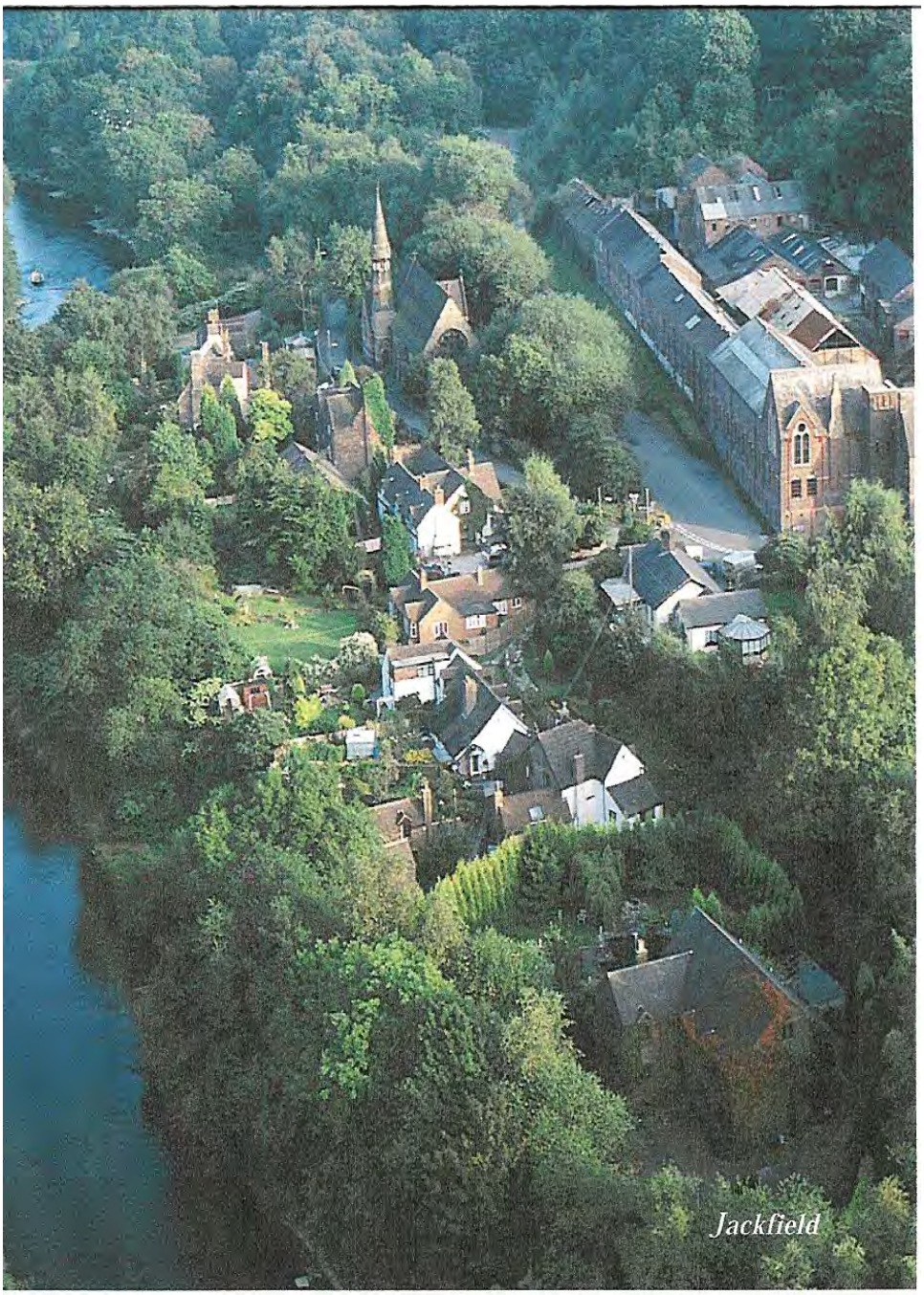
SEVERN GORGE CONSERVATION AREA APPRAISAL

(IRONBRIDGE GORGE WORLD HERITAGE SITE)

Telford and Wrekin Council

2016



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1.0 INTRODUCTION

1.1 Significance of the Ironbridge Gorge World Heritage Site Conservation Area

The Ironbridge Gorge Conservation Area was inscribed on the UNESCO list of World Heritage Sites in 1986 in recognition of its universal significance and cultural value. The Ironbridge Gorge presents a rare survival of the process of industrial innovation and experimentation, particularly in the iron industry – the first iron wheels were cast in 1729; iron rails in 1767; the first iron boat was launched on the River Severn in 1787; and the Iron Bridge, acknowledged as the first in the world, was cast in 1779. Included within the Conservation Area is an archaeological and cultural landscape rich in the evidence of the rise of industrialisation.

