



The Isle of Wight Society 47th Conservation Awards is going to take place somewhen!

Church Lodge in Cowes, pictured above by member Newman Smith, is still awaiting restoration, and we are longing to see it featuring in our Conservation Awards.

Normally this issue would show the winners of our Conservation Awards. You will have to wait, as judging has been postponed due to the Covid 19 Virus. We will then be looking 15 properties from all across the Island.

The judges felt that it was necessary to look at each property “in the flesh”, rather than using only photographs. Once restrictions have been lifted we will be booking a new date and venue for the Awards evening.

In this issue: Award winners since 1973

Memories of the Island, from members

The High Street and the changing retail environment

Wonderful Island Walls

Here is a reminder of all the properties that have won our Conservation Award since the beginning in 1973.

- 1973 Brigstocke Terrace, Ryde
- 1974 The Royal Victoria Arcade, Ryde
- 1975 8 Lugley Street, Newport
- 1976 Arthur Cottage, East Cowes
- 1977 Isle of Wight Glass, St Lawrence
- 1978 Worsley Almshouses, Newport
- 1979 Townshend House, Cowes
- 1980 48 Quay Street, Newport
- 1981 Lord Louis Library, Newport
- 1982 Thorley Manor, Thorley
- 1983 The Old Brewery Site, Newport
- 1984 Samuel White's Estate, Cowes
- 1985 Adelaide Court, Ryde
- 1986 Star Inn, Ryde
- 1987 Withyfields, Shalfleet,
- 1988 The Lanterns, Bembridge
- 1989 Church Mews, East Cowes
- 1990 Round House, Little East Standen Farm
- 1991 Tythe Barn, Buckett's Farm, Shorwell
- 1992 15 West Street, Newport
- 1993 Brook Coach House, Brook
- 1994 Griggs Hole Barn, Knighton
- 1995 Rosebank House, Gurnard
- 1996 Riverside Centre, Newport
- 1997 Chillerton Primary School
- 1998 Afton Manor, Freshwater
- 1999 Brighstone Methodist Church
- 2000 Northgrounds, Chale Green
- 2001 Compton Undermount, Bonchurch
- 2002 Woodlands Vale, Ryde
- 2003 39 Union Street, Ryde
- 2004 Newchurch Primary School
- 2004 **Posterity Award** to Brading Roman Villa
- 2005 The Hackney Stable, Redway Farm Merston
- 2005 **Seascape Award** RYS Harbour and the Trinity Landing at Cowes
- 2006 The Cottage, Great East Standen Farm
- 2007 Balfour Court, Ryde
- 2008 Wesley Mews, Wootton Bridge
- 2009 Brading Station
- 2010 Ryde Cemetery Chapels
- 2011 Villa Amanti, Ventnor
- 2011 **Heritage Award** to Golden Hill Fort
- 2012 Heath Cottage, Brighstone
- 2012 **Island Heritage Award** Holy Trinity Church Cowes
- 2013 Ryde Castle Hotel
- 2015 Yarmouth Railway Station
- 2016 The Bandstand, Sandown
- 2017 Northwood House
- 2018 Northwood Cemetery Chapels
- 2020 ?

Your Memories!

In a recent letter to all members it was suggested that you might like to write down your memories of the Island to keep your minds active during the "Lock Down" resulting from the Covid 19 Virus this spring. Two members have already offered their thoughts. Mrs Grace Davison, who has been a member of the Isle of Wight Society for about 50 years, has offered a few words about her childhood in the 1920s and 30s growing up at Whippingham, and member Tim Cooper grew up at Cowes in the 1950s.

Any more memories for the next newsletter would be welcomed!

How fortunate I was to live on the Barton Manor Estate at Primrose Cottage.

By Grace Davison, neé Snow.



