

Broad Character: Industry

Character Type: Processing Industry

Regional Perspective: Southern England

Compiled by Seazone Solutions Ltd / M A Ltd, January 2011, after comment from D Hooley, English Heritage

INTRODUCTION: DEFINING/DISTINGUISHING ATTRIBUTES

This Character Type varies throughout the region and also develops through time. For example the differing geology across Hampshire enabled a range of extractive industries, which in turn influenced the varying processing and manufacturing industries dependent upon them, eg brick, tile and pottery industries, the production of lime mortar and fertiliser and salt production which was an important industry in Hampshire for centuries.

Of particular relevance for HSC, the Isle of Wight has long been associated with the making of sailcloth, boats and other maritime-related industries, although this has somewhat diminished in recent years. The island's major manufacturing activity in this respect now is in composite materials used by boat-builders.

The iron industry in Sussex developed from the Iron Age through to the late post-medieval period but the county's present economy relies on service industries, including tourism, rather than processing industries.

This coastal and marine region as a whole contains ten designated licensed disposal sites offshore. Between 2000 and 2008, the six presently open sites received 264.5 million tonnes of Dredge Material Disposal (DMD).

Other examples of this Character Type along the region's coast include chemical works in Shoreham and Portslade by Sea, together with numerous sewage works.

HISTORICAL PROCESSES; COMPONENTS, FEATURES AND VARIABILITY

The Isle of Wight has long been associated with maritime-related industries such as the making of sailcloth and boats. This has diminished in recent years, and the island's major manufacturing activity now is in composite materials used by boat-builders.

Although Hampshire did not develop an extensive industrial manufacturing base in the eighteenth and nineteenth centuries, and the economy remained largely agriculture-based, the processing of agricultural products did industrialise and agricultural machinery industries developed. Ship-building at Southampton and Portsmouth also generated supporting industries including rope making, canvas sail making, coopering and victualling (Hampshire County Council, 2010).

The iron works at Funtley, near Fareham, manufactured high quality forged iron for both the shipbuilding and naval supply industries and also reprocessed iron scrap brought in from the dockyard. The New Forest supplied much of the timber needed for the shipbuilding and iron works, as well as wood for charcoal as required by other industries in the region (Hampshire County Council, 2010).

The salt industry has been important along the region's coast since at least the Iron Age. Salt was an important commodity, used as part of the tanning process and as a preservative, the only means by which meat and other foodstuffs could effectively be stored for any length of time. Since the Iron Age, salt was extracted from sea-water by evaporation at coast locations including the area between Lymington and Hurst in Hampshire (salterns occurred at Lymington, Oxy, Pennington and Keyhaven). The salt was

then carried inland using donkeys or packhorses along routes such as the Salt Way (www.newforestexplorersguide.co.uk). Evidence from the Roman period is still limited, although medieval saltern sites have been discovered either side of the mouth of the Beaulieu River. Saltworking sites are also reflected in place names such as Salterns Copse, and Salterns Hill near Bucklers Hard. Other evidence of salt production further east includes Iron Age salterns in Langstone Harbour and on the margins of the Hayling Island, Roman salt works at the mouth of the Hamble, and medieval saltern sites on the farmland north of Chichester Harbour (Hampshire County Council, 2010).



Lymington salterns (© Hampshire & Wight Trust for Maritime Archaeology)

By the early 18th century there were extensive areas of salterns in Langstone and Chichester Harbours (Gatcombe Haven/Great Salterns), south east Hayling and Northney. The Lymington salterns survived into the nineteenth century until the coastal salt trade became uneconomic due to competition from salt mines in Cheshire, and greatly improved transport using the newly introduced railways. Over 170 salt pans have been recorded from this area, but little other evidence now remains apart from the survival of some of the banks at Hayling Island - Great Salterns is now a golf course and Northney has been developed into a marina (Hampshire County Council, 2010).

Havant and Emsworth were a focus for early industries such as tanning and parchment making (as well as salt making). Emsworth was also important for its rope making net and sail making. However, by the turn of the 19th century many of these local traditional industries were in decline (Hampshire County Council, 2010).