The preservation of the 18th Century industrial remains with the supporting settlements and infrastructure is exceptional. It is the inaccessibility of the Gorge area which led to its decline in the 20th Century that has also ensured its protection.

The five main sites of archaeological and historic interest are:

1. Coalbrookdale – site of the old furnace, where the first successful use of mineral fuel to smelt iron made possible the increase in the world-wide production of iron and steel, and the buildings of the iron working community.

2. Ironbridge – the Iron Bridge and the small centre which grew up around it. The earlier settlement of Madeley Wood is discernable still in the older cottages and scattered settlement pattern overlaid by the new. The Madeley Wood Company Furnaces (Bedlam) are the remains of the great expansion in iron making in the 1750's.

3. Hay Brook Valley – worked in the late 18th and early 19th Centuries and contain the Blist Hill furnaces of the 1830's, two beam blowing engines of 1851 and the Hay Inclined Plane of the Shropshire Union Canal.

4. Coalport – the china works and 'new town' of the 1790's.

5. Jackfield – important in the industrial history of the Gorge from the 17th Century, but most celebrated for the manufacture of decorative tiles in the late 19th and early 20th Centuries.

The Conservation Area and World Heritage Site fully reflects its history and includes this unique industrial landscape with the supporting settlements and infrastructure within the dramatic natural landscape and environment of the River Severn Gorge area. See Fig 1.1 showing the Conservation Area within its local context