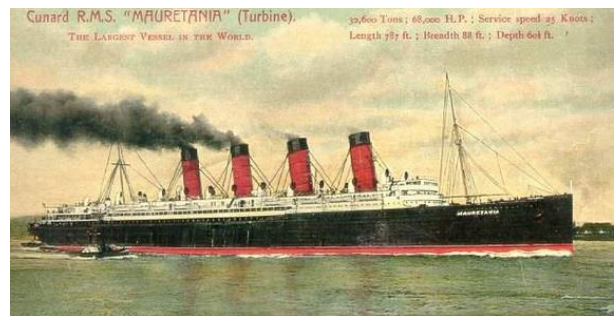
The work force at Barton Manor Farm in 1923. Grace is on her mother's lap, 4th baby from the right! The whole families at haymaking.

As kids we would walk or bike down to King's Quay, where we would swim, and when the tide was low or out, would turn over the rocks for eels and gather winkles and cockles. Years later my summer visitors would have cockles and winkles for the first course of their meal. Then we would pick up driftwood, lumps of coal and boxes of oranges that had been chucked out when ships revictualled. We would suck this salty fruit! Along the shore I would pick sea lavender and thrift and golden poppies.

My sister Thelma and I were both good swimmers, having swum from the age of five. We'd hang our clothes on a slim nut tree and I remember one of the Thomas boys hid them once but eventually revealed where they were.

I loved to find a stone with a hole in it, as I thought it was lucky, and there were many shells of interest. I brought home the back bones of the Cuttle Fish which the chickens loved to peck.

There was much clay at King's Quay beach. My sister and I would make up balls of clay, and with a bulrush in our hand have a clay ball fight. As we didn't aim very well we didn't go home bruised to death!



There were huge liners passing through the Solent – The Mauritania and Aquitania and French vessels whose names escape me. After the liners passed the tide would roll in and we loved to jump over these rollers.

During the war, in 1944 the whole of the Solent was filled with shipping which we later learned had assembled for D Day.

The planes came over in droves and there was a large gun emplacement on the Heights, Whippingham. Bombs would drop and shake the area, and with the guns going off Primrose Cottage was badly shaken.

Primrose Cottage



Later on the big iron 'S' was put through the front wall to support the structure. One bomb dropped in Green Lane and the field beyond my house, and the crater still remains there, often filling up with water.



Paw prints in a brick at Primrose Cottage. All the bricks were made at the Queen's Brickyard just down the road.

The windows all had to be blacked out and no house light showing. My father was in the Home Guard having been an Isle of Wight Territorial in the First World War. The torches had to have the light halved with a bit of cardboard. One bomb cracked the ceiling of the bedroom on to my sister and me. We used to put a bolster over our heads for protection. Searchlights flashed seeking for enemy planes. I remember one plane was shot down and the pilot walked into a pub and in perfect English ordered a drink.

My father was a good gardener, so our food was very wholesome and fruit and vegetables played a big part. Large rice puddings were creamy and the milk was from the Barton Guernsey cows, and I drank pints of it. Mum made suet puddings with most meals, and what was left over from the first course, we put on jam or golden syrup for the afters.

She made a lovely stew, and left the little onions whole, and dumplings made it a favourite meal.



I attended Whippingham School as a child, where the bell was rung daily to hurry us on our way to school. So just a few years ago I was very proud to re-enact Queen Victoria at the dedication ceremony of the restoration of the School Bell.

My heart gave a big leap when I was confronted by a pony and trap at Whippingham Church to take me to the school, with a piper and a bugler to welcome me. That day at Whippingham School there were many guests dressed in Victorian costume, and two sweet children presented me with a posy, which made me feel quite regal. The bell had been originally made by the local blacksmith, Mr Bob Rann. Each day one pupil would ring it. My heart - like the bell - gave a leap of joy when I heard it ring again.

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Grace has attended every Conservation Awards evening. The venues have varied.

She remembers Cliff Tops Hotel Shanklin, when Cliff Michelmore was the presenter (and ladies wore evening dresses!) Ryde Arcade, Northwood House, Riverside Centre, Ryde Castle, Quay Arts centre (when Alan Titchmarsh was the presenter), Brading Roman Villa, East Cowes Town Hall, The George Street Centre Ryde, and of course, in recent years, the Royal Yacht Squadron.

