

Portsmouth Harbour, Spithead and the Isle of Wight as the world's first Cultural Seascape

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Boathouse 6

Portsmouth Historic Dockyard

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Portsmouth Harbour, Spithead and the Isle of Wight - PAST AND FUTURE

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United Nations Educational, Scientific and Cultural Organization - World Heritage - What's the process?

ICOMOS (International Commission on Monuments and Sites) is an international non-governmental organization of professionals, dedicated to the conservation of the world's historic monuments and natural sites

ICOMOS advises UNESCO about the list of World Heritage Sites

The key requirement for success is that the dossier must demonstrate the *Outstanding Universal Value* of the site - in accordance with one or more criteria.

1. Nomination document including Statement of Significance prepared by key stakeholders
2. Application to the Department for Culture Media and Sport, Architecture and Historic Environment Division (DCMS) to be accepted onto the Tentative list
3. One site from the Tentative List put forward to UNESCO by DCMS every year
4. ICOMOS International Committee advise UNESCO whether to inscribe the site on the WH list
5. Once Inscribed, a Management plan is prepared by the Management Committee who look after the site
6. ICOMOS visit the site every two years

Which European dockyards are already World Heritage Sites?

Dockyard World Heritage Sites

Suomenlinna Finland
 Venice Arsenale
 Karlskrona, Sweden
 Chatham and Rochefort applicants

Which categories do we fit?

Portsmouth Harbour, Spithead and the Isle of Wight might fit four World Heritage categories:

(ii) exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;

(iv) be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;

(v) be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;

(vi) to be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance.

A category for moveable objects

There is also a category for moveable objects

Three preserved ships: Mary Rose, HMS Victory and HMS Warrior 1860 represent key developments in warship design. Mary Rose was raised from the Solent seabed in 1984; significant historic wrecks including Invincible, Edgar and Royal Sovereign and other important underwater heritage are identified in Spithead

Authenticity : the Nara document

Materials, design and setting must be of worldwide significance
This would be the first site to include objects and underwater heritage

Naval Drama

Different from Chatham

Defence of the Realm 1979

an interpretive strategy for Portsmouth and surrounding region. Dartington Amenity Research Trust, July 1979

What are we proposing?

The world's first cultural seascape
Theme: Defence of the Realm
Leading to - culture-led heritage regeneration

What is our case?

The area's Geography is its History - land and water together

Romans first recognised Portsmouth's Harbour's strategic importance

Portsmouth Dockyard and supporting establishments have been a key base for the British Empire for six hundred years - and the Royal Navy continues to defend the country's interests

Portsmouth Harbour, Spithead and the Isle of Wight
The world's first Cultural Seascape?



[map 1]



[map 2]

Spithead a sheltered anchorage for national fleets

Significant underwater heritage

Layers of defensive structures survive

Statement of Significance 1



[map 3]

Portsmouth Harbour and Spithead as a World Heritage Site 1

The great natural harbour of Portsmouth on the south coast of England has significant pre-historic remains from the last ice age when it was shaped by the Solent River

Spithead, the area of the Solent between Portsmouth and the Isle of Wight, and Portsmouth Harbour are framed to the north by Portsdown Hill, a chalk outcrop, and to the south by the hill on which Ryde in the Isle of Wight stands

Statement of Significance 2

The combination of sheltered anchorage and large harbour easy to defend from enemy attack around its narrow entrance was why the Romans constructed Portchester Castle at the head of the harbour from 380 AD as one of Forts of the Saxon Shore, their largest fortress in northwest Europe.

A Romanesque keep and church were added in the 11th century.

Fleet Reviews at Spithead

Architectural and Engineering Legacy

Statement of Significance 3

‘The English royal dockyards, victualling yards and hospitals formed what are arguably the largest industrial centres in Britain before the Industrial Revolution, while their economic impact was out of all proportion to their size’
(Jonathan Coad 1989).

Mass Production

There are several technological world firsts associated with the harbour

The most important innovation is Block Mills, where the world's first steam-powered mass production factory using metal machine tools was developed by Marc Brunel, Henry Maudeslay, Simon Goodrich and others

First working caisson, first circular saws

Samuel Bentham devised the first caissons to close dry docks, and the first use of circular saws also occurred there

Development of wrought iron

Henry Cort, ironmaster in Funtley, Fareham, in response to demand for wrought iron from Portsmouth dockyard, successfully introduced two innovations: grooved rollers to shape the metal, achieving an enormous leap in productivity, and puddling of cast iron in a blast furnace, to produce wrought iron - greatly speeding manufacture, reducing price and raising quality.

