

WHC Nomination Documentation

File name: 371.pdf UNESCO Region EUROPE

SITE NAME ("TITLE") Ironbridge Gorge

DATE OF INSCRIPTION ("SUBJECT") 28/11/1986

STATE PARTY ("AUTHOR") UNITED KINGDOM

CRITERIA ("KEY WORDS") C (i)(ii)(iv)(vi)

DECISION OF THE WORLD HERITAGE COMMITTEE:

The Committee made no statement

BRIEF DESCRIPTION:

In Ironbridge, known worldwide as the symbol of the Industrial Revolution, all the elements of progress developed in an 18th century industrial region can be found, from the mines themselves to the railway lines. Nearby, the blast furnace of Coalbrookdale, built in 1708, is a reminder of the discovery of coke, which, together with the bridge at Ironbridge, the first metallic bridge in the world, had considerable influence on the evolution of technology and architecture.

1.b. State, province or region: Shropshire, United Kingdom

1.d Exact location: Lat. 52°37'30" ; Long. 2°29'

The area is bounded by the following points on the Ordnance Survey National Grid:

SJ 668053 SJ 692032 SJ 706022 SJ 665040

SJ 674050 SJ 696046 SJ 703016

SJ 672038 SJ 700046 SJ 664031

SJ 680039 SJ 697031 SJ 660038

WORLD HERITAGE CONVENTION

IRONBRIDGE GORGE

Cultural Properties: U.K.Nomination

571
23-12-1985

WORLD HERITAGE CONVENTION.
CULTURAL PROPERTIES: U.K. NOMINATION.
IRONBRIDGE GORGE.

Prepared by the Ironbridge Gorge Museum Trust
and the Historic Buildings and Monuments Comm-
ission for England on behalf of the Department
of the Environment.

CONTENTS

1. SUMMARY	1
11. DOSSIER	
1. Specific location	
a) Country	3
b) State, Province or Region	3
c) Name of property	3
d) Exact location	3
2. Juridical data	
a) Owner	3
b) Legal Status	4
c) Responsible administration	4
3. Identification	
a) Description and Inventory	6
b) Maps and plans	9
c) Photographic Documentation	9
d) History	12
e) Bibliography	17
4. State of Preservation	
a) Diagnosis	19
b) Agent responsible for preservation/ conservation	19
c) History of preservation/conservation	19
d) Means of preservation/conservation	20
5. Justification	22
6. Listed Buildings	24
7. Appendix A. List of maps and plans	29
8. Appendix B. List of photographs.	30
9. Appendix C. List of colour slides	31
10. Maps and plans	
11. Photographs	
14. Colour Slides (in separate folder)	

WORLD HERITAGE SUMMARY

The Ironbridge Gorge is an area of outstanding importance in the history of industry, where many monuments of the Industrial Revolution of the eighteenth century have been conserved. The Ironbridge Gorge Museum which has the principal responsibility for conserving and interpreting the monuments of the district is visited by 300,000 visitors a year; its success has been closely studied by those responsible for the conservation of industrial buildings and landscapes in many parts of the world, and it incorporates an internationally recognised centre for the study of industrial archaeology and related subjects.

The Ironbridge Gorge, some 220 km north west of London, is situated within the County of Shropshire, the District of the Wrekin and the designated area of the New Town of Telford. The conservation area, with which this application is concerned, extends some 3.6 km along the course of the River Severn through the gorge, from the Ironbridge Power Station to a point downstream from Coalport Bridge, and also incorporates two tributary valleys, Coalbrookdale and the valley of the Hay Brook.

The Ironbridge Gorge was for four centuries the industrial and commercial focus of the Coalbrookdale Coalfield, a region richly endowed with minerals, coal, iron ore, limestone and useful clays. Exploitation of coal on a large scale began in the sixteenth century, but the area is of principal importance for the innovations in the manufacture and use of iron made there in the eighteenth century. In 1709 Abraham Darby I first successfully smelted iron ore with coke instead of charcoal at the ironworks in Coalbrookdale. In 1777-81 his grandson was responsible for the construction of the Iron Bridge. Iron wheels for railway wagons were cast at Coalbrookdale in 1729 and iron rails in 1767. The ironmaster John Wilkinson launched an iron barge on the Severn in 1787. For about 40 years at the end of the eighteenth century the Gorge was the most important ironworking area in Britain, and it was visited by many writers and artists from all parts of the world.

During the twentieth century the area entered a period of decline and by the 1960s many buildings were disused, and most of the monuments of the Industrial Revolution of the eighteenth century were totally neglected. Since that time the physical fabric of the Gorge has been renewed largely through the agency of Telford Development Corporation, and most of the historic monuments have come into the care of the Ironbridge Gorge Museum Trust, which has also assumed a responsibility for the interpretation of the landscape of the Gorge as a whole.

The areas of particular historic interest and importance are:

- Coalbrookdale, where the furnace where iron was first smelted with coke is preserved, alongside a Museum of Iron, a gallery of industrial art, and mansions cottages and communal buildings of the eighteenth and nineteenth centuries.
- Ironbridge where the bridge itself was restored between 1972 and 1980, and the Madeley Wood furnances are being conserved. Adjacent to the Ironbridge is a market square, one of the few elements of formal planning in the Gorge, while on the adjacent hillsides are many cottages of earlier periods, as well as pathways which were once primitive railways.
- The Hay Brook Valley, an area where industrial development did not begin until the late eighteenth century. Here, within the confines of the Blists Hill site of the Ironbridge Gorge Museum are remains of three blast furnaces

of the 1830s and 40s, two beam blowing engines of 1851, and the Hay Inclined Plane on the Shropshire Canal.

- Coalport a 'new town' of the 1790s, where the buildings of the celebrated china works have been restored as part of the Ironbridge Gorge Museum.
- Jackfield, a site of great importance in industrial history from the seventeenth century onwards most celebrated for the manufacture of decorative tiles in the late nineteenth and early twentieth centuries. The tile factory of Messrs Craven Dunnill is now part of the Ironbridge Gorge Museum.

The whole of the Ironbridge Gorge, and not just these five areas, is rich in evidence of the rise of industrialisation, one of the most significant influences upon the world of the twentieth century. The principal monuments of the area are scheduled under The Ancient Monuments and Archaeological Areas Act 1979, and 285 buildings are listed as being of special architectural or historic interest under the Town and Country Planning Act 1971 Section 54. The whole environment receives a degree of protection from its designation as a Conservation Area under Section 54 of the Town and Country Planning Act 1971.

The events of the eighteenth century in the Ironbridge Gorge were part of that Industrial Revolution, that wholesale reorganisation of the ways in which men and women lived and worked, which has been Britain's unique contribution to world history. The Old Furnace at Coalbrookdale, and the whole complex landscape of which they form part, are not just fragments along with castles, cathedrals and stately homes, of Britain's past, but a vital part of the history of mankind.

1. Specific Location

- a) Country United Kingdom
- b) State, Province or Region Shropshire
- c) Name of property Ironbridge Gorge
- d) Exact location on map and indication of geographical coordinates
- 52° 37' 30" latitude
- 2° 29' longitude

The area is bounded by the following points on the Ordnance Survey National Grid:

SJ 668053	SJ 692032	SJ 706022	SJ 665040
SJ 674050	SJ 696046	SJ 703016	
SJ 672038	SJ 700046	SJ 664031	
SJ 680039	SJ 697031	SJ 660038	

See attached maps

2. Juridical data

- a) Owner
- The designated area includes many individual properties in private ownership. Telford Development Corporation owns extensive open space and a considerable number of domestic and commercial properties in the area.

Ownership of sites of particular interest referred to in the description and inventory is as follows:-

Scheduled Ancient Monuments:

Lilleshall Beam Blowing Engines	Telford Development Corporation
Blists Hill Iron Furnaces	"
Coalport Inclined Plane	"
Old Furnace, Coalbrookdale	"
Bedlam Furnaces, Ironbridge	"
The Iron Bridge, Ironbridge	Shropshire County Council
Coalport Bridge	"

Other sites:

The Tar Tunnel, Coalport	Telford Development Corporation
Coalport China Works	"
Maws Tile Works, Jackfield	"
The Great Warehouse, Coalbrookdale	"
The Methodist Chapel, Coalbrookdale	"
Craven Dunnill Tile Works, Jackfield	Ironbridge Gorge Museum Trust
The Severn Warehouse, Ironbridge	"
Dale House, Coalbrookdale	"
Rosehill House, Coalbrookdale	"
Rose Cottage, Coalbrookdale	"
Carpenters Row, Coalbrookdale	"
St Mary's Church, Jackfield	Commissioners of the Church of England
Church of Holy Trinity, Coalbrookdale	"
Scientific and Literary Institute, Coalbrookdale	Shropshire County Council
Quaker Burial Ground, Coalbrookdale	Society of Friends

b) Legal Status

The boundaries of the designated area are coterminous with those of the Severn Gorge Conservation Area, which was formally designated in 1980.

The area includes 7 Scheduled Ancient Monuments, and 285 Listed Buildings. (A list of these is attached (pp. 24-28).

Direct public access is limited to public rights of way, Scheduled Ancient Monuments and those sites in the care of the Ironbridge Gorge Museum Trust, but the area as a whole remains a living and working landscape, the special historic character of which is readily apparent.

c) Responsible Administration

The Designated area falls under the general administration of Shropshire County Council, Telford Development Corporation and Wrekin District Council, with a small part within the Bridgnorth District. Detailed administrative schemes are confined to;

- i) The Scheduled Ancient Monuments, which are all in the care of Ironbridge Gorge Museum Trust with the exception of Coalport Bridge, which is the responsibility of the County Council, and the Iron Bridge itself, which is in the guardianship of the Secretary of State for the Environment and managed for him by HBMCE.
- ii) Other sites in the care of the Ironbridge Gorge Museum Trust.

Blists Hill Open Air Museum Area
Tar Tunnel
Coalport China works
Craven Dunnill Tile Works
The Great Warehouse
The Methodist Chapel, Coalbrookdale
The Literary and Scientific Institute
The Quaker Burial Ground
The Severn Warehouse
Dale House
Rosehill House
Rose Cottage
Carpenters Row

The Museum Trust fulfills an interpretive role for the local landscape as a whole.

3. Identification

a) Description
and Inventory

i) The Ironbridge
Gorge

The Ironbridge Gorge Conservation Area extends some 3.6 km from the Ironbridge Power Station to a point below Coalport Bridge. The Gorge was formed by a glacial overflow, and is now the point at which the River Severn flows from West to East through the high land formed by Silurian and Carboniferous measures. The Conservation Area also includes two tributary valleys of the Hay Brook. Large parts of the slopes of the Gorge are now wooded, much of the vegetation having taken root on the spoil tips created by mining and other industrial activities. The pattern of settlement in much of the Gorge is of an informal nature. Manorial control in the seventeenth century was generally weak, and it was possible for incoming migrants to squat on stretches of common land or even in some cases to purchase freeholds. Many residential plots are consequently of irregular shape, and are linked by pathways and flights of steps which in origin were primitive railways or packhorse tracks serving the mines which perforated the sides of the Gorge in the seventeenth and eighteenth centuries. In Coalbrookdale there are some terraces of workers' cottages constructed by the iron company, and around the Ironbridge and at Coalport are elements of formal planning of the late eighteenth century. Within the conservation area were six major ironworks of the Industrial Revolution period; remains of three are currently presented to the public. Evidence of other industrial activities, potteries, clay pipe works, lead smelters and chain works survives in abundance. Along the banks of the Severn are numerous remains of wharves formerly used by barges carrying away the coal and other products of the region. The river is crossed by four bridges, of considerable historical significance. The Iron Bridge and Coalport Bridge are considered below. The Albert Edward Bridge which carries a working railway is a magnificent cast iron arch of 1862-63, designed by John Fowler and erected by the Coalbrookdale Company. The so-called 'Free Bridge' of 1909 is, in the British context, an early example of concrete construction. The five major areas of historical interest within the Gorge are described separately below, but the whole region is rich in evidence of a period in the history of technology and society which gave birth to the industrialised world.

ii) Coalbrookdale

Coalbrookdale comprises the steep sided valley of the Caldebrook extending some 1200 m north from its confluence with the River Severn. Two pools, together with numerous culverts and sluices remain of the complex system which formerly provided water power for the ironworks. A modern foundry owned by Glynwed PLC occupies the middle part of the valley. To the north the Old Furnace, where iron was first smelted with coke in 1709, still stands and is protected from the elements by a cover building erected by the Ironbridge Gorge Museum Trust and funded largely by the National Coal Board, The National Heritage Memorial Fund, and the Department of the Environment in 1981-82. Adjacent to it is the Great Warehouse, constructed in 1838, with an ornate cast iron clock tower of 1843. Between the modern foundry and the area administered by the Museum Trust are several nineteenth century buildings of considerable architectural and historical interest which have recently been vacated by Glynwed PLC.

The area is overlooked by numerous houses of the eighteenth and nineteenth centuries, formerly occupied by the iron-masters and their workpeople. The valley contains many communal buildings of the same period, including a church of 1854, a Methodist Chapel of 1885, the Coalbrookdale Institute (an imposing blue brick structure of 1859), a Quaker burial ground, two public houses and several school buildings. Four railway routes were constructed between 1750 and 1863 linking Coalbrookdale with the mining area to the north, the last of which is still in use, conveying coal trains to a nearby power station. On the eastern side of the valley is Lincoln Hill, where limestone quarries and mines formed one of the most spectacular industrial activities of the late eighteenth century. Along the banks of the Severn were many wharves, on one of which stands a warehouse in the Gothic style, designed by Charles Crookes about 1840, which is now a visitor centre.