Industrial Memories of 1950s Cowes, by IWS member Tim Cooper

I was born in 1946, and have memories going back to a very early age, and from my tenderest years was always interested in industrial matters.

In the 1950s Cowes was still very much a shipbuilding town, and J.S.White and Sons was the main employer. The firm enjoyed an international reputation of high renown for the quality of its vessels. Keels were laid down and the ships built on the slipways at East Cowes, and after launching vessels were fitted out opposite on the west bank under the hammerhead crane of 1912, which is still there now, a local landmark. Other smaller boat and yacht builders were well represented, of which perhaps the best known was Groves and Guttridge, world famous for their self-righting lifeboats.

Saunders Roe were still busy building flying boats at Columbine Works, East Cowes, of which the most memorable were the huge "Princess" craft, of which three were constructed in 1952. Only one of them flew due to a change in policy which resulted in the cancellation of the order.



It ran extensive trials and the roar of its six mighty engines and the enormous cloud of spray it threw up when touching down in Cowes Roads are sights and sounds never to be forgotten. The one that did fly, G-ALUN, was cocooned in plastic and stored up on dry land alongside Medina Road, Cowes, but no

buyers were forthcoming and it languished there until 1966. The firm later became British Hovercraft Corporation. The world's first hovercraft, now preserved by the Science Museum, was built and performed its trials from the Columbine Works in 1959.



In the 1950s with riveting and boiler testing being carried out by J.S.White's; and seaplane, and later hovercraft, trials being undertaken by Saunders Roe, the town of Cowes was a very noisy place indeed. Cowes and East Cowes have since 1859 been connected by Floating Bridge, (although the rights of ferriage have existed since prior to the Norman Conquest), and I can just remember the last steam bridge, No. 2 (but actually the 5th on the chains!) with its tall vertical funnel, and the cosy accommodation on the upriver side next to the boiler. Decades later I learnt that it made its final crossing on the 11th April 1950. Unlike today, common sense prevailed, and a spare bridge was kept available. Bridge No. 3, Britain's first diesel electric ferry built by J.S.White's in 1936, soon became the relief ferry. No. 2 was sold to Sandbanks Ferry for £8,000 in 1952 when a new larger ferry was delivered by Bolson's of Poole.

Just downriver from the Floating Bridge at East Cowes was Goshawk Yard, and then the Trinity House Depot. The buoy tender *THV Beacon* of 1932, with its tall upright smoky funnel and looking much older, was often to be seen alongside. The Landing House building on Trinity Pier, used by Queen Victoria, was dismantled in 1950 and re-erected for the Parkhurst Horticultural



Association in Hogans Road, Parkhurst. It is now a three bedroomed bungalow.

On moorings off East Cowes Sailing Club south of J.S.White's were the steam Pilot Cutters, *Brook*, *Gurnard* and *Bembridge*, two of which were always at sea at the east and west ends of the Solent.

On the west bank south of White's was the Gas Works of 1846, which remained in production until 1954 when the all-Island works at Kingston came on stream, after which gas production in west Cowes ceased and it became a holding station only. Further south along Arctic Road was Britannia Yard, where is still to be found the only dry dock extant on the Isle of Wight. The 1885 dock had been out of use since about 1990, but new gates have recently been installed.



Beyond the dock was the railway owned Medina Wharf busy importing the Island's coal supplies; there was also a healthy outward traffic of sugar beet in season. The railway in Cowes, initially just as far as Newport, had opened in 1862, and was still an important and relatively busy artery during the 1950s. The town possessed two stations. Cowes, with an imposing, if plain, frontage onto Carvel Lane, was last remodelled in 1918 after which

it boasted three platforms as well as siding accommodation. Curving round to a short tunnel, a suburban one platform station was added in 1871. Gradually traffic diminished as passengers switched to other forms of transport, and the line closed in 1966. The two tunnel portals are the sole relics of the railway in Cowes today.



Mill Hill Station.