These 'together founded British industrial supremacy in iron manufacture for the next (19th) century' (K T Rowland Eighteenth Century Inventions David and Charles 1974)

Technological innovation:

Block cutting machinery - A World First

Statement of Significance 4

Medical treatment and hospital design

James Lind (1716-1794) Chief Physician at Haslar Royal Naval Hospital from 1762-1772 published 'A treatise of the scurvy' in 1753 based on comparative clinical trials; he also proposed distilling fresh water from sea water. Haslar Hospital was designed by Theodore Jacobsen - at the time the largest brick building in Europe

Building Construction

Early uses of cast iron fire proof construction - Fire Station 1843

Industrial heritage

The last steel casting 1982

Shipbuilding a living tradition

VT Ship Assembly shed

Statement of Significance 6

Technical innovation - continued

The ship-testing tanks in Haslar, Gosport were built by William Froude and his son in the 1880s. They played a significant part in the design of hulls and propellers of coal burning ships, because coal was an expensive commodity to mine and carry. The facility is still in operation for testing modern vessels.

During WWII degaussing of ships was developed at HMS Vernon, and shipborne radar to detect aircraft in Eastney Fort East.

Food processing

In the mid-twentieth century the invention of freeze drying took place in Royal Clarence Victualling Yard.

Fareham, Gosport and Ryde

The historic towns of Fareham and Gosport on the western and north western shores of the harbour and Ryde Isle of Wight have significant social and economic links to the development of and supplies to the national defence.

Statement of Significance 5

D-Day June 1944

D-Day in June 1944, the world's greatest seaborne invasion was co-ordinated at Southwick House to the north of Portsdown Hill; a large part of the invasion forces assembled in the area and left from Portsmouth dockyard - as did the Falklands Task Force in 1982

Many components for the Mulberry harbours so crucial to the operation's success were constructed in the area: at Hardway, Stokes Bay, Horsea Island, and Hayling Island.

Statement of Significance 7

Portsmouth's green seafront Southsea Common was for centuries the assembly point for armies and naval forces departing for war, preserving it - as a field of fire - from development until 1922, when it was purchased by Portsmouth Corporation. It is now listed as a historic landscape

Ryde, Alverstoke and Southsea have significant Regency and early Victorian areas, including Owen's Southsea, an early garden suburb developed by Thomas Ellis Owen from 1830-60, his Alverstoke Crescent and communal garden in Gosport for Thomas Cruikshank's Angleseyville, has been restored by the local community, as was Vernon Square in Ryde.

The Porter's Garden in the Historic Dockyard was also created by volunteers from the Hampshire Gardens Trust

Support from local people is essential to any World Heritage bid

Gardens restored or created by volunteers

Alverstoke Crescent, Vernon Square Ryde, Porter's Garden Portsmouth Dockyard

Old Portsmouth

Quebec House 1745

The Camber

Point Battery

Hilsea Lines and Horsea Island

Fort Cumberland

Fraser Battery - to be redeveloped by QinetiQ

Re-enactment

[map 1 again]

Palmerston's Forts, Portsdown Hill

Detached core zone
Fort Nelson - Royal Armouries

Royal Clarence Yard

Fort Brockhurst

Haslar Hospital,
Gunboat sheds,
HMS Hornet, Gosport

Uncertain futures?

Haslar Hospital
Future after closure ?

Ferries and shipping

Ryde and Spithead

Seaview Duver Coast Protection Scheme and interpretation

Eastern Boundary

Eastern Boundary? - Seaview, No Man's Land Fort, Horse Sands Fort, Fort Cumberland

Well designed new infrastructure and buildings

Well designed new infrastructure and buildings essential to World Heritage sites

Ryde Pier interchange
Designed by Marks Barfield architects of the London Eye
Starting on site 2008

Not another layer of bureaucracy -
WH status enhances existing planning powers

Why a World Heritage Site?

Medium term gains from the process, whatever the outcome

Significant international focus on the area

Co-ordination of policies around what we perceive as one place

Increased collaboration between key harbour/waterfront authorities and agencies - needed to plan the future of the area

integration of planning around harbour and on Ryde, Gosport and Southsea waterfronts

Opportunities for joint tourist marketing and promotion

Increased appreciation and protection of marine industry/nature conservation/port matters

Raise awareness of Portsmouth Harbour and Spithead heritage among regional and national agencies and bodies, e.g. DCMS, English Heritage, SEEDA, PUSH, HLF etc.

Increase opportunities for grants, project funding and inward investment by gathering interests under one over-arching cultural heritage-led regeneration theme

Raise the profile of Portsmouth, Gosport and Isle of Wight waterfronts and harbour heritage amongst residents and visitors, increasing visitor numbers and usage of attractions and local businesses

Raise the level of civic pride amongst residents and businesses

Cement the primacy of waterfront and harbour within the harbour communities' identity

Protection and enhancement of public access to the water

Tall buildings policies - recommended by English Heritage

WH status helps to preserve and sustain the heritage - built, underwater, archaeology, cultural, natural - by emphasising its importance worldwide, to local people, to the local economy and in trust for future generations.

These are the gains from the process, whether or not the application for World Heritage status succeeds

"The past is a present to the future"

Use the naval, military, dockyard, ordnance, victualling and medical legacy as a springboard for new creative visions for the harbour and Isle of Wight communities