- (iii) Ironbridge The second area to be considered in detail extends some 700 m along the north bank of the Severn from the bottom of Tontine Hill to the Bedlam furnances. The Iron Bridge, constructed 1777-81 and repaired in 1972-80 by Shropshire C.C., the Department of Environment and Ironbridge Gorge Museum Trust crosses the Severn to the parish of Benthall on the south bank. The bridge is the focus for a commercial centre which was laid out in the 1780's and includes the Tontine Hotel (architects John Hiram Haycock and Samuel Wright) and an open market place. On the slopes of the gorge above the market place is an area whose layout is totally informal. A network of narrow paths and flights of steps links buildings which include roughly-constructed cottages of the seventeenth and early eighteenth centuries, public buildings like chapels and a workhouse and elegant Victorian villas incorporating many of the products of the local brick and tile works. Garden walls incorporating saggars, blocks of sag, nodules of iron ore and kiln bricks reflect much of the region's industrial history. At the eastern end of this are stand the remains of the Madeley Wood (or Bedlam) ironworks, the only blast furnaces of the mid-eighteenth century in the district of which there are substantial remains. The furnaces are the subject of an extensive programme of excavation and restoration by the Ironbridge Gorge Museum Trust.
- (iv) The Hay Brook Valley The Hay Brook is a tributary of the River Severn, and the area under consideration extends some 1500 m from St Michael's Church, Madeley to the Hay Inclined Plane. The church dates from 1794-97 and was designed by Thomas Telford, at a time when he still considered himself an architect rather than a civil engineer. It is octagonal in plan, with a square tower at the ecclesiastical west end. Adjacent to the church is the old vicarage, dating from the early eighteenth century which was the home of Jean Gwilllaume de la Flechere, the Swiss-born Vicar of the parish from 1760-85, who was one of the leading figures in the Evangelical Revival. Fletcher's tomb, with his epitaph cast on an iron slab, stands in the churchyard.

Further down the valley is the Blists Hill industrial complex of the Madeley Wood Company, situated between the Shropshire Canal, completed in 1793, and a branch railway built in the early 1860s. At the eastern end of the site is the Hay Inclined Plane, by which canal boats were carried some 70 m on a 1 in 5 slope down the side of the gorge, to another canal constructed through Coalport, just above the flood plain of the Severn. The incline has been cleared and rails have been relaid on the slope. Alongside the canal are the remains of three blast furnaces of 1832-44, with two adjacent engine houses, and of a brick and tile works of the 1850s. The Blists Hill area is now a museum administered by the Ironbridge Gorge Museum Trust and among its ancient monuments is a pair of beam blowing engines formerly sited at the Lilleshall Company's ironworks at Priorslee. The whole area is rich in evidence of its industrial past. There are several mine shafts, canal side installations, and extensive tips of industrial waste.

v) Coalport

Coalport extends some 1200 m along the north bank of the River Severn from the foot of the Hay Inclined Plane to the boundary of the conservation area downstream from Coalport Bridge.

The Tar Tunnel is now open to visitors for some 90 m from its entrance, but is accessible for a further 200 m, culminating in spectacular caverns in the rock where the effects of chemicals have produced magnificent colours. Much of the line of the Shropshire Canal below the inclined plane has been restored, and that between the China Works and the incline is in water. Part of the former china works is now used by the Ironbridge Gorge Museum and a further portion, including the oldest building within the complex dating from the 1790s and an entrance hall with a magnificent mosaic pavement, is in process of acquisition by the Museum Trust. The remainder of the works is occupied by a company making rubber mats. The interchange between canal and river has been landscaped and awaits excavation. There are extensive remains of wharves. Coalport Bridge displays evidence of three periods of construction, of 1780, 1795-99 and 1817-18, and has recently been extensively restored by Shropshire County Council. Some worker's houses dating from the time of William Reynolds still remain, together with more substantial houses once occupied by the owners of the china-works and the coal agents, and such communal buildings as the coffee houses where chinaworkers could take their lunches to be cooked.

vi) Jackfield

Jackfield extends some 90 m along the south bank of the Severn from Calcutts House, an early eighteenth century mansion once occupied by the owners of the adjacent ironworks, to the eastern boundary of Maws' tileworks. Remains of the eighteenth century ironworks at the confluence of the Calcutts Brook and the Severn have been excavated. Numerous seventeenth and early eighteenth century houses still stand, many of them once the homes of Severn bargeman, but large numbers of houses were destroyed by the construction of the Severn Valley Railways in the 1860s, and by twentieth century landslips.

Adjacent to the ironworks was a range of coke and tar ovens built by the Ninth Earl of Dundonald. The ironworks closed in the 1830s. From the 1850s Jackfield became the principal area in Britain for the production of decorative tiles, and two large factories, that of Craven Dunnill & Co, of 1872 and that of Messrs Maw of 1884 were constructed. Industry in Jackfield steadily declined in the twentieth century, and successive land slips damaged much of the housing stock. Maws' tileworks is being re-developed by Telford Development Corporation, while the Craven Dunnill factory has been part of the Ironbridge Gorge Museum since 1983.

b) Maps and plans. 1. National location, Ironbridge Gorge.

2. Local location, Ironbridge Gorge. Scale 1:50,000.

3. Boundary of Designated Area Not to Scale.

4. Key plan to sub-areas within Ironbridge Gorge. Not to scale.

5. Coalbrookdale. Scale 1:50,000.

6. Ironbridge. Scale 1:50,000.

7. Jackfield. Scale 1:50,000.

8. Valley of the Hay Brook. Scale 1:50,000.

9. Coalport. Scale 1:50,000.

c) Photographic & PHOTOGRAPHS
Cinematographic

Documentation. 1. An aerial view of the Ironbridge Gorge from above the Haybrook Valley.

2. Great Warehouse at the Coalbrookdale Ironworks built in 1838, with a cast-iron clock-tower of 1843. Since 1979 the Museum of Iron has been housed in this building.

3. A warehouse in the Gothic style on the banks of the River Severn at Ironbridge, designed by Charles Crookes c. 1840. After use as a lemonade factory, an engineering works and a garage, the warehouse was converted to a visitor centre by the Ironbridge Gorge Museum Trust in 1977.

4. The Cover Building protecting the Old Furnace, Coalbrookdale, built by the Ironbridge Gorge Museum Trust in 1981-2.

5. The beams above the forehearth of the Old Furnace at Coalbrookdale. The bottom inscription has been interpreted as reading 'Brooke: Ethel Freda and Basil: 1638: Ethel Freda and Basil Brooke'. The upper beams commemorate the enlargement of the Furnace in 1777, probably to enable iron for the Iron Bridge to be smelted there

6. The Iron Bridge viewed from the south bank of the River Severn with the Tontine Hotel and the market square laid out by the Bridge proprietors visible on the far side.
7. The Bedlam Furnaces of the 1750s which are the subject of a long-term programme of investigation and consolidation by the Ironbridge Gorge Museum Trust.
8. The Tar Tunnel, made accessible to visitors by the Ironbridge Gorge Museum Trust in the early 1970s.
9. The remains of the Blast Furnaces at Blists Hill.
10. The classically-styled valve chests of David and Samson at the Blists Hill Museum.
11. The courtyard of the China Works at Coalport, the part of the Works now occupied by the Ironbridge Gorge Museum.
12. The Hay Inclined Plane which carried canal boats for about a century from 1793 onwards. The incline has been cleared and rails relaid by the Ironbridge Gorge Museum Trust.
13. The bridge over the River Severn at Coalport in which can be seen traces of three phases of building - in 1780, 1795-7 and 1817-18.
14. The tile works at Jackfield built by Messrs Craven Dunnill in 1872 and Jackfield Parish Church designed by Sir Arthur Bloomfield in 1863. These buildings occupy a site which has been used for industrial activities at least since the beginning of the 17th century when a wooden railway was built through the area to the River Severn which lies to the left, just off the picture.

COLOUR SLIDES

1. Aerial view of Coalbrookdale looking north from the Youth Hostel.
2. Close-up view of Coalbrookdale Furnace showing cast-iron lintels with dates.
3. Coalbrookdale Furnace inside cover building
4. Quaker Burial Ground, Coalbrookdale.
5. Carpenters' Row, Coalbrookdale.
6. The Great Warehouse, Coalbrookdale (now the Museum of Iron).
7. Coalbrookdale Literary and Scientific Institute (now Ironbridge Youth Hostel).
8. Severn Warehouse with Ironbridge Power Station in the background.

9. Aerial view of Severn Warehouse and Wharf.
10. The Ironbridge.
11. Aerial view of the Ironbridge with town of Ironbridge on the left.
12. Bedlam Furnaces.
13. Aerial view showing Blists Hill Blast Furnaces.
14. Remains of Blists Hill Blast Furnaces and North Engine House.
15. Hay Inclined Plane.
16. Aerial view of Coalport China Works.
17. Coalport China Works - close-up showing kilns and canal.
18. Aerial view of Jackfield showing church, Craven Dunnill Works and houses.
19. Close up of frontage of former Craven Dunnill Works.
20. Aerial view showing former Maw & Co. tile works.

All photographs Ironbridge Gorge Museum Trust.

1) History

i) Ironbridge Gorge

The Ironbridge Gorge was for four centuries the industrial and commercial focus of the Coalbrookdale Coalfield, a region richly endowed with minerals, coal, iron ore, limestone, sand and useful clays. Local landowners began to exploit coal on a large scale in the sixteenth century. After 1600 wooden railways were built to carry coal from the mines to the banks of the Severn. Potters, salt boilers, tobacco pipe makers, lead smelters, glassmakers, blacksmiths and many other skilled craftsmen made their homes along the slopes of the gorge. By 1700 there were several iron furnaces and forges in the area, employing water power to work their bellows, using charcoal as their fuel. In 1708 the blast furnace in Coalbrookdale was leased by Abraham Darby, a Quaker pot founder, who began to make iron there in 1709 using coke as his fuel instead of the customary charcoal. This was a momentous development which ultimately made possible a vast increase in iron production in Britain, a part of that series of dramatic changes which have been described as the Industrial Revolution.

The expansion of the local iron trade began with the construction of a blast furnace at Horsehay by Darby's son, the second Abraham. The Darbys and other ironmasters fostered a remarkable series of innovations in the use of iron. From the 1720s iron cylinders were supplied for steam engines. In 1729 iron wheels for railway waggons were cast at Coalbrookdale. Iron rails were made in 1767. In 1787 John Wilkinson launched on the Severn an iron barge called the Trial, the first of many local associations with iron ships, which culminated in 1839-40 when the Coalbrookdale Company supplied the wrought-iron plates for the SS Great Britain. In 1795-96 Thomas Telford used iron from William Reynold's Ketley ironworks for an aqueduct at Longdon. Calculations which they made were used by their friend Charles Bage in 1796-97 in the construction of the Ditherington flax mill in Shrewsbury, the first iron-framed building.

At the end of the eighteenth century the Gorge was the focus of interest from many parts of the world. Engineers, manufacturers, industrial spies and seekers after the spectacular visited the Gorge to inspect the bridge, to watch the tapping of blast furnaces, to explore the Tar Tunnel, to admire the Hay Inclined Plane, and to purchase wares from the porcelain works. There are published accounts of the area by travellers from France, Prussia, Bavaria, Poland, Venice, Sweden and the United States. Paul Sandby Munn, J M W Turner and Philip James de Loutherbourg and other artists depicted the excitement and drama of the industrial scenes in the Gorge.

After 1810 the Gorge ceased to be celebrated for its innovations in the manufacture and use of iron, although from the 1830s the Coalbrookdale Company gained an international reputation for the art castings which it made in iron, and from the 1850s the Gorge became one of the principal centres in Britain for the manufacture of decorative tiles. A period of decline began in the 1890s which, ironically, served to protect from destruction many of the monuments of the Industrial Revolution. When a new town corporation was designated in 1963 with the object of renewing the economic vitality of the whole Coalbrookdale Coalfield such structures as the Bedlam Furnaces, the Hay Inclined Plane and the Iron Bridge were still intact, awaiting restoration. In 1967 at the instigation of the Telford Development Corporation the Ironbridge Gorge Museum was established with the object of conserving these monuments for posterity. The Museum now operates six major sites within the Gorge and has won international acclaim for its achievements in conservation and interpretation, gaining the first European of the Museum Award in 1978. Politicians and museum administrators from many countries who are concerned with industrial conservation regularly visit Ironbridge, and several important international conferences have been held there, amongst them the inaugural meeting in 1973 of the organisation which has now become The International Committee for the Conservation of the Industrial Heritage. In collaboration with the University of Birmingham the Museum operates the Institute of Industrial Archaeology, which is based in Coalbrookdale, and provides postgraduate teaching and short courses in industrial conservation and allied subjects. The Institute has been recognised by TICCIH as an international centre for the study of industrial archaeology and related subjects.

ii) Coalbrookdale

Iron has been worked in Coalbrookdale at least since the early sixteenth century when a bloomery furnace was in operation there. In the early seventeenth century Sir Basil Brooke had a steelworks in the valley. A blast furnace was erected in 1638, which was worked by a succession of ironmasters before it was leased in 1708 by Abraham Darby I (1678-1717) who began to smelt iron with coke in the following year, the first time that mineral fuel had successfully been used for this purpose. In subsequent decades the Darby family substantially enlarged the works, and were concerned with a succession of innovations in the manufacture and use of iron, the production of cylinders for steam engines in the 1720s, iron railway wheels in 1729, iron rails in 1767, the Iron Bridge in 1779-81, and Richard Trevithick's first steam locomotive in 1802. The smelting of iron in Coalbrookdale ceased about 1818, but a large foundry remained in the valley, which became particularly celebrated for its art castings. The extent of the ironworks has contracted in the present century but a substantial foundry complex is still active.