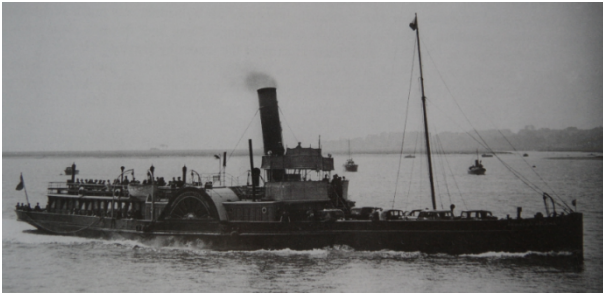
Downstream on the west bank adjacent to the Floating Bridge was Thetis Wharf, the Island's British Road Services depot. Cargoes brought in by barge from Southampton or Portsmouth were unloaded by means of a Scotch derrick for onward conveyance by road. I have seen items as large as electrical transformers and locomotive boilers handled there. In later years it was the terminal during 1990/91 for the short lived Cowes Express service to Southampton using Surface Effect Craft. (It was the necessity to put one of these sidewall hovercraft up on the slip that necessitated the removal of the dock gates at Britannia Yard!)

Beyond, after the removal of the "Princess" flying boats, the area was the Seaspeed Hovercraft terminal, opened in 1966. A service to Southampton operated for several years, with a service to Portsmouth for a brief period. Beyond was Shepherds Wharf, where more commercial traffic was handled.

In the days when few people owned cars, Cowes High Street was a vibrant, bustling place catering for the large local workforce who did not need to travel elsewhere for their day to day needs, numerous shops of all trades supplying all that was required. There

was also a plentiful range of pubs, now nearly all gone.

Half way along the High Street was Fountain Pier, always known simply as "The Pontoon," the main terminal for the Red Funnel regular boat service to Southampton. Throughout the 1950s the sailings were provided by the handsome motor vessels *Balmoral* (1949) and *Vecta* (1938) assisted by the smaller *Medina* of 1931.



PS Princess Helena, with cars loaded!

My earliest memories there, however, were of the ancient *Princess Helena* 1883 working her last season in 1949. Even older was the *Lord Elgin* built in 1876, but converted to the cargo boat as far back as 1910, coming across each day from Southampton to both East and west Cowes. There was also another Red Funnel Terminal at East Cowes situated at the end of Dover Road between the Trinity House Depot and the Columbine Works, where not a lot went on. In addition to the daily call from *Lord Elgin* was the vehicle ferry *Norris Castle*, converted from a World War II tank landing craft. This could handle vehicles over its bow ramp and displaced the *Lord Elgin* in 1952.



Red Funnel's last paddle steamer was the *Princess Elizabeth* of 1927 used on relief work until sold out of service in 1959; she is now

preserved in Dunkerque and used as a floating restaurant.

In the 1950s Cowes still bore the scars of World War II., with many bomb sites scattered through the town, mainly as a result of the big raid of 4/5th May 1942. Cowes Town Hall, near the bottom of Market Hill, was a casualty, and the manual fire engine, understood to date from 1797, was also lost. For a relatively small town there was a heavy loss of life and there are mass graves in both East and west Cowes cemeteries bearing silent testimony to that night of carnage.

Beyond the High Street one came to Victoria Parade, but always simply known as "The Parade," where was still located the council owned Victoria Pier of 1902, but no longer in regular use and in a woebegone state following wartime neglect. The pavilion was demolished in 1951, and the two attractive shelters on the shank of the pier were removed to Princes Green where they remain in use. The ornamental entrance kiosks, one selling ice cream, the other postcards and novelties, continued to trade until the entire structure was taken down in 1961. The latter was a very grievous to the town as the cost of demolition was not far short of undertaking proper restoration, and we are the poorer for losing an asset which should have been perceived as a valuable amenity.

In the 1960s Cowes entered a downhill spiral, starting with the demise of the pier. J.S.White's ceased shipbuilding in 1965; a lot of the shipyard workers moved away to the still active yards on the Tyne, property prices slumped as vacant homes flooded the market. The two cinemas, the Kings at East Cowes and the Royalty at West had already closed their doors for the last time. The railway closed in 1966. The Cowes of today is a very different place to the one where I spent my boyhood.