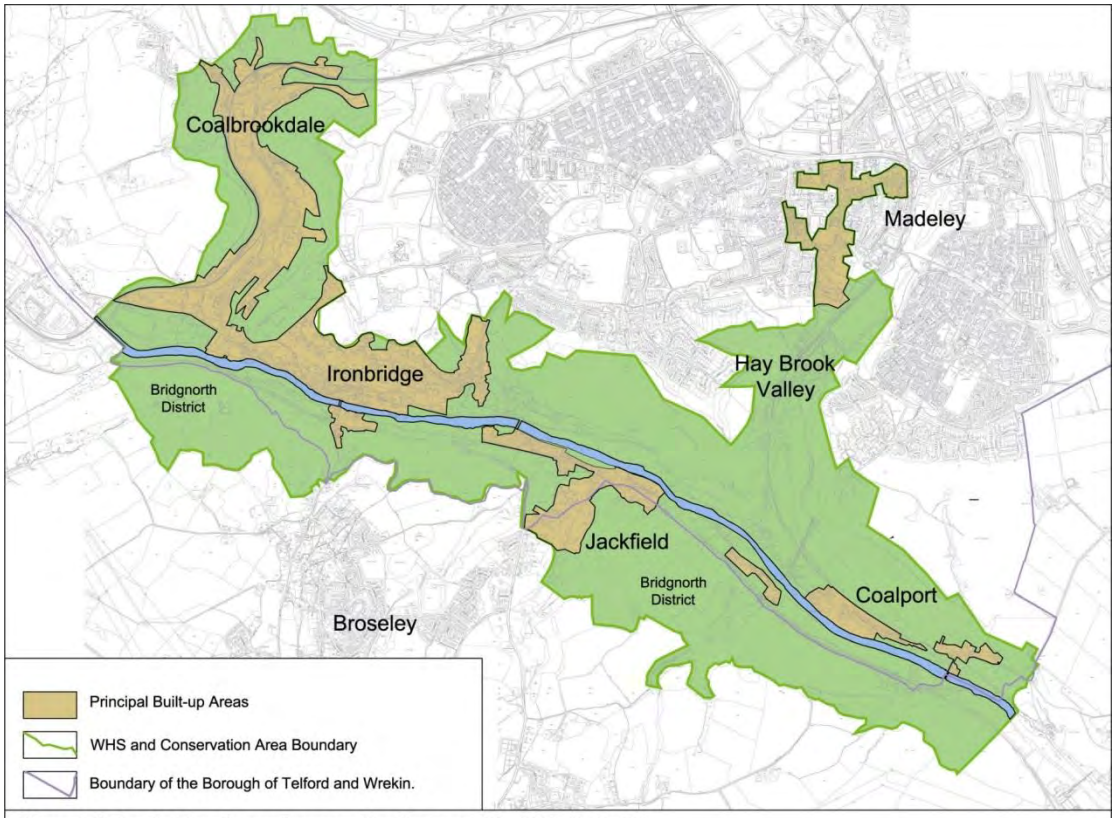


Figure 1.1 - Ironbridge Gorge Conservation Area and World Heritage Site

1.2 Purpose of the Conservation Area Appraisal

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to designate as conservation areas any "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". Also, from time to time authorities are required to review the extent of conservation areas within their districts.

Section 71 of the Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them for consideration to a public meeting. Following designation the local authority, in exercising it's planning powers, must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (Section 72 of the Act).

This appraisal is a statement of the special architectural and historic character and appearance of the Ironbridge Gorge Conservation Area. It is provided to inform the management of the area and, in particular, the formulation of policies, the determination of applications for development and proposal for enhancement.

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to designate as conservation areas "any area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". Local authorities are required also to regularly review the extent of conservation areas within their districts.

It is the character and appearance of areas, as well as that of individual buildings that the Act seeks to preserve or enhance. Conservation area designation should be seen as the prime means of recognising, protecting and enhancing the identity of places with special character.

Quality of place should be the prime consideration in identifying conservation areas although there can be no standard specification for them. Designating a conservation area does not prevent future change to buildings and their surroundings. It does mean, however, that the local planning authority, when considering planning applications, including those that are outside a conservation area but would affect its setting, must pay special regard to whether the proposed changes "preserve or enhance the character or appearance of the conservation area".

The designation should enable the character an appearance of the area to be retained and controlled, ensuring that any new development is sympathetic to both the special architectural and historic interest of the area, but without affecting its function or prosperity. If a proposal involves the total demolition of a structure or building within the conservation area then Planning Permission from the local authority will be required. Development in conservation areas is dealt with through the normal planning application process. Subject to some exceptions, trees are protected in conservation areas and anyone proposing to cut down, top or lop a tree is required to give six weeks written notice.

As mentioned, Section 71 of the Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas and to submit them for consideration to a public meeting.

This Appraisal provides:

- a statement of the special architectural and historic interest of the Ironbridge Conservation Area; and
- information on the management of the area including the policy background;

in order to assist any evaluation or determination of applications for development or proposals for change and enhancement within the Conservation Area.

1.3 Boundary and date of designation

The Ironbridge and Coalbrookdale area was first designated as a Conservation Area (Severn Gorge Conservation Area) in 1971. The Conservation Area was extended in 1980 to include the settlement of Madeley. In 1986 the site was also inscribed on the World Heritage List by UNESCO.

See diagram 1.1 identifying the Conservation Area and World Heritage Site boundary and the main settlements.

It should be noted that the boundary of the World Heritage Site and that of the Severn Gorge Conservation Area are not the same because the World Heritage Site (WHS) boundary covers two Unitary Authorities, Telford & Wrekin and Shropshire Council whereas the Severn Gorge Conservation Area addressed in this document is contained solely within Telford and Wrekin Borough Council. Any future changes made to Conservation Area boundaries will not necessarily affect those of the WHS boundary.

2.0 IRONBRIDGE GORGE CONSERVATION AREA

2.1 Context of the Conservation Area

The Ironbridge Gorge Conservation Area and World Heritage Site (WHS) share a common boundary and cover an area of approximately 550 hectares.

The majority of the area lies within the Boroughof Telford and Wrekin although two parcels of land to the southwest and south east of the site are within Shropshire Council's area of control.