The Old Furnace, where Darby first smelted iron with coke was excavated by the then owners of the ironworks in 1959, and a small museum was established alongside it. The site passed in 1970 to the Ironbridge Gorge Museum Trust who have subsequently established a much larger Museum of Iron in a large warehouse of the 1830s, and protected the furnace with a cover building. The Trust is actively involved in the conservation of two iron-masters' houses, Dale House and Rosehill House, of a terrace of workers' cottages of 1783, of a Quaker burial ground, of Rose Cottages, a group of seventeenth century timber-framed buildings, and of the Coalbrookdale Institute, of 1859. Substantial landscaping schemes have been carried out in Coalbrookdale by the Telford Development Corporation.

iii) Ironbridge

Coal mining was well-established on the slopes of the Ironbridge Gorge by the mid-seventeenth century, and numerous cottages and pathways which were once primitive railways remain in the landscape as evidence of the industrial activity in that period. The scale of activity changed in the mid-eighteenth century with the construction of the Madeley Wood furnaces and other major ironworks. The building of the Iron Bridge, always acknowledged at the time as the first of its kind, stimulated the growth of a small, planned commercial centre at its northern end, and as mines in the vicinity became exhausted during the nineteenth century the tradesmen of Ironbridge constructed villa residences on the slopes above the market place. The area suffered substantial commercial decline in the 1960s and early 1970s, but the success of the Ironbridge Gorge Museum Trust and a far-reaching programme of building conservation undertaken by Telford Development Corporation have brought a renewal of commercial activity, and it is now an attractive residential area. The Iron Bridge itself scheduled as an Ancient Monument in 1935 was in a dangerous condition by the late 1960s and was extensively restored between 1972 and 1980 by Shropshire CC, the Department of the Environment and Ironbridge Gorge Museum Trust.

iv) Hay Brook Valley

The mining of coal began in the Hay Brook valley in the 1780s, soon afterwards the Shropshire Canal, linking the north of the Coalbrookdale Coalfield with the River Severn at Coalport was built through the area. In the 1830s and 40s the Madeley Wood company built blast furnaces at Blists Hill, to be followed in the 1850s by a brick and tile works. A branch railway was constructed down the valley in the 1860s, which probably marked the peak of industrial activity in the area. Traffic on the canal diminished, until the Hay Inclined Plane fell out of use soon after 1894, followed by its formal closure in 1907. The blast furnaces ceased operations in 1912, although the brick and tile works and clay mines continued to operate on a small scale until the 1940s. This great concentration of ancient monuments was taken into the custody of the Ironbridge Gorge Museum Trust in 1968, and now forms the Blists Hill Open Air Museum.

v) Coalport

The Coal measures at Coalport lie some 130 m below the surface at river bank level, so that industrial development came relatively late to this part of the Gorge, the earliest evidence of mining activities dating from 1780s when excavators seeking to link the river bank with mines to the north hit a spring of natural bitumen which became known as the Tar Tunnel and was exploited for about half a century. The bridge, originally called the Preens Eddy bridge after a farm on the south bank of the river, was constructed in wood in 1780, reinforced with three cast iron ribs in 1795-99, and completely rebuilt in iron in 1817-18. The main development in the area came in the 1790s when the riverside terminus of the Shropshire Canal was established and came to be called Coalport. The canal extended from the foot of the Hay Inclined Plane almost to Coalport Bridge. A warehouse, seven inclined railways over the 25 m slope between the canal and river, and a variety of other installations were constructed, and an extensive downstream trade in coal was developed. The ironmaster William Reynolds consciously developed the area as a new industrial settlement, gaining control of the bridge, the road system and ferries, building cottages and encouraging the growth of new industries. The most successful was the manufacture of porcelain. Three companies were amalgamated by 1914 into one concern which remained for much of the nineteenth century one of the largest china manufactories in Britain. In Reynold's time there was also a boatyard in Coalport, a rope works, a chain works, a lead smelter and a bag manufactory. New industry failed to take root after 1800, and the older concerns gradually closed. The canal was last used in the 1890s and the china works eventually went out of production in 1926. The chinaworks buildings were subsequently used by a variety of small industrial concerns. Since 1970 the Ironbridge Gorge Museum Trust has opened a museum in part of the china works, and provided public access to the Tar Tunnel, as well as carrying out landscape restoration schemes in collaboration with Telford Development Corporation.

vi) Jackfield

The mining of coal was well established on the south bank of the Severn in the Jackfield area by the late sixteenth century, and in 1602 one of the first railways of which evidence survives in Britain was being used to convey coal to the river down the Calcutts valley. A variety of coal-using industries grew up in the area, including potteries, tobacco-pipe works, tar kilns and salt boiling concerns, and Jackfield became the principal base on the Severn for barge owners, and their crews. Eighty seven barges were working from Jackfeild in 1756. In the late 1760s the Calcutts Ironworks was established at the lower end of the valley. It specialised in the production of cannon and ships' stoves, and its steam-powered cannon boring mill was inspected by many overseas visitors in the closing years of the eighteenth century. Some cannon made there are now displayed on the decks of HMS Victory at Portsmouth

Maws' tileworks is being re-developed by the Telford Development Corporation, in part as a craft centre. The Craven Dunnill works, after many years use as a foundry, was purchased by the Ironbridge Gorge Museum Trust in 1983, parts are now used as a tile museum, while excavations have revealed remains of eighteenth and early nineteenth century kilns for the manufacture of earthenware. St Mary's Church, designed by Sir Arthur Blomfield in 1863, displays many of the products of the local architectural ceramics works.

e) Bibliography.

- David Atkinson, The Tobacco Pipes of Broseley, Shropshire (1975)
- Franklin Barrett, Caughley and Coalport Porcelain (1951)
- Alan Birch, An Economic History of the British Iron and Steel Industry
1784-1879 (1967)
- I J Brown, The Mines of Shropshire (1976)
- A and N Clow, The Chemical Revolution (1952)
- Neil Cossons, The B.P. Book of Industrial Archaeology (1974)
- Neil Cossons and Harry Sowden, Ironbridge: Landscape of Industry (1977)
- Neil Cossons and Barrie Trinder, The Iron Bridge (1979)
- W H B Court, The Rise of the Midland Industries (1953)
- Peter Forsaith, The Eagle and the Dove, John Fletcher, Vicar of Madeley,
towards a new assessment (privately published 1979)
- W K V Gale, The British Iron and Steel Industry (1967)
- W K V Gale, Iron and Steel (1969)
- Sir Alexander Gibb, The Story of Telford (1935)
- G A Godden, Caughley and Worcester Porcelains (1969)
- G A Godden, Coalport and Coalbrookdale Porcelains (1970)
- Derek Hudson, Munby: Man of Two Worlds (1972)
- Ironbridge Gorge Museum, The Hay Inclined Plane (1973)
- Ironbridge Gorge Museum, The Jackfield Tile Industry (1978)
- Ironbridge Gorge Museum, The Tar Tunnel (1980)
- Ironbridge Gorge Museum, The Quaker Burial Grounds (1979)
- Ironbridge Gorge Museum, The Coalbrookdale Company and the S S Great Britain
(1979)
- Ironbridge Gorge Museum, Coalport: New Town of the 1790s (1979)
- Ironbridge Gorge Museum, Shropshire Tragedies (1980)
- F D Klingender, Art and the Industrial Revolution (ed. by Sir Arthur Elton,
1968)
- M J T Lewis, Early Wooden Railways (1970)
- J U Nef, The Rise of the British Coal Industry (1932)
- C von Oeynhausen and H von Dechen, Railways in England 1826 and 1827
ed. Charles E Lee (1974)
- Alistair Penfold, ed. Thomas Telford: Engineer (1980)
- Arthur Raistrick, Dynasty of Ironfounders (1953).
- John Randall, The Severn Valley, 1st ed (1862) 2nd ed. (1882)
- John Randall, The Clay Industries on the Banks of the Severn (1877)
- John Randall, Broseley and its Surroundings (1879)
- John Randall, The History of Madeley (1880)

- John Randall, The Wilkinsons (n.d.)
- John Randall, A short Sketch of the Lives and Usefulness of the
Rev. John and Mary Fletcher (n.d.)
- L T C Rolt, Thomas Telford (1958)
- Trevor Rowley, The Shropshire Landscape (1972)
- R F Skinner, Nonconformity in Shropshire 1662-1816 (1964)
- Stuart Smith, A View from the Iron Bridge (1979)
- Svedenstierna's Tour in Great Britain 1802-03: the Travel Diary
of an Industrial Spy, ed. by M W Flinn (1973)
- Telford Development Corporation and Ironbridge and Coalbrookdale Buildings
Preservation Trust, Coalbrookdale, A
Conservation Study (1984)
- Telford Development Corporation, The Severn Gorge (1975)
- Telford Development Corporation, Ironbridge 75 (1975)
- Barrie Trinder, The Industrial Revolution in Shropshire (1973/81)
- Barrie Trinder, The Making of the Industrial Landscape (1982)
- Barrie Trinder, ed., A Description of Coalbrookdale in 1801 (1970)
- Barrie Trinder, The Darbys of Coalbrookdale (1974).
- Barrie Trinder, The Most Extraordinary District in the World (1977)
- Barrie Trinder and Jeff Cox, Yeomen and Colliers in Telford (1980)
- Victoria County History, Shropshire vol. 2 (1973), vol 3 (1979)
vol 9 (1985)
- P J Wexler, La Formation de la Vocabulaire des Chemins de Fer en France
1778-1842 (1955)

4. State of Preservation

a) Diagnosis

The designated area includes a range of different types of land use and ownership, in differing states of repair and maintenance. As a result of coordinated efforts over the years since the inception of the Telford New Town Corporation in the 1960s, its general condition continues to improve after previous years of decline.

All the sites and monuments specifically referred to in this nomination have to some extent been, or are in the process of being, conserved and restored by various agencies.

b) Agent Responsible for preservation/conservation

The local planning authorities have general responsibilities within the conservation area, but the principal responsibility rests with owners of scheduled, listed and undesignated sites and buildings. Ironbridge Gorge Museum Trust assumes responsibility for the conservation of those properties which it administers.

c) History of Preservation/Conservation

Many agencies have contributed to conservation work within the area. The New Town Development Corporation has expended substantial public funds under the New Towns Act in order to conserve and enhance the character and appearance of the area, and give an impetus to private investment. This work now continues in publishing studies, improvement schemes and encouragement to private owners.

Telford Development Corporation was instrumental in the establishment of the Ironbridge Gorge Museum Trust. The Museum Trust undertook the restoration of its sites, beginning with Blists Hill in 1973, and most recently the restoration of Rosehill House in 1985, and a permanent process of excavation and consolidation. A few buildings such as Dale House, and further industrial buildings in Coalbrookdale, Coalport and Jackfield are still to be restored, though most future work will concentrate on the excavation and interpretation of sites such as the Bedlam Furnaces, the Coalport Canal river interchange and the Calcutts Ironworks site.

Over the area as a whole conservation is inevitably a continual process. Wrekin District Council demonstrates its commitment to conservation through its Development Control policies enhancement schemes within the area, the administration of a Town Scheme in conjunction with HBMCE, and a policy of grant-aided historic buildings within the area. Construction of a by-pass which will remove heavy through traffic from the Ironbridge Gorge is expected to commence in 1986.

Other agencies such as Department of the Environment (and HBMCE since 1984), Shropshire County Council, the Ironbridge and Coalbrookdale Society and the Friends of the Museum have been involved with the conservation of particular sites and supportive work within the area.

d) Means of preservation/
conservation

Enabling protective powers for conservation are established under 3 heads:

- i) Conservation Areas: established under the 1977 Town and Country Planning Act and the 1974 Town and Country Amenities Act.
- ii) Listed Buildings: by provision of the 1971 Town and Country Planning Act.
- iii) Scheduled Ancient Monuments: by provision of the 1979 Ancient Monuments and Archaeological Areas Act which consolidated and updated Regulations on Ancient Monuments since 1882.

The Heritage Act 1983, enables funding from HBMCE and local planning authorities for Conservation Area enhancement, and the repair of Historic Buildings and Ancient Monuments. All these available sources of funding have continuing application within the area.

The Museum Trust, which does most of its conservation work by direct labour (including the use of Manpower Services Schemes), relies for its revenue in income from visitors to pay for operation and upkeep of its various sites, with continuing assistance from other agencies, including Central Government, the National Heritage Memorial Fund, the EEC, and donations from industry, trade unions, charities etc.

In the regeneration of the area as a whole, individual resources have matched those of government and other agencies.

e) Management Plans

General recommendations for conservation within the area are held in the Shropshire County Council Severn Gorge District Plan. Wrekin District Council continues to administer a Town Scheme in Ironbridge, and the Museum Trust has a general development plan for a continuing programme of excavation and interpretation within the area.

Telford Development Corporation has produced Conservation Studies for Ironbridge and Coalbrookdale, and a study for Jackfield is in preparation.

The Iron Bridge itself is managed by HBMCE for the Secretary of State and all work to scheduled Ancient Monuments requires the consent of the Secretary of State given on the advice of HBMCE. Consent for works to listed buildings is administered through the local planning authority.

5. Justification

The Ironbridge Gorge in general, and the five areas to which specific attention has been drawn in this report in particular, form a cultural property which has a unique place in the history of the world.

The centre of the Gorge, the Ironbridge itself, is a unique achievement, the first successful large-scale structural use of cast-iron. It is a monument to the creative genius of Thomas Farnolls Pritchard, who conceived it, and of Abraham Darby III who built it. It provided inspiration for a whole generation of artists and writers from many parts of the world who came to admire it in the late eighteenth century. It is the direct ancestor of every large metal-framed structure, of the Brooklyn Bridge, the Sydney Harbour Bridge and of the bridge which crosses the Bosphorus, as well as of every skyscraper.

The Old Furnace in Coalbrookdale is testimony to one of the most influential innovations in metallurgical science, the first successful use of mineral fuel in the smelting of iron ore, a feat of imagination which made possible the great increase in the world-wide production of iron and steel, which has helped to transform the economies of so many countries during the last two centuries.

The Hay Inclined Plane may similarly be seen as a feat of daring and imagination, which demonstrated that engineering science could effectively be used to solve the problems encountered in the construction of transport systems. It was the forerunner of such remarkable twentieth century structures as the inclined plane at Ronquiere in Belgium, and that at Krasnoyarsk on the Yenesei Navigation in the Soviet Union.

Many achievements of those who have worked in the Ironbridge Gorge have influenced the development of other countries. Steam engines, bridges and such machines as sugar rolling equipment have been supplied from the ironworks of the Gorge to many overseas countries. Iron pots cast at Coalbrookdale have been located in Hawaii, New Zealand and other parts of the Pacific. Tiles from the factories in Jackfield were used in the construction of many public buildings in the former British Dominions.