The Isle of Wight Society Annual General Meeting should be taking place in May 2020. It will not now take place until the Covid 19 pandemic precautions are lifted.

We cannot undertake a Zoom AGM via the Internet (even if we could work out how!) as our Constitution does not allow for it unfortunately. However, here are the accounts as drawn up for last year, and they will eventually be presented when we do have our AGM.

**Isle of Wight Society
Account of Income and expenditure
1st January 2019 to 31st December 2019**

Income	£	Expenditure	£
Membership	508.00	ECHC Communications	163.65
Meetings	80.00	Quay Arts Exhibition	700.00
Donations	102.00	Civic Voice membership	95.00
Interest on Savings	21.53	Locton Insurance	203.83
	<hr/>	KW Professional Artwork	127.50
Income	711.53	Netguides website	<u>115.00</u>
Expenditure	<u>1404.98</u>		1404.98
Excess expenses/Income	- 693.45		

The Exhibition at Quay Arts was a one-off event marking the Society's 45 years of Conservation Awards.

Assets		Assets at 31 Dec 2019 were made up of	
Brought forward from 2018	£	Balance at Bank	545.17
Balance at Bank	1178.75	Cash	8.60
Cash	90.00	Savings	<u>2035.00</u>
National Savings	<u>2013.47</u>	Total Dec 2019	<u>2588.77</u>
Total Dec 2018	3282.22		
Loss for 2019	<u>- 693.45</u>		
Total at 31Dec 2019	<u>2588.77</u>		

Subscriptions are due on 1st January.

Website : www.isleofwightsociety.org.uk

The rates are: Full membership £12, Joint Full membership £20,

Email: eastcowesheritage@gmail.com

Senior membership £10, Joint senior £18,

Address: Isle of Wight Society,
East Cowes Heritage, 8 Clarence Road, East
Cowes, Isle of Wight, PO32 6EP

Corporate membership £20.

Subs should be paid direct to The Treasurer, or by Bank transfer to the Society Account:

Chairman and Treasurer : Mr D Burdett

Executive Committee members:

Colin Arnold, Paul and Jo Bingham, Michael Paler, Sarah Burdett

Name: Isle of Wight Society **Bank :** Lloyds

Charity Commission Number 27689

Bank Code: 30-95-99 **Acct Code:** 00331217

The High Street and the changing retail environment of the Isle of Wight.

The Isle of Wight is a small island but it is not able to meet all the needs of its residents from its own resources. Nearly all the goods on sale have to be shipped across the Solent.

Historically the retailers were mainly family run firms that specialised in one type of commodity. Their staff were local residents living in the area of the shop and knew their customers personally.

It is recounted that Lady Gort, living at East Cowes Castle, would ride in her carriage to stores in Cowes where her coachman would take a list of requirements in to the manager. He would assemble the items and take them out to Lady Gort for her approval. Only the wealthy had their own transport. The majority shopped within walking distance as many elderly do now.

Regular customers would be given an order book from a shop. People would write down their requirements in the book and hand the book into the shop. The order would be put together and delivered to the home by a delivery boy using a bicycle. Bill Anderson started working for International Stores as a delivery boy at the age of 14 in 1924. To provide a service to those working, the shops stayed open late from Monday to Saturday. He was delighted to see that, according to the Shops and Factories Act, he was not allowed to work for more than 96 hours a week, in other words, not more than 16 hours a day from Monday to Saturday. The book system was still in use in the 1970s. Gradually, as more people were connected by telephone, the order would be given over the phone for delivery to the house by bike or van.

For many decades holiday makers would come to the Island during the latter part of July and August for the town Carnivals. The larger communities would have up to three carnivals, the children's, the torchlight and the main one. Many of the retailers as well as the manufacturing companies would provide support in material or transport or enter their own float. The carnivals collected money for local charities. They were very much community events.

Not only were there High Streets full of shops in the

larger communities but there were numerous corner shops serving a few neighbouring streets in all the towns and villages. In the smaller villages there may have been only one shop. These tended to sell a very wide selection of goods to meet most of the requirements of the local residents. Some of the Island family run High Street shops opened branches in all the main towns. These were still regarded as local shops.