The Conservation Areas of Ironbridge and Coalbrookdale were designated in 1971. This area was subsequently extended to its present size in 1980 and designated as the Severn Gorge Conservation Area. The boundary was adopted in 1986 as the Ironbridge Gorge World Heritage Site on the nomination of the UK Government.

A Management Plan for the World Heritage Site is currently being prepared via the World Heritage Site Strategy Group to respond to the Operational Guidelines issued by UNESCO's World Heritage Committee. The main aims of the Management Plan (summarised) are:

- to provide objectives for the management of the WHS;
- to outline a sustainable approach to the future management of WHS;
- to increase public awareness;
- and to establish a prioritised programme of actions.

Management responsibility for interests in the World Heritage Site include:

- The Department for Culture, Media and Sport;
- Historic England;
- ICOMOS UK;
- English Nature;
- The Environment Agency;
- Telford and Wrekin Council;
- Shropshire Council;
- Parish Councils.

Statutory designations include:

- the World Heritage Site status;
- Severn Gorge Conservation Area
- Over 250 Listed Buildings;
- 7 Scheduled Ancient Monuments;
- and 2 Sites of Special Scientific Interest.

The Conservation Area is covered by the Wrekin Local Plan – adopted February 2000 This will shortly be replaced by the Telford and Wrekin Local

Plan which has been published and is due for adoption in 2017. Both contain specific policies relating to the Historic Environment covering Conservation Areas, Listed Buildings, Historic Landscapes, Buildings of Local Interest, and the World Heritage Site.

An Article 4 Direction limiting Permitted Development Rights throughout the Severn Gorge Conservation Area was confirmed in January 1999 and reconfirmed with additional development clauses in 2012. This covers, among other things – front, rear and side extensions; chimneys; windows; external doors; gates, fences, and walls; alteration to roofs; porches; flues; satellite dishes; solar panels garden structures and the provision of hardstanding within any curtilage where it is visible from a highway, byway or open space.

The area incorporates the communities of Coalbrookdale, Coalport, Ironbridge and Madeley Wood, Coalford and Jackfield, and part of Madeley, as well as all the major sites of historic and cultural significance within the Ironbridge Gorge.

The area has a population of approximately 4000 and a wide range of businesses including the Aga-Rayburn industrial works, retail and community services and a thriving tourism industry. Collectively there is employment for some 1500 people and an estimated 600,000 visitors to the site per annum.

The site lies directly to the south of the new town of Telford - originally Dawley, although its historic and cultural significance is intrinsically linked to its location at the southern end of the Coalbrookdale Coalfield. This extends 16 km from north to south and is no more than 5 km at its widest from east to west. The coalfield is exceptionally rich in mineral resources including coal, iron ore, clay and both carboniferous and Silurian limestone. The River Severn that flows through the Gorge enabled the products of this mineral wealth to be transported to a wider market.

2.2 Geology

The Ironbridge Gorge WHS incorporates the deeply incised valley of the River Severn together with the two tributary valleys of Coalbrookdale and Washbrook.

The Gorge itself is a glacial feature, formed when the River Severn was diverted from its original course and cut through the southern end of the coalfield leaving its minerals conveniently exposed. Productive Middle and Lower Coal Measures underline the area. Thinning beds of Upper Coal Measures siltstones and marl, with sandstones, occur at Coalport, in the Washbrook valley and around the western edge of a productive coalfield in a crescent from Woodside to Madeley Wood. The drift cover is mainly boulder clay but sands and gravels occur around Cuckoo Oak, Hills Lane and Blists Hill in the east and near Lodge and Strethill Farms in the west. There are alluvial deposits in the lower part of Coalbrookdale and westwards along the Severn. Lincoln Hill on the eastern side of Coalbrookdale is a spectacular outcrop of Silurian Limestone. The steep slopes of the Severn Gorge and of

Coalbrookdale are geologically unstable and landslips are common; mining subsidence also affects the area.

This photograph from the turn of the twentieth century was taken from the south side of the Severn looking over Nailers Row, now demolished, to the western end of Ironbridge and Lincoln Hill beyond. The impact of the years of limestone extraction on the hillside can be clearly seen.