Yet the Ironbridge Gorge comprised more than a select number of monuments which are of importance in the history of technology. The whole area, its roads, its railways, its shops, its inns, its intricate networks of footpaths and flights of steps, its squatter cottages, its terraces of workers' houses, its ironmasters' mansions, its church and chapels, schools and institutes, is evidence that successful

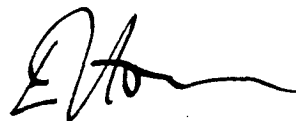
industrial innovations are not the isolated feats of outstanding individuals, but the achievements of whole communities. It is an area which as a total experience has much to teach future generations about the origins of industrial progress, and of the consequences of such progress for future development.

The monuments of the Ironbridge Gorge are located in a setting of extraordinary natural beauty, where it is possible to observe the close relationships between human settlement and achievement and the geological resources of the area, and the resources of its woodland. The Gorge is an area which people would wish to visit, even if it were not rich in industrial monuments. It is a place which has remarkable potential for educational developments.

The survival of so many monuments of the Industrial Revolution in the Ironbridge Gorge is to large extent fortuituous. Many would have been destroyed in an area which enjoyed greater prosperity in the early twentieth century. But the current interest in the monuments of the gorge, and their current state of preservation are not matters of chance. Since 1967 the Ironbridge Gorge Museum Trust has concerned itself with the conservation for posterity of these monuments, and with their interpretation to a wide public. The Gorge is not simply a repository of sites of great historical interests of education. The attractiveness of the area to scholars from all parts of the world who wants to study industrial history, and to people from many countries who are concerned with the establishment of industrial museums, shows that its significance is internationally recognised.

The events of the eighteenth century in the Ironbridge Gorge were part of that Industrial Revolution, that wholesale reorganisation of the ways in which men and women earn their livings, which has been Britain's unique contribution to world history, the Old Furnace at Coalbrookdale, and the whole complex landscape of which they form part, are not just fragments of Britain's past, along with castles, cathedrals and stately homes, but a vital part of the history of mankind.

Signed (on behalf of State party)



Full name The Lord Elton

Title Minister of State

Department of the Environment

Date December 1985

IRONBRIDGE GORGE WORLD HERITAGE SUBMISSION: LISTED BUILDINGS

<u>Area</u>	<u>Address</u>	<u>Grade</u>
Coalbrookdale	Dale End House (Former Police Station) Buildwas Road	II
	Nos 17, 18 and 19 Buildwas Road	II
	Nos 20 and 21 Buildwas Road	II
	The Valley Hotel, Buildwas Road	II*
	Severn Cottages, Buildwas Road	II
	Nos 1 and 2 Cherry Tree Hill	II
	The Old Wind, Cherry Tree Hill	II
	Former Wesleyan Chapel, Church Road	II
	No 26 Church Road, with garden gates and piers	II
	Church of Holy Trinity, Church Road	II
	Churchyard wall, railings and gates to north of Holy Trinity, Church Road	II
	No 27 Church Road	II
	The Vicarage, Church Road	II
	Oswald House, Church Road	II
	The Elms, Coach Road	II
	The Old Furnace, Coalbrookdale Ironworks	I
	Snapper Furnace, Coalbrookdale Ironworks	II*
	Wheel Pit, Coalbrookdale Ironworks	II
	The Boy and Swan Fountain, Coalbrookdale Ironworks	II
	Lamp post at Wellington Road works entrance West of Wesleyan Chapel	II
	Warehouse with clock tower, Coalbrookdale Ironworks	II*
	Office range immediately south of clock tower warehouse, Coalbrookdale Ironworks	II
	Lamp post at Dale End/The Wharfage Road Junction	II
	Yew Tree Cottage, Dale End	II
	Rose Cottage, Dale Road	II*
	Upper Forge, Dale End	II
	Nos 1 and 2, Darby Road	II
	Nos 3 and 4, Darby Road	II
	Nos 5 and 6, Darby Road	II
	Nos 7, 8, 9 and 10, Darby Road	II
	Nos 11 and 12, Darby Road	II
	Nos 20 and 21, Darby Road	II
	Nos 22 and 23, Darby Road	II
	Former Coach House of Dale House, Darby Road	II
	Nos 24 and 25, (Old Dale Cottage) Darby Road	II
	No 27 (Dale House), Darby Road	II
	Retaining wall east of No 27 (Dale House), Darby Road	II
	The Grange (or The Grove), Darby Road	II*
	Forecourt railings and piers, immediately north-east of The Grange (Grove), Darby Road	II
	Coach House north-north-west of The Grange (Rosehill House), Darby Road	II
	No 28, Darby Road	II
	Nos 31 to 36 (consecutive), Darby Road	II
	Quaker Burial Ground, Darby Road	II
	Nos 42 and 43, Darby Road	II
	Wall in front of Nos 42 and 43 Darby Road	II
	Brook House, Darby Road	II
	Green Bank Farmhouse, Jiggers Bank	II
	Coalbrookdale Institute, Paradise	II*

<u>Area</u>	<u>Address</u>	<u>Grade</u>
Coalbrookdale	Railings, gates and war memorial west of the Coalbrookdale Institute, Paradise	II
	No 2 (Paradise House), Paradise	II
	Nos 11 and 12 Paradise	II
	Paradise Villa (or The Villa) Paradise	II
	The Albert Edward Bridge, River Severn	II
	Nos 1, 2 and 3 Mill House Cottage, School Road	II
	Nos 1 and 2 (Old School House), School Road	II
	Nos 4 to 10 (consecutive), School Road	II
	Woodbury, School Road	II
	Former Roman Catholic School, Sheeps Hill	II
	Stoneyhill Drift Mines, Stoneyhill	II
	Carpenters Row Nos 1 to 10, Wellington Road	II
	No 12 (The Coalbrookdale Inn), Wellington Road	II
	No 13 (The Rookery), Wellington Road	II
	No 14, Wellington Road	II
	Former Wesleyan Chapel, Wellington Road	II
	No 31, Wellington Road	II
	Nos 32 and 33, Wellington Road	II
	No 34, Wellington Road	II
	Nos 35, 36 and 37, Wellington Road	II
	No 39, Wellington Road	II
	No 43, Wellington Road	II
	Nos 44 to 47 (consecutive), Wellington Road	II
	Nos 52, 53 and 54, Wellington Road	II
	The New School House, Wellington Road	II
	No 11 (The Grove Inn), Wellington Road	II
	Woodside House, Woodside	II
	No 7, Woodside	II
	No 8 (Springhill), Woodside	II
Coalport	Bridge over Hay Incline Plane, Coalport High Street	II
	The Hay Incline Plane, Coalport High Street	II
	No 17, Coalport High Street	II
	Former Coalport Chinaworks, Coalport High Street	II*
	Premises occupied by The Nuway Manufacturing Co Ltd, Coalport High Street	II
	Nos 46 to 50 (consecutive) and No 52 and The Brewery Inn Coalport High Street	II
	Nos 54, 55 and 56, Coalport High Street	II
	Coalport House, Coalport High Street	II
	Nos 60 and 61, Coalport High Street	II
	Coalport Bridge, River Severn	II*
	Wards Tynning, Broseley Road	II
	Hay House Farmhouse	II
	Golf Club Shop and Changing Rooms north of Hay House Farmhouse	II
Ironbridge	Nos 1 and 2, Bath Road	II
	No 7, Belle Vue Road	II
	Belmont and Edgmont, Belmont Road	II
	Nos 4 to 11 The Brockholes, Belmont Road	II
	No 24, Belmont Road	II
	Nos 34 and 35, Belmont Road	II
	Braeside, Belmont Road	II
	No 57 (The Laurels), Belmont Road	II
	Nos 65 and 66 (Mill Cottages), Bower Yard	II
	Bridge House, Bower Yard	II
	No 68, Bower Yard	II
	No 69, Bower Yard	II
	Former Toll House of the Iron Bridge, Bower Yard	II

<u>Area</u>	<u>Address</u>	<u>Grade</u>
Ironbridge	No 78, Bower Yard	II
	Nos 7 and 8, Church Hill	II
	No 10, Church Hill	II
	No 12, Church Hill	II
	No 13, Church Hill	II
	No 16, Church Hill	II
	No 18 (South View), Church Hill	II
	No 29, Church Hill	II
	Hydrant immediately south of Nos 35 and 36, Church Hill	II
	Nos 35 and 36, Church Hill	II
	Church of St Luke, Church Hill	II
	Churchyard railings south-east of St Luke's Church, Church Hill	II
	No 26 (Southside), Church Hill	II
	Orchard House, Church Hill	II
	No 41, Church Hill	II
	No 24 (Nock Deighton), High Street	II
	Nos 25 to 27 (consecutive), High Street	II
	No 28, High Street	II
	Nos 29 and 30, High Street	II
	No 31, High Street	II
	Nos 32 and 32a, High Street	II
	No 33, High Street	II
	No 34, High Street	II
	Rectory, Hodge Bower	II
	Old Rectory, Hodge Bower	II
	No 55 (West View), Hodge Bower	II
	Madeley Wood Methodist School, Jockey Bank	II
	Ladywood Cottage, Ladywood	II
	Station Hotel, Ladywood	II
	Nos 3 and 4, Ladywood	II
	Nos 5 and 6, Ladywood	II
	Nos 7, 8 and 9, Ladywood	II
	Nos 14, 15 and 16, Ladywood	II
	No 46, Lincoln Hill	II
	The Lodge (Nos 41 to 44), Lincoln Hill	II
	The Cottage (or River View), The Lloyds	II
	Wall of slag blocks, The Lloyds	II
	Parish Room (former School), Madeley Road (Hill)	II
	No 10 (The Shrubbery), Madeley Road (Hill)	II
	No 15 (George and Dragon Inn), Madeley Road (Hill)	II
	Madeley Wood Methodist Chapel, Madeley Road (Hill)	II
	The Manse, Madeley Road (Hill)	II
	No 60 (Prospect House), Madeley Road (Hill)	II
	The Beacon Public House, madeley Road (Hill)	II
	No 1 (Lloyds Bank), Market Square	II
	Tha Market Buildings, Nos 2, 3, 4, 5 and 6, Market Square	II*
	Former Butter Market, Market Square	II
	No 1 (The Gold Ball Public House), New Bridge Road	II
	Nos 52 and 53, (The Chapel on the Rock), New Bridge Road	II
	No 54, New Bridge Road	II
	No 1, New Road	II
	Nos 2 to 6 (consecutive), New Road	II
	Outbuildings immediately north east of No 7, New Road	II
	No 8 (Severn Lodge), New Road	II
	No 10 (The Grove), New Road	II
	The Iron Bridge, River Severn	I

<u>Area</u>	<u>Address</u>	<u>Grade</u>
Ironbridge	The Free Bridge, River Severn	II
	Nos 1 and 2, St Lukes Road	II
	Church of England School, St Lukes Road	II
	No 24, St Lukes Road	II
	No 10, Severn Bank	II
	No 11 (Registrar's Office), Severn Bank	II
	No 14, Severn Bank	II
	No 6a, Tontine Hill	II
	No 7, Tontine Hill	II
	No 8, Tontine Hill	II
	No 9, Tontine Hill	II
	No 10, Tontine Hill	II
	No 11, Tontine Hill	II
	Nos 12 and 13, Tontine Hill	II
	The Tontine Hotel, Tontine Hill	II*
	Nos 9 and 10, Waterloo Street	II
	Nos 11 and 12, Waterloo Street	II
	Nos 55 and 56, Waterloo Street	II
	Former Police Station and Court Room, Waterloo Street	II
	The Bedlam Furnace, Waterloo Street	II*
	Wesleyan Infant School and No 1 Wesley Road	II
	No 3 (Sycamores) Wesley Road	II
	No 2, The Wharfage	II
	Nos 3 and 4, The Wharfage	II
	Nos 6 and 7, The Wharfage	II
	No 8, The Wharfage	II
	White Hart Inn, The Wharfage	II
	No 11, The Wharfage	II
	Nos 12 to 14 (consecutive), The Wharfage	II
	No 15, The Wharfage	II
	No 17, The Wharfage	II
	No 18, The Wharfage	II
	Warehouse immediately to north west of No 18, The Wharfage	II
	Former Talbot Inn and adjoining Warehouse, The Wharfage	II
	No 20a, The Wharfage	II
	No 20, The Wharfage	II
	The Swan Hotel, The Wharfage	II
	Nos 22 and 23, The Wharfage	II
	Nos 29 and 30, The Wharfage	II
	Nos 31 and 32, The Wharfage	II
	No 33, The Wharfage	II
	No 35, The Wharfage	
	Nos 36 and 37, The Wharfage	II
	Severn Wharf Buildings, The Wharfage	II*
	Woodlands Grange, Woodlands Road	II
Jackfield	Calcutts House, Coalford	II
	Railway Level Crossing Gates, north-north-west of Calcutts House	II
	Nos 139 and 142, Salthouse Road	II
	Church of St Mary The Virgin, Salthouse Road	II
Madeley	Anstice Memorial Institute, Anstice Square	II
	Gazebo south-south-east of The Old Hall, Church Street	II
	Garden Boundary wall south west of The Old Hall, Church Street	II
	Garden Boundary wall east of The Old Hall, Upper House, Church Street	II
	Garden Boundary wall north east of Upper House, Church Street	II
	Coach House and Barn north west of Upper House, Church Street	II
	No 7, Church Street	II

<u>Area</u>	<u>Address</u>	<u>Grade</u>
Madeley	No 8, Church Street	II
	Church of St Michael, Church Street	II*
	Churchyard Boundary Wall north of Church of St Michael	II
	Railings and gate north west of Church, Church Street	II
	The Old Vicarage, Church Street	II*
	Gatepiers of west of Old Vicarage, Church Street	II*
	Former National School, Church Street	II
	Infant School, Church Street	II
	Nos 39 and 40, Church Street	II
	Nos 43 and 44 (The Little Hay), Church Street	II
	Fletcher Methodist Church, Court Street	II
	No 9, High Street	II
	No 11, High Street	II
	The Royal Oak, High Street	II
	Nos 61 and 62, Nos 63, 64 and 65, High Street	II
	No 67, High Street	II
	The Villa, Maddocks	II
	Nos 2, 3, 4 and 5, Station Road	II
	No 8, Station Road	II
	Nos 13 and 14, Station Road	II
	Nos 34 and 35, Station Road	II
	Nos 36 and 37, Station Road	II
	Reamins of Blists Hill, Ironworks	II
	Remains of Blists Hill, Brickworks	II
	Lee Dingle Bridge	II
	All Nations Inn	II
	Baggaleys Wind	II

APPENDIX A

IRONBRIDGE GORGE MAPS AND PLANS

1. National location, Ironbridge Gorge.
2. Local location, Ironbridge Gorge. Scale: 1:50,000
3. Boundary of Designated Area. Not to scale.
4. Key plan to sub-areas within Ironbridge Gorge. Not to scale.
5. Coalbrookdale. Scale 1:50,000.
6. Ironbridge. Scale 1:50,000.
7. Jackfield. Scale 1:50,000.
8. Valley of the Hay Brook. Scale 1:50,000.
9. Coalport. Scale 1:50,000.

