to the Council, the rest of the profits have gone off the Island to be invested elsewhere.

The County Structure Plans and Core Strategy Plan were created in response to central government legislation. Such plans are difficult to produce, requiring extensive gathering of data and public consultation. As a result the documents have been worded in general terms without many specific proposals and certainly not many considering fifty years rather than ten. The slow creation of supporting detailed planning documents has not yet produced a situation where developers know exactly what will be permitted. They naturally make proposals aimed at maximising their profits and go to appeal when their applications are refused.

Many factors have combined to create a global expansion in the size of companies and corporations. Over the last century many of the large Island companies have been taken over by larger ones based on the mainland. Much of the important decision making is no longer in the hands of the Island community. The IW Council currently does not have enough money to do more than its statutory duties. We have to rely on central government agencies such as SLEP to decide to invest in the Island.

Now we are seeing the control of IW Council responsibilities being shared with Hampshire C.C. It was in 1895 that the Isle of Wight was separated from Hampshire and created as an independent County with its own decision making powers. Watching the reduction in central government funding force local authorities in other parts of the country to amalgamate, we may well ask what is the future of decision making on the Island for the Island.

“Seeing Blue”

The International Dark Sky Association has issued a document entitled “Seeing Blue”. Tania Rebel has asked that an extract is included in this newsletter, and following the talk at the last AGM of the Association I have endeavoured to include some parts of the document. The full document can be found at http://darksky.org/wp-content/uploads/bsk-pdf-manager/3_SEEINGBLUE.PDF - Editor

Poorly designed outdoor lighting is one of the most conspicuous forms of energy waste. A global call to conserve energy resources has cities scrambling to replace public lighting with brand new systems. In the U.S., changes are further spurred by federal economic stimulus funding.

Technology under development for decades has produced a number of options, many with a potential for energy savings. Of these, high brightness white light emitting diodes (LEDs) have emerged as an industry favourite. Many of these new options have never been applied on a broad scale, and may have unexpected consequences if widely used for outdoor lighting. In particular, the stronger blue emission produced by white light sources, such as LEDs, has been shown to have increased negative effects on astronomy and sky glow, and has a greater impact on animal behaviour and circadian rhythms than other types of light.

Widespread installation of white light sources rich in blue emission is among the largest concerns of the dark sky movement. Lamp choices made today will affect night lighting for decades, maybe longer. It is imperative that decision makers understand the consequences—both positive and negative—of lighting choices. This article provides an introduction to the controversy surrounding Blue-Rich White Light (BRWL). To fully understand the problems, we must first understand its properties. For example:

Sky Glow

Atmospheric scatter and sky glow increased scattering from BRWL sources leads to 15% to 20% more sky glow detectable by an astronomical instrument than high pressure sodium (HPS) or low-pressure sodium (LPS). Due to the eye's increased sensitivity to blue light at lower levels, the visual brightness of sky glow produced by BRWL can appear three to five times brighter than it appears with HPS and up to 15 times as bright when compared to LPS. Others are contained in the article.

The Future of Light?

Solid state lighting has the potential to revolutionize outdoor lighting in a profoundly positive way. LED lighting in particular can be fine tuned to decrease most negative impact on the night environment. Their directionality and controllability opens the door to energy saving innovations and facilitates the large scale implementation of automatic timers, dimmers, and sensors. LED Efficiency and longevity may provide a real contribution to the world's lighting needs. Right now, the variance and speed in LED product development is nothing short of astounding. Basic SSL technology has advanced to the point where a broad range of finely tuned and radically different LED applications are appearing more or less continuously on the market. If developers concentrate on creating high efficacy lamps rich in warm hues, LED technology could become an outstanding source for energy efficient light.

What Do We Do Now?

Cities ready to make immediate changes to their outdoor lighting may not have time to wait for results of extensive testing of new light sources. IDA offers the following suggestions for communities currently planning lighting retrofits using LEDs:

1. Always choose fully shielded fixtures that emit no light upward.
2. Use "warm-white" or filtered LEDs to minimize blue emission.
3. Use products with dimming capabilities;

4. Consider dimming or turning off the lights at late hours.
5. Work with utility companies to establish a reduced rate for dimmed or part-time lighting.
6. Consider the longevity of the entire fixture over the longevity of the light source alone

RIBA (IW) & Isle of Wight Society Awards 2016 - Design & Conservation

Entries are now being sought for the Annual Conservation Awards. Entries must be fully completed by 31st December 2015, and we will consider any properties completed over the last five years if they have not been entered before.

Properties may be a restoration project, an extension to a building of merit, or a new building that is in character with its neighbours or any combination of these.

We also look at small projects, perhaps just the re-building of a garden wall in character with the original, or the restoration of a tombstone or memorial.

If you have seen something you think worthy of inclusion in what has become our "Celebration of Conservation" then please get in touch with the owners or builders and ask them to look on the Isle of Wight Society website for details of how to enter, or contact us at East Cowes Heritage Centre.

The presentations will take place on Friday May 20th 2016 at the Royal Yacht Squadron.

Isle of Wight Society Information

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Subscriptions

Isle of Wight Society subscriptions become due in January 2016, and should be paid by March 31st, 2016.

As agreed at the AGM in May, Membership rates will be:

Full Membership	£8.00	Joint Full Membership	£15.00
Senior Membership	£7.00	Joint Senior Membership	£13.00
Corporate Membership	£20.00	Junior Membership	Free

Subscriptions should be paid direct to the Society Treasurer, (details above), or by bank transfer to the Society account:

Name: Isle of Wight Society
Bank: Lloyds
Bank Code: 30-95-99
Account No. 00331217

IWS Logoed clothing.

A new supplier has been established for our clothing carrying the Isle of Wight Society embroidered logo. This is the Big Wight T-shirt Company, who have their premises on the Industrial Estate in Newport behind/down hill from ITS, the tool hire company.

The catalogue shows the price before the Logo is added (approximately £5) and without VAT.

It is suggested that we offer a small range as before – a polo shirt and a sweat shirt, with the addition of a fleece jacket, or a cardigan. A lightweight polyester scarf may be available for ladies, but this only has a printed logo. The logo has a gold edging, as before, so would not show well on a yellow shirt! Prices below are approximate.

If you want to visit the shop and choose your own style, size and colour, you are welcome to do so and pay directly. Alternatively order through East Cowes Heritage Centre.

Item	Cat. No.	Maker	Colour
Polo shirts	SS11	Fruit of the Loom	wide choice
£13 + VAT			
Sweat Shirt	SS8	Fruit of the Loom (cotton rich)	wide choice
£15 + VAT			
Sweat Shirt	762 M	Russell 50/50 (and extra X sizes)	wide choice
£16 + VAT			
Cardigan	273M	Russell 50/50 (and extra X sizes)	wide choice
£24 + VAT			
Zip Fleece Men	TP155	Trespass	choice colours
£18.50 + VAT			
Zip Fleece Ladies	TP156	Trespass	choice colours
£18.50 + VAT			