2.3 History of development

2.3.1 Early settlement

Although the 18th century is the key period within the Gorge in which patterns for industrial development throughout the world were set, the framework for these ground-breaking events evolved over many centuries.

In medieval times limestone was quarried for building and coal was being mined. It is likely that Madeley was first settled in cleared woodland some time before the mid 8th century. What is known is that in 1269 Madeley acquired a market and fair, coal was being mined by 1322 and by the early 16th century iron was being produced at several furnaces and local clays were employed to manufacture tiles and pottery.

Though its minerals were exploited on an increasingly large scale from the early 17th century, the parish remained predominantly agricultural with, in 1660, a range of trades appropriate to a small market town: mercer, tailors, glover, butchers, carpenters, coopers, bowyer and smiths. In the later 17th century some of the tradesmen began to specialise in work for the mines and the river trade. The industrial population c.1660 was small, perhaps not

exceeding three dozen, consisting chiefly of colliers and trowmen with a few skilled workers and probably some labourers.

In the latter half of the 16th and into the 17th centuries coal mining and iron working increased significantly. The topography of the Coalbrookdale valley enabled the construction of a series of reservoirs and dams feeding water-powered bellows and hammers. The combination of mineral resources, water-powered machinery and the River Severn to transport goods to and from the area led to a wide range of industries developing including the manufacture of salt, clay pipes, glass, tar, pitch, oil, lead, pottery and tiles.

Many of the families of the community of miners, craftsmen and barge owners that grew up in the Gorge in the 17th century settled on common land or waste ground whose owners allowed cottage building. Some of this type of informal "squatter" settlement is evident today in the fragmented pattern of built development seen in many parts of the area and in the extensive network of tracks and paths that criss-cross the valley sides of the Gorge.

2.3.2 Population

The Victorian County History of Shropshire estimates population figures for the former Madeley parish - an area approximately twice the size of the WHS, to the north of the River Severn but including the settlements of Coalbrookdale, Ironbridge, Madeley and Coalport.

In 1660 340 paid poll tax and in 1672 tax was paid on 174 hearths in 61 houses. In the 18th century the population grew rapidly. There were c.340 families by 1753 and by 1782 the estimated population was 2690: 560 families in 440 houses. By 1801 it was 4758: 942 families in 921 houses. The population reached a peak in the 1860's of c.9450 followed by a period of decline reflecting the economic downturn.

2.3.3 Abraham Darby and the Darby Family

The most significant trigger for this population growth was the successful use of coal (in the form of coke) in the smelting of iron ore developed by Abraham Darby of Coalbrookdale from 1709. These technical developments inspired further ground-breaking innovations including the practical application of the steam engine. These were used to pump water from mines, to re-circulate water to the reservoirs and from 1776 to directly work the bellows of the blast furnaces. These engines were built at the Coalbrookdale works that became one of the principal suppliers of cylinders for engines built elsewhere in Britain. There was a virtuous circular link between the ironworks, coalmines and steam engine.

The use of the engines increased the productivity both of the mines and the ironworks, which in turn lowered the cost of iron and made engines cheaper. The development of iron rails and wheels for wagons, the construction of iron barges and the design and building of the Iron Bridge itself, constructed between 1777 and 1781, are all new technologies that were both developed and utilised within the Gorge.

The Upper Works at Coalbrookdale, 1758. Tea Kettle Row and the larger houses of Darby Road can be seen to the right hand side of the picture with views over the Upper Furnace Pool.

After a period of recession during the early 1760's, expansion began again under Richard Reynolds, son-in-law of Abraham II, who had control of the company at this period, and continued with Abraham III. In 1776 the Bedlam or Madeley Wood blast furnaces, built in 1758 on the banks of the Severn, were purchased by Darby. Further forges, quarries and mines were developed to the north of the gorge and the Coalbrookdale operation became the largest single iron-making concern in the country.

In 1789 Abraham Darby III died at the age of 39, to be buried, like his father, in the little Quaker burial ground overlooking the Upper Furnace Pool in Coalbrookdale. The company's affairs had become unwieldy and the complex pattern of partnership established between the Darbys and the Reynolds families was causing difficulty. In 1796 these interests were separated, the Darbys retaining the Coalbrookdale and Horsehay works and William Reynolds, the son of Richard, took control of Madeley Wood and Ketley ironworks and associated mines.