In the early 1900s a few of the national chain stores such as the International, Co-Op and Woolworths opened branches in the major towns. In the 1960s the chain-store companies became larger to get the benefits of scale and started selling a wider range of goods. At the same time companies set up mail-order businesses sending catalogues to shoppers across the country. This allowed people to sit at home, select items from a complete range of goods and have them delivered to their home. It gave the customer a wider choice of products than even a typical High Street.

In 1975 Tesco applied for planning permission to build a Supermarket on the outskirts of Ryde at Westridge. Many residents and organisations objected to this application fearing a detrimental impact on the High Streets. A financial implication was that, while the store would contribute to the Island economy through the payment of business rates and wages, after that all the profit from Islanders' expenditure would be sent off the Island to company headquarters.

However the Council were offered the building of a new swimming pool on an adjacent site. This persuaded the planners to approve the development. The community did benefit from an excellent public facility containing not only a swimming pool but also a restaurant and squash courts. However, after a few years, the swimming pool was changed into an attraction consisting of a water and music display and the restaurant closed. So not only was the public benefit lost but the pending damage to the High Streets had been done.

The Tesco store offered a wide range of products on sale, not just groceries. The variety was considerable and the store proved to be very profitable. The surprising aspect was the amount of spending power of the majority of Islanders. The

other national chain-stores must have been watching the performance of the Tesco store and seen its success. The next large chains to invest on the Island were Safeways, on the site of Newport's market, and Marks and Spencer. A common aspect of this type of application was an accent on the number of jobs provided for Islanders. While some companies prospered and new ones moved onto the Island, the general trend was towards a lack of employment which put more pressure on the Council to approve such developments.

The pressure on the small family run shops was growing. With the post-war increase in car ownership the habit of using the car to collect a week's shopping in one visit became widespread. The large national chain stores either took over town centre "brown field" sites or developed sites on the periphery of the development envelope where there was enough land to create large car parks. Sometimes the development boundary has been extended onto "green field" sites to accommodate new stores. This provision of large car parks at the supermarkets drew more customers away from the congested High Streets.

For a number of years many of the small back-street shops became part of national chains of small retailers such as Spar. As time passed and the owners of these small shops retired we saw an increase in applications to convert retail outlets to residential accommodation. The back streets gradually lost all their shops apart from small "Convenience Stores" eking a living by serving their local community with basic foodstuffs.

The passage of time also changed the character of High streets. The variety of types of specialist shops, such as shoe shops, declined. The major national charities in their fund-raising competition found that the public would give them large amounts of unwanted items that could be sold at prices that undercut normal shops. A variety of charities took over abandoned High Street shops. The High Street also became a place of business rather than shopping with a higher percentage of estate agents and insurance companies.

Another change in the character of the town centre reflected the growing impact of television. People could get their entertainment in the comfort of

their own home. Gradually the cinemas in the smaller communities disappeared. However another type of retailer continued to benefit from the public's enjoyment of "eating out". While cafés served those who did shop in the High Streets during the day, the restaurants benefited from the quieter evenings when car parking was easier. The tightening of laws controlling the freedom to drink alcohol then drive a car caused pubs to balance the loss of alcohol sales by providing meals as well.

Central government also impacted on the High Street indirectly. Over the last century County Councils have taken on more responsibility for providing community services. Initially the cost of this was supported by central government funding but during the last decade this funding has been withdrawn by many millions of pounds each year. The Island Council has been finding it increasingly difficult to meet its budget commitments. One source of income that they have been increasingly relying on is car parking. In some ways this has been self-defeating. The government has said that, to replace the lost government funding, the County Council will now retain all of the business rates. Previously these were shared with central government. The level of business rates is set by the government. Payment of business rates makes shops less financially viable. If they decide to close, the Council's income is reduced.

Car parking in High Streets is rarely free. The shortage of parking spaces causes shoppers travelling by car to choose larger retail outlets, frequently located on the increasing number of industrial estates that provide free parking. Several of the new industrial estates that include retail businesses have been developed on "green field" sites.