APPENDIX B

IRONBRIDGE GORGE PHOTOGRAPHS

1. An aerial view of the Ironbridge Gorge from above the Haybrook Valley.
2. Great Warehouse at the Coalbrookdale Ironworks built in 1838, with a cast-iron clock-tower of 1843. Since 1979 the Museum of Iron has been housed in this building.
3. A Warehouse in the Gothic style on the banks of the River Severn at Ironbridge, designed by Charles Crookes c.1840. After use as a lemonade factory, an engineering works and a garage the warehouse was converted into a visitor centre by the Ironbridge Gorge Museum Trust in 1977.
4. The Cover Building protecting the Old Furnace, Coalbrookdale, built by the Ironbridge Gorge Museum Trust in 1981-2.
5. The beams above the forehearth of the Old Furnace at Coalbrookdale. The bottom inscription has been interpreted as reading 'Brooke: Ethel Freda and Basil: 1638: Ethel Freda and Basil Brooke'. The upper beams commemorate the enlargement of the Furnace in 1777, probably to enable iron for the Iron Bridge to be smelted there.
6. The Iron Bridge viewed from the south bank of the River Severn with the Tontine Hotel and the market square laid out by the Bridge proprietors visible on the far side.
7. The Bedlam Furnaces of the 1750s which are the subject of a long-term programme of investigation and consolidation by the Ironbridge Gorge Museum Trust.
8. The Tar Tunnel, made accessible to visitors by the Ironbridge Gorge Museum Trust in the early 1970s.
9. The remains of the Blast Furnaces at Blists Hill.
10. The classically-styled valve chests of David and Samson at the Blists Hill Museum.
11. The courtyard of the China Works at Coalport, the part of the works now occupied by the Ironbridge Gorge Museum.
12. The Hay Inclined Plane, which carried canal boats for about a century from 1793 onwards. The incline has been cleared and rails relaid by the Ironbridge Gorge Museum Trust.
13. The bridge over the River Severn at Coalport in which can be seen traces of three phases of buildings - in 1780, 1795-97 and 1817-18.
14. The tile works at Jackfield built by Messrs Craven Dunnill in 1872 and Jackfield Parish Church designed by Sir Arthur Bloomfield in 1863. These buildings occupy a site which has been used for industrial activities at least since the beginning of the seventeenth century when a wooden railway was built through the area to the River Severn which lies to the left, just off the picture.

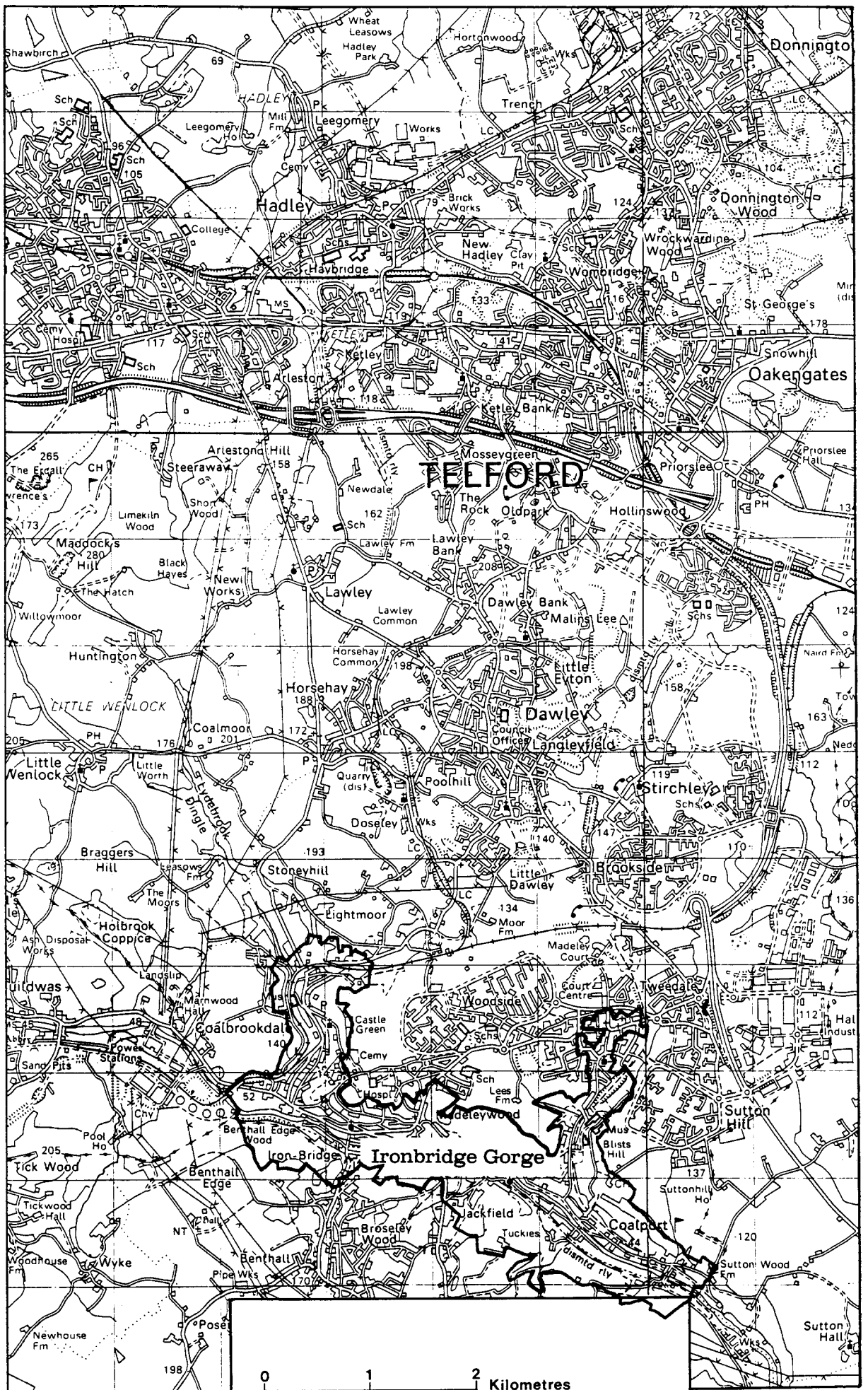
APPENDIX C

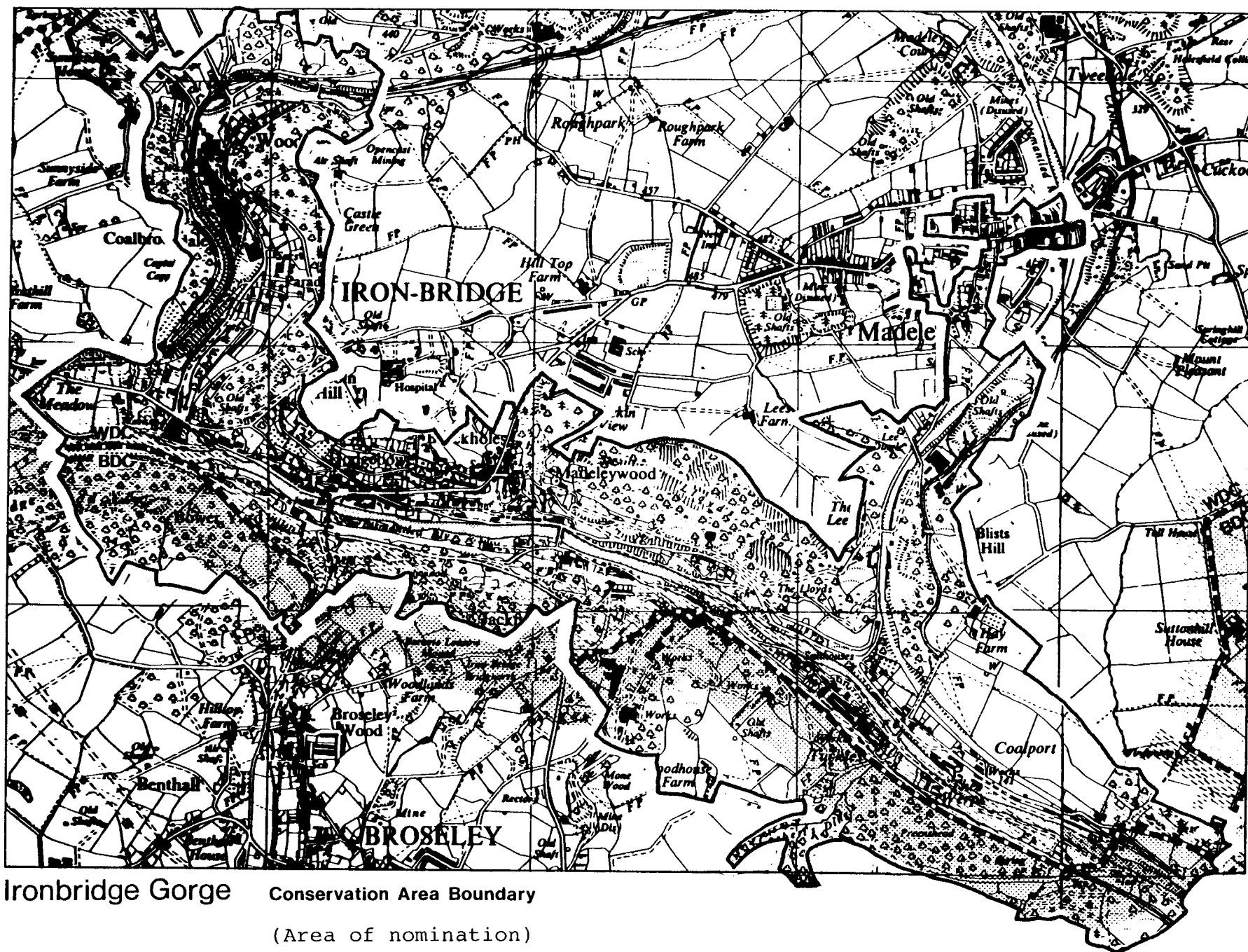
IRONBRIDGE GORGEColour Slides

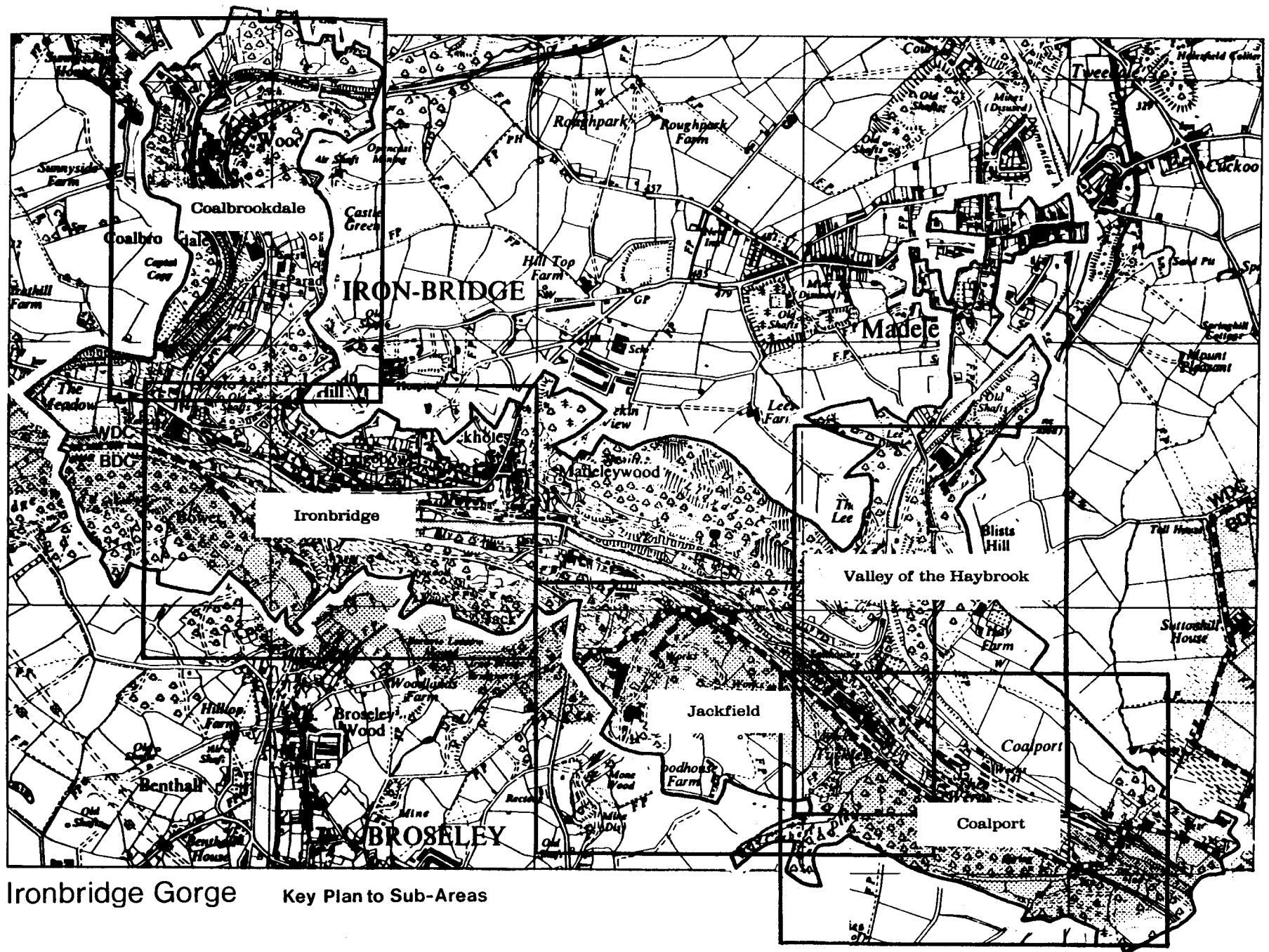
1. Coalbrookdale: air photograph looking north.
2. the Furnace showing dated cast-iron lintels.
3. the Furnace inside modern cover building.
4. Quaker Burial Ground.
5. Carpenters Row.
6. the Great Warehouse (now Museum of Iron).
7. Literary & Scientific Institute (now Ironbridge Youth Hostel).
8. Severn Warehouse with Ironbridge Power Station in background.
9. Severn Warehouse & wharf: air photograph.
10. The Iron Bridge.
11. Air photograph of Iron Bridge with town of Ironbridge on left.
12. Bedlam Furnaces.
13. Blists Hill Blast Furnaces: air photographs.
14. remains of furnaces and North Engine House.
15. Hay Inclined Plane.
16. Coalport China Works: air photograph.
17. the kilns and canal.
18. Jackfield: air photograph showing church, Craven Dunnill Works and houses.
19. Frontage of former Craven-Dunnill Works.
20. Air photograph showing former Maw & Co tile works.