Rich deposits of ironstone in Sussex have been exploited from the early Iron Age but made heavy demands on local timber resources. By the Elizabethan period, ancient timber was particularly valued by the Royal Navy who wanted it to build ships. To protect the important shipbuilding industry of the region laws were passed in 1581 to prevent the setting up of any new iron works in some parts of Sussex, and to preserve trees within 12 miles of the coast (www.westsussex.info/iron-industry.shtml).

The disposal of material at sea is a regulated activity and currently requires a license under the Food and Environment Protection Act 1985; from April 2011 it will require a Marine Licence from the Marine Management Organisation (MMO). Certain areas of sea

bed are designated as licensed disposal sites for Dredge Material Disposal (DMD), and ten such sites exist within the Southern England region (James et al, 2010). The boundaries of these sites and the type and amount of material deposited each year is strictly monitored.

Other examples of this Character Type in the Southern England region include chemical works in Shoreham and Portslade by Sea, together with many sewage works scattered throughout the area.

Many of the ports and harbours of the region are surrounded and supported by non-specific industrial production, for example in the industrial estates surrounding Poole Harbour, Shoreham by Sea, Southwick, Newhaven and Southampton.



Industry and warehouse storage at Southwick (© Maritime Archaeology Ltd)

VALUES AND PERCEPTIONS

Components of this Character Type are generally meaningful for society as a whole as they represent places of work where people earn a living. Many also have a strong cultural significance as reminders of the maritime and naval connections of the region. The Isle of Wight, for example has a long heritage of industry connected to boat-building which would have employed many generations of the same family.

Salt production was an important industry in Hampshire for centuries. The Lymington-Keyhaven Nature Reserve contains the best preserved examples of medieval and later salt workings in southern England (www3.hants.gov.uk/countryside/lymington-keyhaven/rh-countryside-newpage.htm) which can be visited by local residents and visitors wanting to learn more about the area's heritage.

Sewage and sewage treatment works are generally accepted as essential public amenities. However, opposition to new works and pipelines has recently been increasing due to aesthetic, environmental and heritage reasons.

A number of charities and public groups are engaged in campaigning against the pollution of the region's beaches, and organising clean-up operations eg the Dorset Wildlife Trust's

Beachwatch beach clean (www.dorsetwildlifetrust.org.uk/article686.html) and Surfers Against Sewage (www.sas.org.uk).

RESEARCH, AMENITY AND EDUCATION

The coastal and marine processing industries, especially sewage disposal, underline the often poor understanding of the roles which the sea performs for our everyday lives on land.

Some research has been undertaken, for example the salt industry of Hampshire was the subject of a recent excavation by Wessex Archaeology and the New Forest National Park Authority

(http://news.bbc.co.uk/local/hampshire/hi/people_and_places/history/newsid_8828000/8828851.stm). There is much scope for better understanding the roles of salt-making in defining the region's coastal landscape distinctiveness and of the key part played by demand from the Portsmouth naval base in maintaining its late economic survival.

CONDITION AND FORCES FOR CHANGE

Condition of the region's industrial processing areas varies enormously: some historic sites have been erased from the present landscape while others remain in active use and development. Where derelict it may have changed its character through development for housing or other commercial activities. For example, the salt boiling houses of the Lymington salt works (Grade II listed buildings) are due for conversion into office and storage space after excavation. (http://news.bbc.co.uk/local/hampshire/hi/people_and_places/history/newsid_8828000/8828851.stm)

Some production areas are being actively conserved for their historic value. Those in close proximity to the coast face challenges for long-term preservation from coastal erosion aggravated by with the effects of global warming, increased storminess and rising sea levels. Some of Hampshire's medieval and seventeenth century farmsteads and relict salt-making features are particularly prone to inundation from sea level rise and habitat creation to compensate for coastal squeeze (Hampshire County Council, 2010).

RARITY AND VULNERABILITY

In terms of vulnerability, raising awareness of the region's industrial remains is a prerequisite for efforts for their conservation and for their continued role in the cultural legibility of the region's coastal and marine seascape for present and future generations.

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