In 2020 the Council decided to increase parking charges again across the Island. While those with bus passes enjoy free travel to the shops, the rest who travel by public transport pay highly for the service. The car is the most convenient transport for collecting heavy or bulky purchases.

It seems strange that Councillors say that this increase in parking charges "*is aimed at supporting businesses and boosting local trade*". They go on to say "*We want to do as much as we possibly can to*

help our local businesses thrive against the challenge of online shopping by encouraging people to shop locally. We hope our proposals will generate more passing trade and promote a higher turnover of spaces which we know is so important to improving the vitality and viability of the high street”.

Many people enjoy shopping and retailers continuously try to broaden the choice with new and innovative products. In 2019 the Island Council addressed the subject of future growth of the retail sector in their draft Strategy and Regeneration Plan for the next ten years by declaring that additional land will be available across the Island for new retail outlets equal to ten times the area of land occupied by the Waitrose store in East Cowes. Also contained in the Plan is the target to build an additional 640 new houses every year. So it appears to make sense to provide additional retail capacity to supply the increased population. Some people feel that Island residents are already more than adequately provided for by the current retail sector. There is the question as to how much the purchasing power of Island residents can be divided between a growing number of stores while maintaining the financial viability of those stores.

Future developments on the Island are guided by our Island Councillors. Often the democratic electoral system drives our elected representatives to look no further than the next election. Once decisions had been made, such as approval for the first Tesco store at Ryde, they cannot be undone nor the consequences that flow from those decisions. One aspect of recent planning approvals, especially the large estates in Newport and East Cowes, is that there is no requirement for the developers to provide any community amenities such as meeting halls, restaurants or shops for the new community. In response to the public consultation on the draft Strategy and Regeneration Plan a suggestion was put forward that there should be no increase in the proportion of retail land, and, in addition, where retail premises seek permission to convert to residential, the area of land lost from the retail sector should be reallocated to areas where there is new housing, to encourage the provision of residential district shops as convenience stores. This could, to a small extent reduce the need for families to use their cars

for shopping. It appears that the Council will not be publishing its amended Plan for public scrutiny before submitting it to the appropriate Minister for approval.

The historical retail development of the last hundred years prompts one to ask what is the future of the High Street. The underlying cause of most of society's problems is the global population explosion of the last two hundred years. Nations have failed in their attempts to resolve this so we shall continue to see the existing population size maintained, or, more likely, a further increase. In this case we shall see continued expansion of communities. Looking at cities one can see that, within their boundaries, there is development of identifiable communities. The result is that these communities develop different characters including their own local retail centres. On this Island each community is small enough to have one identity with a limited number of retail outlets. We shall see a continuing use of the car for shopping in people's search for variety. In this case the High Street will continue to decline as a retail centre. More chain-store outlets will be created in places where free car parking can be provided.

This contribution from your Chairman, David Burdett, was written before the Lock Down, and one wonders what changes will occur in our shopping habits as a result of our present experiences.



Wonderful Island Walls

For those of you missing out on your “fix” of Island architecture, here are a few to gladden your hearts from IWS Certificate Winners of past years.



Little Budbridge Farm, beautifully restored.



The old circular village pond at **Pound Green**, Freshwater, superbly conserved. This animal pond is one of only two retained on the Isle of Wight.

There is quite an art to using Lime Mortar, and it is good to see it being used properly continuing the traditional work on the Island.



Pondcast Farm, Havenstreet, excellently restored. The Tudor bricks of the house wall had started disintegrating. The wall was taken down and then carefully rebuilt, with each brick turned to offer its un-weathered surface to the front. Same bricks, same pattern, another 400 years of life!



Island Roads excelled themselves recreating this stone wall at **Ventnor** for us to enjoy.

The Isle of Wight Society was formed in 1969 to stimulate interest in the beauty, history and character of the Island, and to encourage high standards of planning, building development, and Conservation. The Society is affiliated to the national organisation, Civic Voice.