Kilometers 100 0 100 200

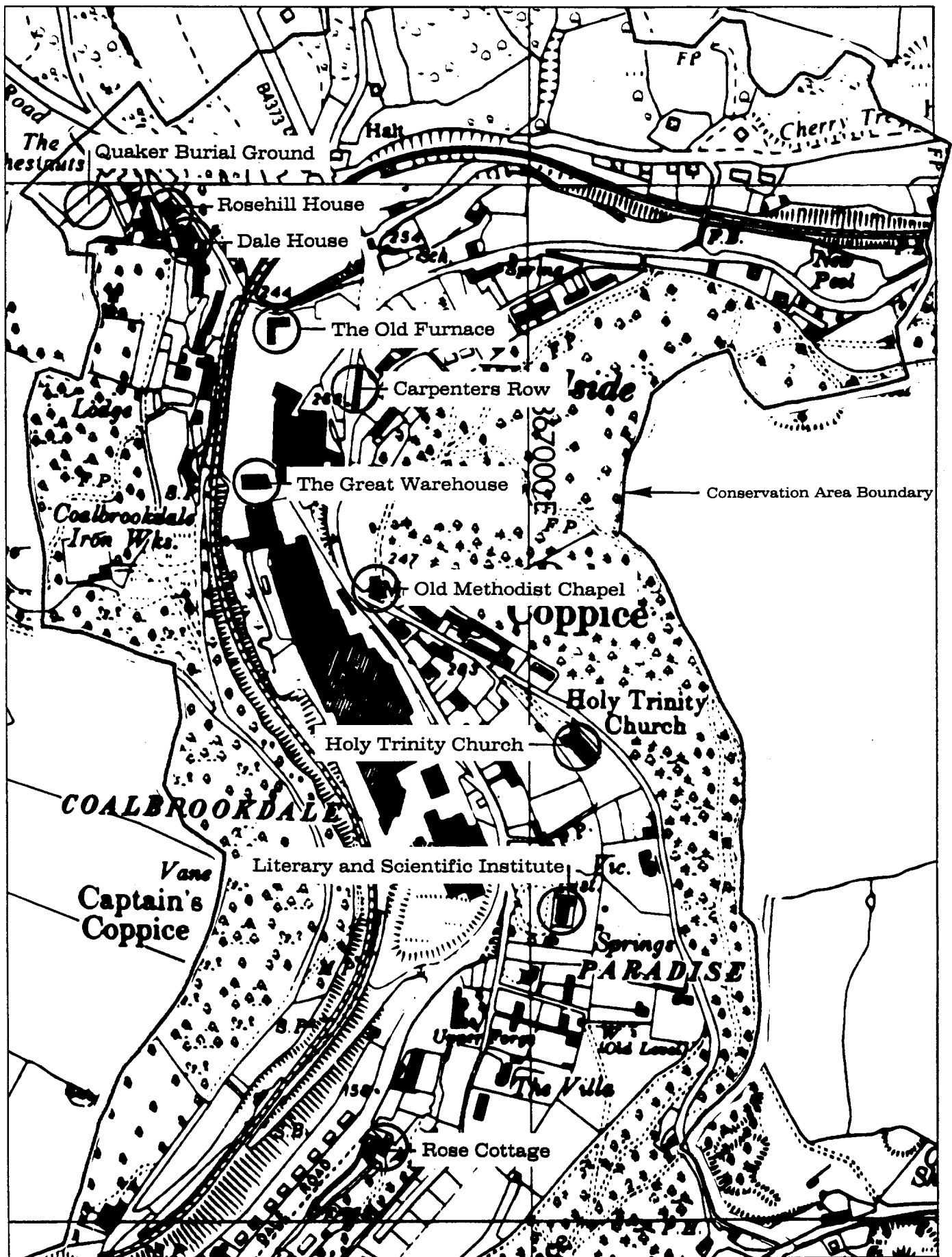






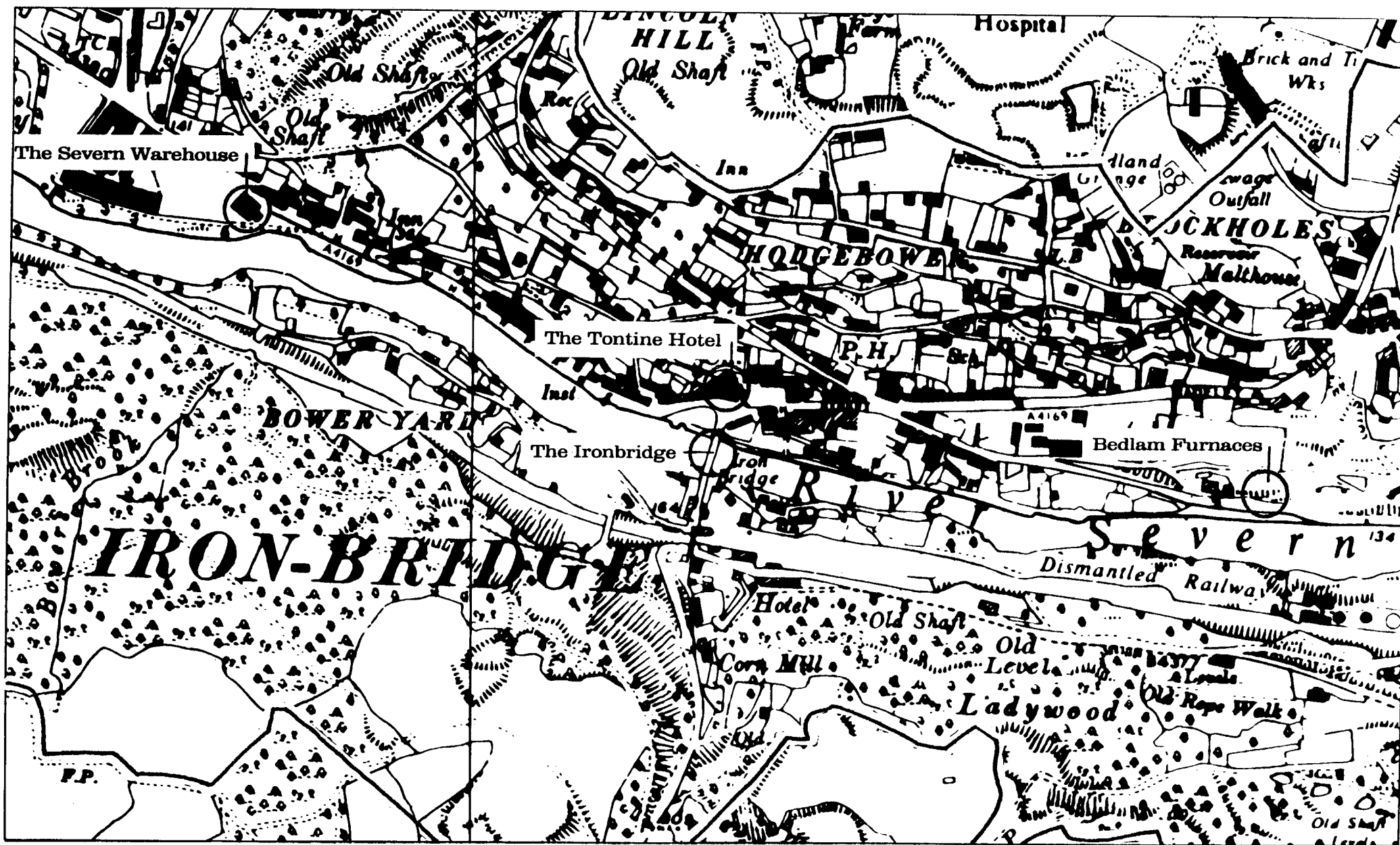
Ironbridge Gorge

Key Plan to Sub-Areas



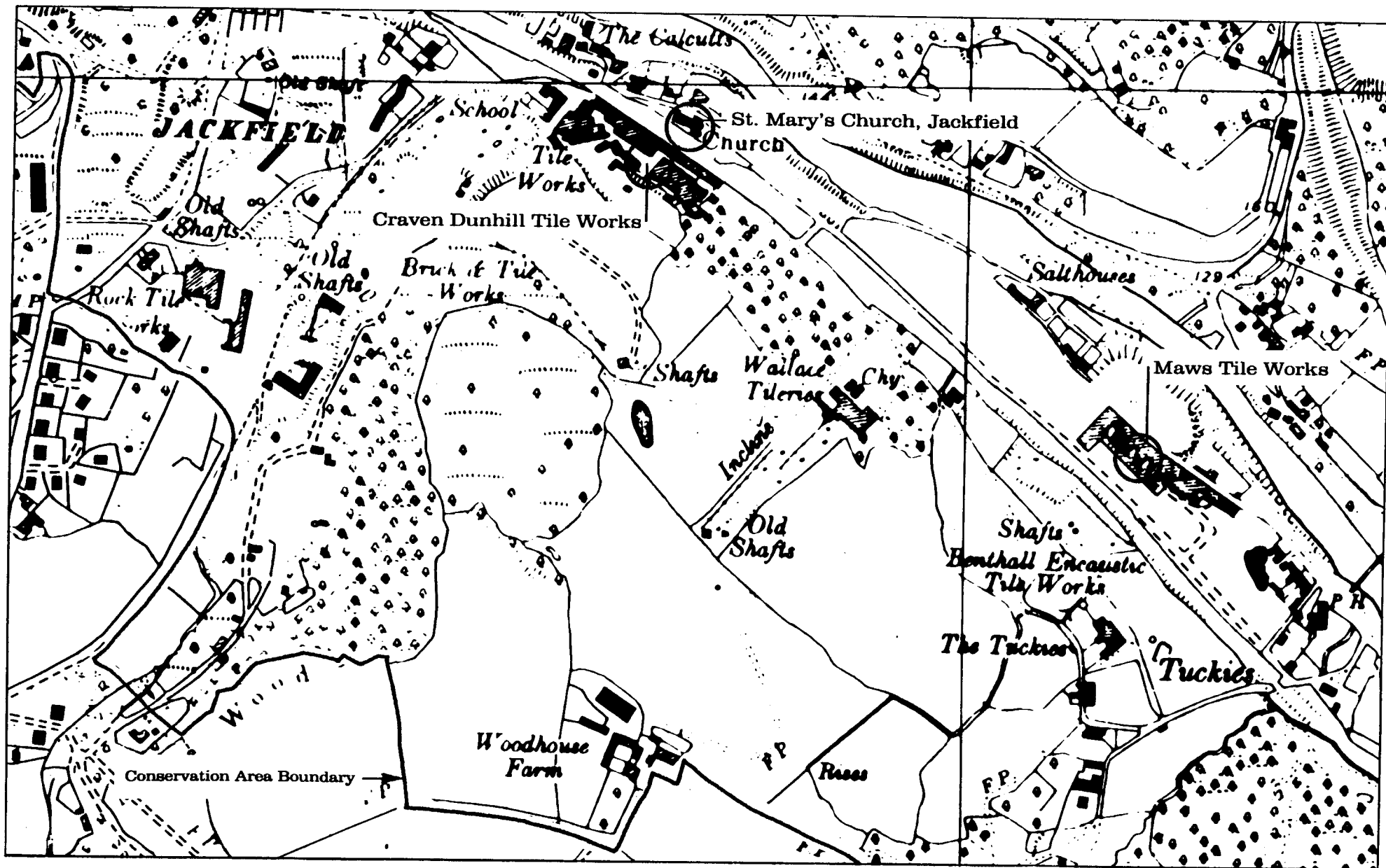
Coalbrookdale

Scale 1:5,000



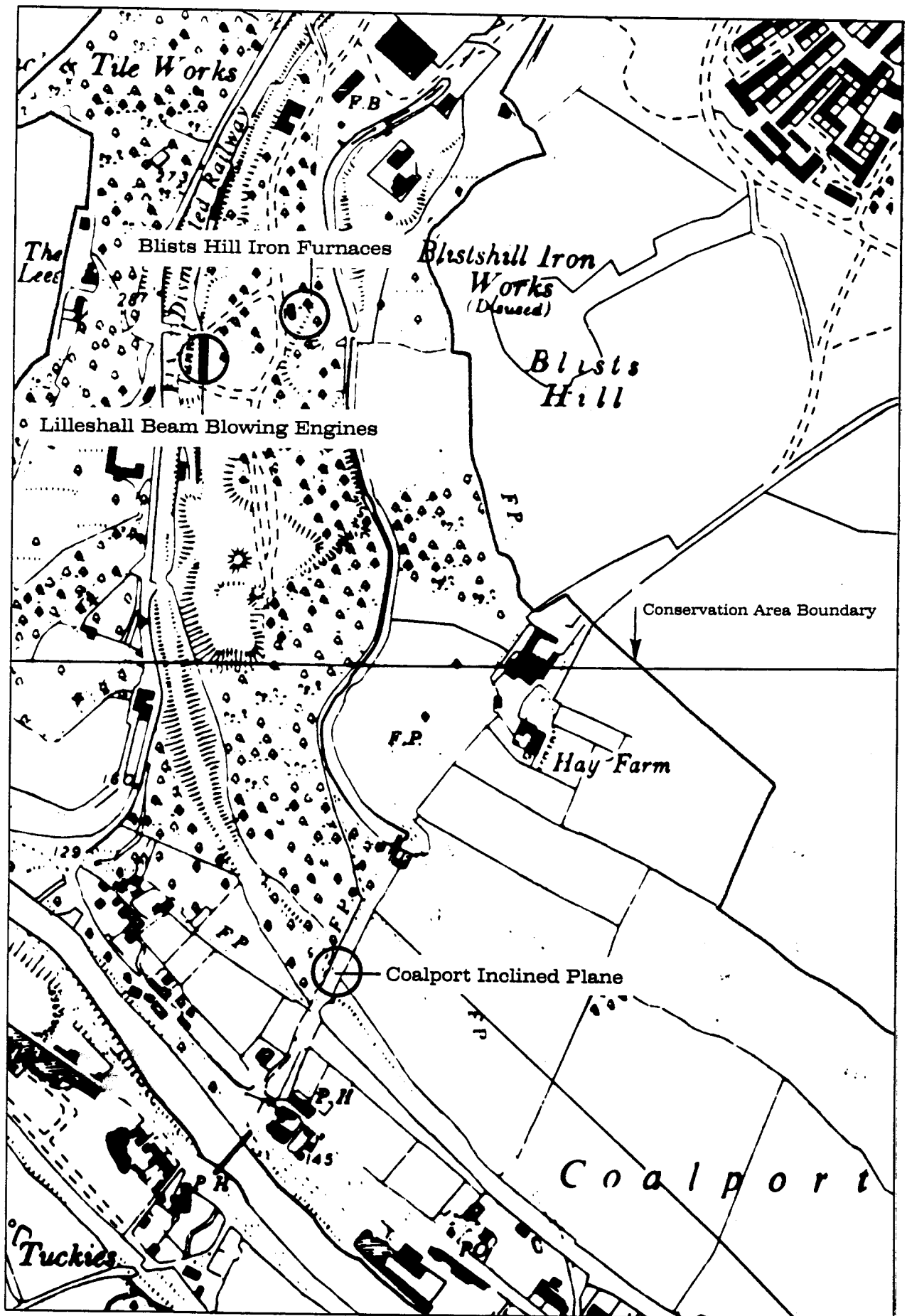
Ironbridge

Scale 1:5,000



Jackfield

Scale 1:5,000



Haybrook

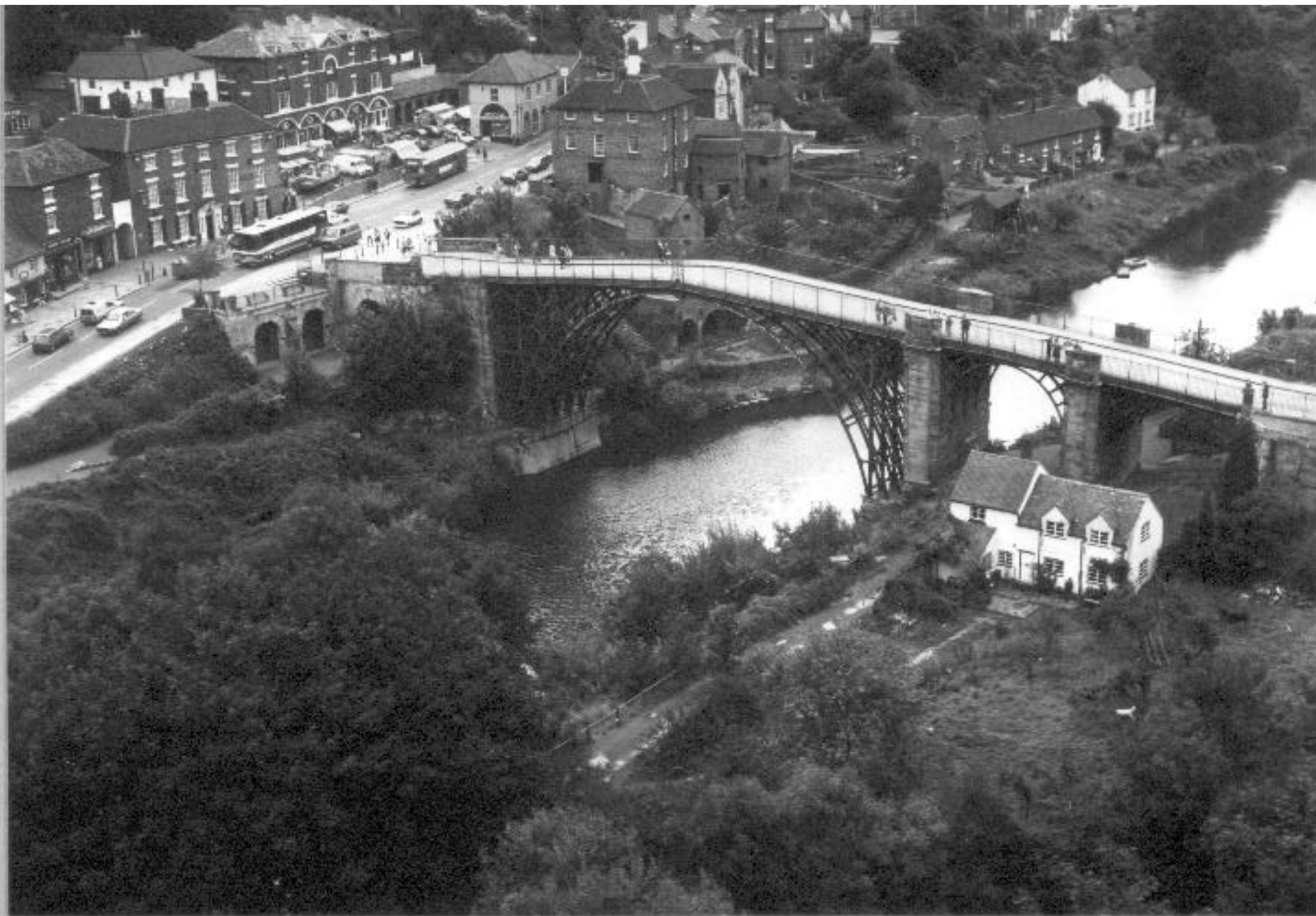
Scale 1:5,000

Scale 1:5,000



IRONBRIDGE

1. The gorge



6. The Iron Bridge, Tontine Hotel and market square

ICOMOS

INTERNATIONAL COUNCIL ON MONUMENTS AND SITES
CONSEIL INTERNATIONAL DES MONUMENTS ET DES SITES
CONSEJO INTERNACIONAL DE MONUMENTOS Y SITIOS
МЕЖДУНАРОДНЫЙ СОВЕТ ПО ВОПРОСАМ ПАМЯТНИКОВ И ДОСТОПРИМЕЧАТЕЛЬНЫХ МЕСТ

WORLD HERITAGE LIST

N° 371

A) IDENTIFICATION

Nomination : Ironbridge Gorge

Location : Shropshire

State Party : United Kingdom

Date : December 23, 1985

B) ICOMOS RECOMMENDATION

That the proposed cultural property be included on the World Heritage List on the basis of criteria I, II, IV and VI.

C) JUSTIFICATION

The Industrial Revolution, a worldwide phenomenon, emerged in 18th-century England before spreading to other nations and fostering, in the 19th century, some of the most far-reaching changes in human history, is embodied in the remarkable Ironbridge Gorge site located in the county of Shropshire, some thirty kilometers northwest of Birmingham.

The site spreads over 3.6 kilometers in the narrow Severn Valley upstream from its confluence with the Caldebrook River in Coalbrookdale. It is an extraordinary concentration of mining zones, foundries, factories, workshops and warehouses which coexists with an old network of lanes, paths, roads, ramps, canals and railroads as well as substantial remains of traditional landscape and housing : forests of Severn Gorge, the ironmasters' houses, the workers' living quarters, public buildings and infrastructure equipment of the 18th and 19th centuries. Ironbridge Gorge is wanting neither in outstanding monuments (with Ironbridge being the most famous), in examples representative of the main techniques of the industrial age, nor in a socio-professional backdrop which is still alive. Thus, this industrial valley is both unique and symbolizes an era. Since 1968, the Ironbridge Gorge Museum Trust coordinates actions in the areas of discovery, conservation and exploitation of the valley's heritage in addition to providing sound management of museums, monuments and sites thereby acting as a pioneer in the field of industrial archaeology.

In the area which is nominated for inclusion on the World Heritage List, there are five major areas of interest. Moving from west to east they are :

Coalbrookdale. This is where in 1709 the Quaker Abraham Darby I developed the coke iron production technique which began the great 18th-century steel revolution. In the 19th century the Coalbrookdale foundries were highly prosperous, exporting their production as far as New Zealand and the Hawaiian Islands. There still remains a high concentration of 18th- and 19th-century dwellings, warehouses, churches and chapels in the town. The Great Warehouse contains an iron museum.

Ironbridge. The locality, where mining and metallurgical activity began in the 17th century, draws its name from the iron bridge erected in 1779 and which also serves to designate the entire region of the Severn Gorges. At the far east end of the locality there still exist the remains of two 18th-century blast furnaces, the Bedlam Furnaces, which were built in 1757.

Hay Brook Valley. Downstream from Madeley in the low valley of this small tributary of the Severn River, a large open air museum was set up on Blists Hill covering 20 hectares. Extraction galleries, shafts with their head-frames, and blast furnaces have been preserved near the Shropshire Canal, which was linked to the Severn River via a gigantic inclined plane known as the Hay Inclined Plane, fitted with ramps.

Jackfield. This small town located on the south bank of the Severn made its living from coal mining, clay production and navigation. It was the valley's port of registry (87 barges in operation in 1756).

Coalport. This town is located at the far east end of the protected zone on the north bank of the Severn, which is spanned by a metal bridge from 1780-1818. The high point of this town is the porcelaine manufacturing plant founded by John Rose at the end of the 18th century and which closed down only in 1926. Today it is a porcelaine museum presenting not only the valley's other porcelaine manufacturers, such as Caughly, but also other producers of ceramics in Ironbridge Gorge (tileries, pipe factories, etc.). Furthermore, the wall and floor tile business is presented at Maw's Tileworks, a plant founded in 1850.

ICOMOS recommends the inclusion of the Ironbridge Gorge ensemble on the World Heritage List on the basis of criteria I, II, IV and VI.

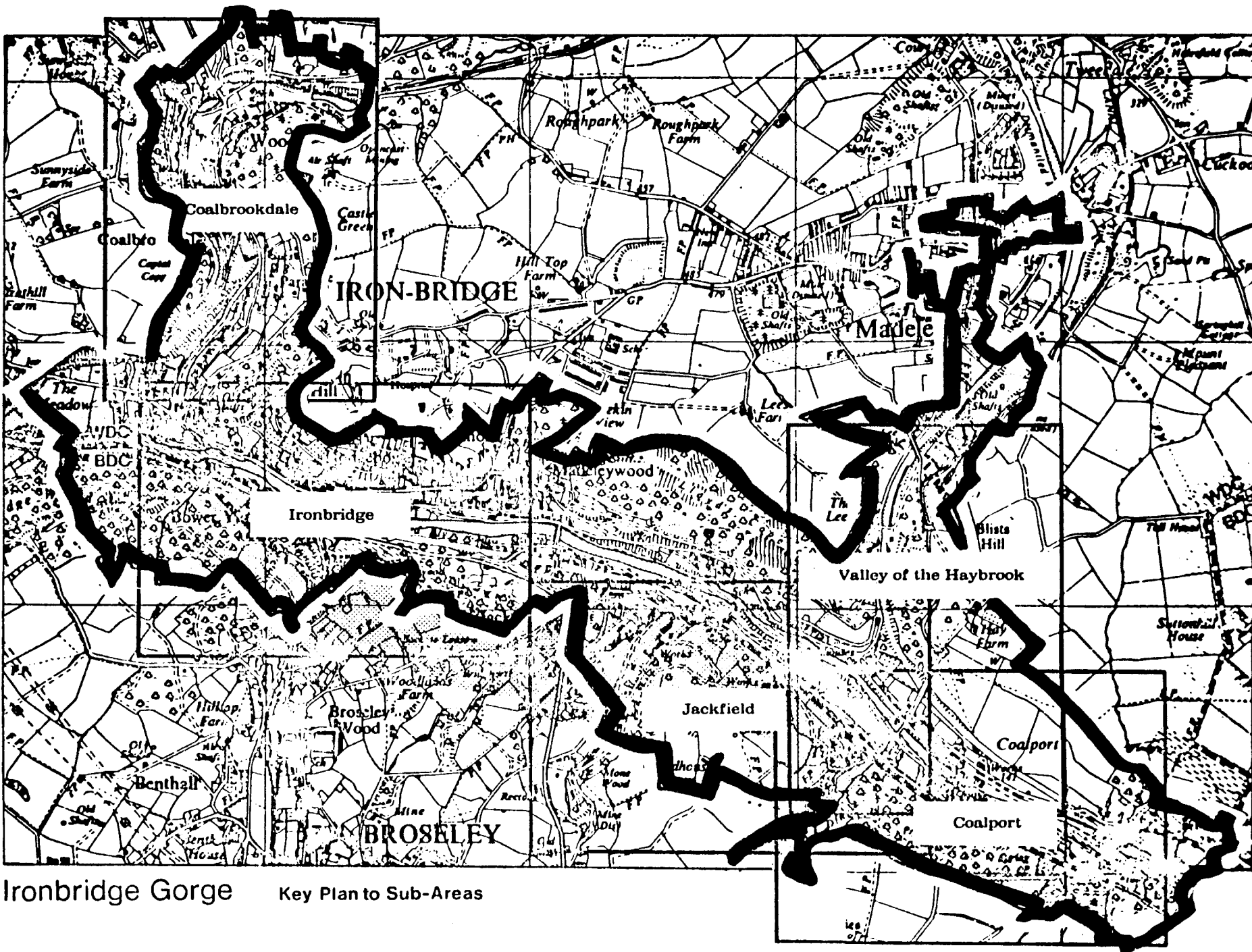
Criterion I. The Coalbrookdale blast furnace perpetuates in situ the creative effort of Abraham Darby I who discovered coke iron in 1709. It is a masterpiece of man's creative genius in the same way as Ironbridge, which is the first known metal bridge. It was built in 1779 by Abraham Darby III from the drawings of the architect Thomas Farnolls Pritchard.

Criterion II. The Coalbrookdale blast furnace and Ironbridge exerted great influence on the development of techniques and architecture.

Criterion IV. Ironbridge Gorge provides a fascinating summary of the development of an industrial region in modern times. Mining centres, transformation industries, manufacturing plants, workers' quarters, and transport networks are sufficiently well preserved to make up a coherent ensemble whose educational potential is considerable.

Criterion VI. Ironbridge Gorge, which opens its doors to 300,000 visitors yearly, is a world renowned symbol of the 18th-century Industrial Revolution.

ICOMOS, April 1986.



Ironbridge Gorge

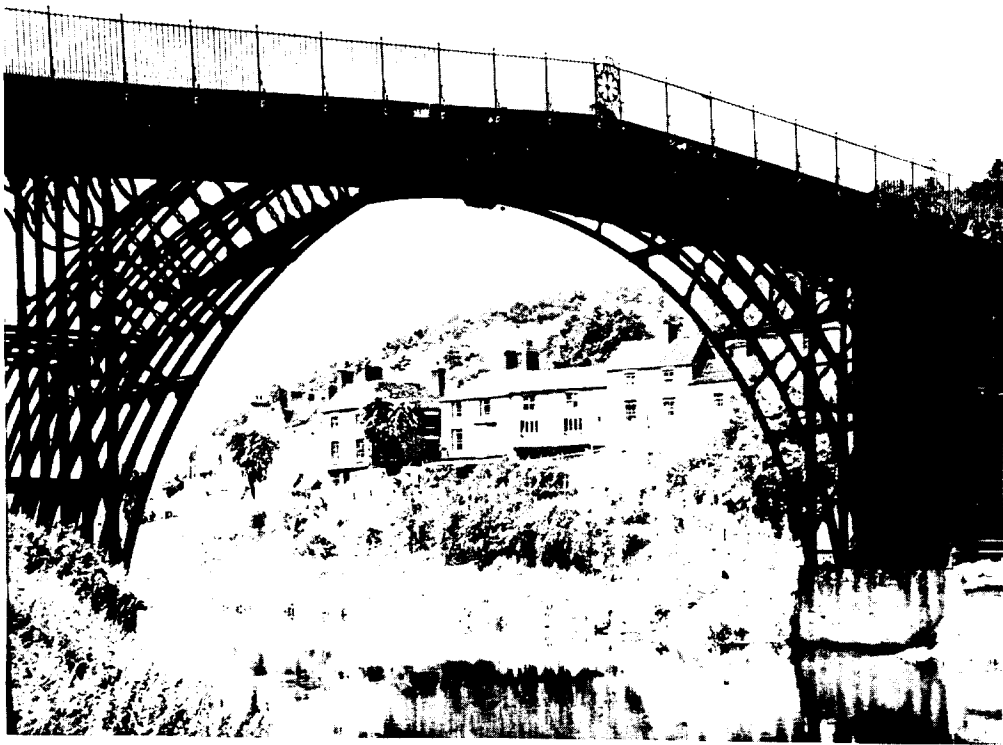
Key Plan to Sub-Areas



11. Courtyard, China Works at Coalport



**The Great Warehouse at the Coalbrookdale Ironworks -
(1838)**



IRONBRIDGE. Le pont de Coalbrookdale.

ICOMOS

INTERNATIONAL COUNCIL ON MONUMENTS AND SITES
CONSEIL INTERNATIONAL DES MONUMENTS ET DES SITES
CONSEJO INTERNACIONAL DE MONUMENTOS Y SITIOS
МЕЖДУНАРОДНЫЙ СОВЕТ ПО ВОПРОСАМ ПАМЯТНИКОВ И ДОСТОПРИМЕЧАТЕЛЬНЫХ МЕСТ

LISTE DU PATRIMOINE MONDIAL

N° 371

A) IDENTIFICATION

Bien proposé : Ironbridge Gorge

Lieu : Shropshire

Etat partie : Royaume Uni

Date : 23 Décembre 1985

B) RECOMMANDATION DE L'ICOMOS

Que le bien culturel proposé soit inscrit sur la Liste du Patrimoine mondial au titre des critères I, II, IV et VI.

C) JUSTIFICATION

Phénomène d'importance mondiale, la révolution industrielle qui éclata dans l'Angleterre du XVIIIe siècle avant de gagner d'autres nations et de déterminer, au XIXe siècle, l'une des plus grandes mutations de l'histoire humaine, peut être évoquée à partir du site insigne d'Ironbridge Gorge, dans le comté de Shropshire, à une trentaine de kilomètres au nord-ouest de Birmingham.

Sur 3,6 kilomètres, dans le cadre resserré de la vallée de la Severn en amont de son confluent avec la Caldebrook à Coalbrookdale, une extraordinaire concentration de zones d'extraction minière, de fonderies, d'usines, d'ateliers et d'entrepôts coexiste avec le réseau ancien des voies de circulation, sentiers, routes, rampes, canaux et chemins de fer, ainsi qu'avec des vestiges importants du paysage et de l'habitat traditionnels : forêts des gorges de la Severn, maisons des maîtres de forges et logements ouvriers, bâtiments publics et équipements collectifs des XVIIIe et XIXe siècles. Il ne manque à Ironbridge Gorge ni les monuments exceptionnels (le pont d'Ironbridge est le plus célèbre) ni les échantillons représentatifs des principales techniques de l'ère industrielle, ni la présence d'un arrière-plan socio-professionnel toujours vivant, en sorte que cette vallée industrielle est tout à la fois unique et symbolique d'une époque. Depuis 1968, l'Ironbridge Gorge Museum Trust coordonne les actions de découverte, de conservation et de mise en valeur du patrimoine de la vallée et gère de façon exemplaire musées, monuments et sites jouant ainsi un rôle pionnier dans le domaine de l'archéologie industrielle.

Dans la zone proposée pour inscription sur la Liste du Patrimoine

mondial, on peut distinguer cinq principaux pôles d'attraction. Ce sont, d'ouest en est :

Coalbrookdale. C'est là que le quaker Abraham Darby I mit au point, en 1709, la technique de la fonte au coke, point de départ de la grande révolution sidérurgique du XVIIIe siècle. Au XIXe siècle, les fonderies de Coalbrookdale étaient extrêmement prospères et exportaient leurs productions jusqu'en Nouvelle Zélande et dans l'archipel de Hawaï. Une forte concentration d'habitations, d'entrepôts, d'églises et de chapelles des XVIIIe et XIXe siècles subsiste dans l'agglomération. Le grand entrepôt abrite un musée du fer.

Ironbridge. La localité, qui a une activité minière et métallurgique dès le XVIIIe siècle, doit son nom au pont de fer bâti en 1779 qui a également servi à désigner toute la région des gorges de la Severn. A l'extrémité orientale de la localité subsistent les vestiges de deux hauts-fourneaux du XVIIIe siècle, les Bedlam Furnaces, construits en 1757.

Hay Brook Valley. En aval de Madeley, dans la basse vallée de ce petit affluent nord de la Severn, un important musée de plein air s'est installé à Blist Hill sur une superficie de 20 hectares. Galeries d'extraction, puits avec leurs chevalements, hauts-fourneaux sont conservés à proximité du canal du Shropshire qu'un gigantesque plan incliné muni de rampes (Hay Inclined Plane) mettait en communication avec la Severn.

Jackfield. Sur la rive sud de la Severn, cette petite agglomération vécut de l'extraction de la houille, de l'exploitation de l'argile et de la navigation. C'était le port d'attache des barges de la vallée (87 barges en service pour l'année 1756).

Coalport. A l'extrémité orientale de la zone protégée, sur la rive nord de la Severn que franchit un pont métallique de 1780-1818. Le point fort est ici la manufacture de porcelaine fondée à la fin du XVIIIe siècle par John Rose et fermée seulement en 1926. C'est aujourd'hui un musée de la porcelaine où sont évoquées non seulement les autres manufactures de la vallée, comme Caughly mais encore quelques autres productions céramiques d'Ironbridge Gorge (tuileries, manufactures de pipes, etc.). Parallèlement, l'activité des producteurs de carreaux de céramique est évoquée à partir de Maw's Tileworks, manufacture fondée en 1850.

L'ICOMOS recommande l'inscription de l'ensemble d'Ironbridge Gorge sur la Liste du Patrimoine mondial au titre des critères I, II, IV et VI.

Critère I. Le haut-fourneau de Coalbrookdale perpétue in situ la démarche créatrice d'Abraham Darby I découvrant en 1709 la fonte

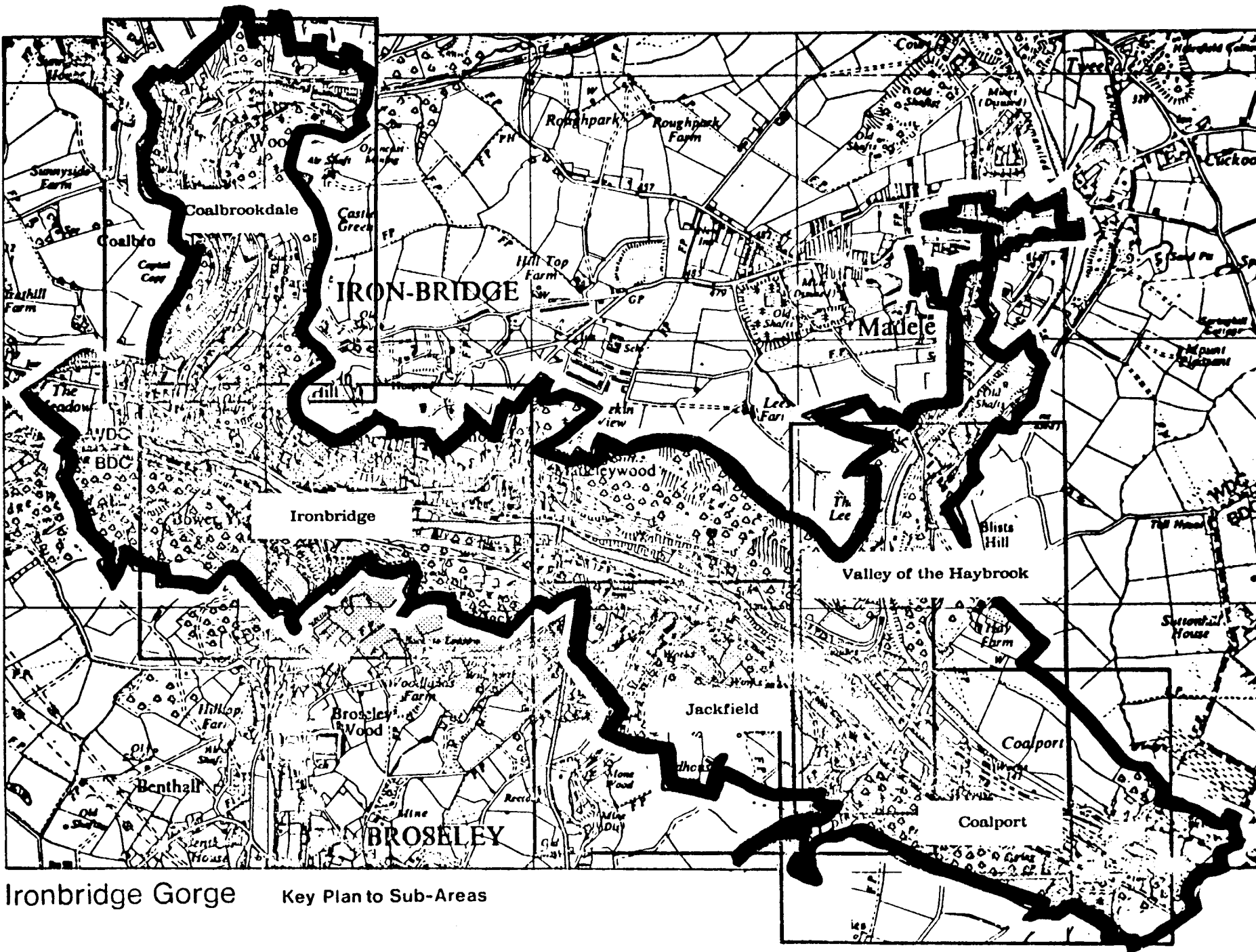
au coke. C'est un chef-d'oeuvre de l'esprit créateur de l'homme au même titre que le pont d'Ironbridge, premier en date des ponts métalliques exécuté en 1779 par Abraham Darby III sur les dessins de l'architecte Thomas Farnolls Pritchard.

Critère II. Le haut-fourneau de Coalbrookdale et le pont d'Ironbridge ont exercé une influence considérable sur l'évolution des techniques et de l'architecture.

Critère IV. Ironbridge Gorge offre un résumé saisissant de l'évolution d'une région industrielle à l'époque contemporaine. Centres d'extraction, industries de transformation, manufactures, quartiers ouvriers, réseaux de voies de communication sont suffisamment bien conservés pour constituer un ensemble cohérent dont le potentiel pédagogique est considérable.

Critère VI. Ironbridge Gorge, qui accueille 300.000 visiteurs par an, est un symbole mondialement connu de la Révolution industrielle du XVIIIe siècle.

ICOMOS, Avril 1986.



Ironbridge Gorge

Key Plan to Sub-Areas



11. Courtyard, China Works at Coalport



**The Great Warehouse at the Coalbrookdale Ironworks -
(1838)**



IRONBRIDGE. Le pont de Coalbrookdale.