During the 19th century the Gorge diminished as an area of international economic significance and no important innovations in iron making or engineering were made in the area after the construction of a steam locomotive at Coalbrookdale in 1802. Nevertheless the Coalbrookdale works became celebrated for its ornamental cast iron and the establishment of the

Craven Dunnill and Maw brothers works at Jackfield led to the production of decorative tiles that were used in public buildings in most of the principal cities of the British Empire.

Jackfield, on the southern bank of the river Severn was historically linked to the settlement of Broseley, further to the south, that was an important focus of the clay-pipe and roof tile industries. Jackfield provided the link between Broseley and the River Severn, and railways, tramways and tracks ran north to south across the area. Further disruption was to come in 1862 with the construction of the Severn Valley Railway, parallel to the River, and the provision of the substantial Tile Works buildings adjacent to the railway line.

View towards the chimneys of Jackfield over the Free Bridge under construction in 1908-09

2.3.4 Historic maps

Figures 2.10 to 2.13 below illustrate the development footprint of Coalbrookdale and Ironbridge/Madeley Wood for pre-1700, 1750, 1800 and 1850 showing the rapid growth in the later 17th and early 18th centuries. The pools and dams stepping down the valley can also be clearly seen as can the network of railway lines linking the ironworks with the River. Apparent across the entire area is the network of tracks and paths that weave their way across the hillsides, formalised into more defined streets on the more intensively developed slopes of Ironbridge in the 19th century.

The diagrammatic plan of Coalbrookdale from 1753, figure 2.6, highlights the importance of the pools and the clusters of both industrial and residential buildings that were developed between them.

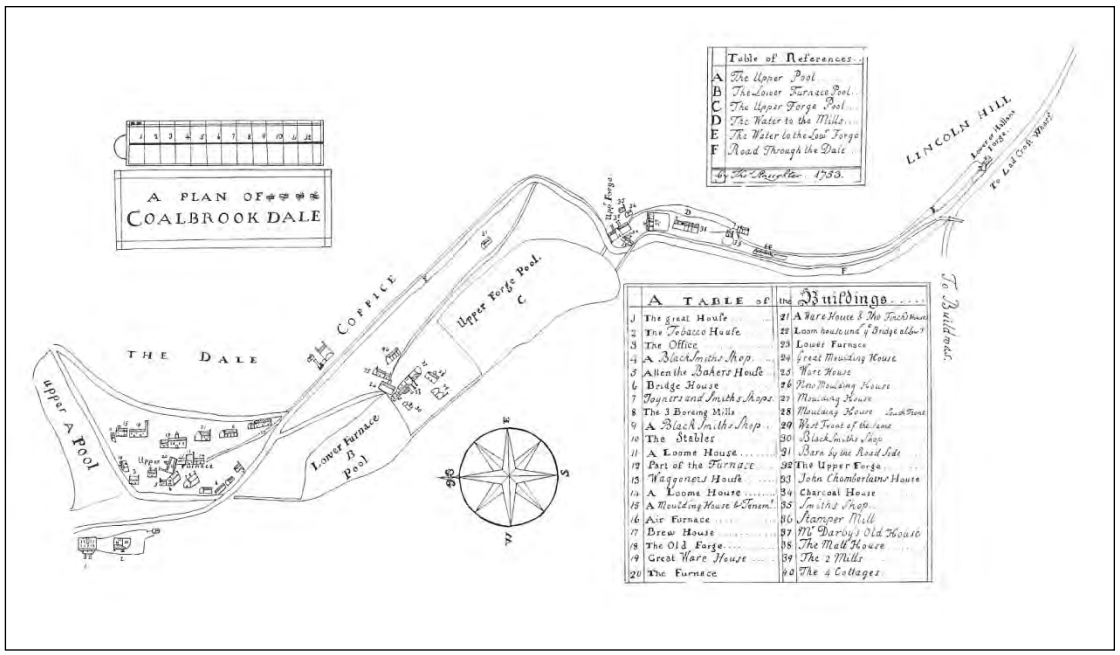


Figure 2.5 Plan of Coalbrookdale 1753

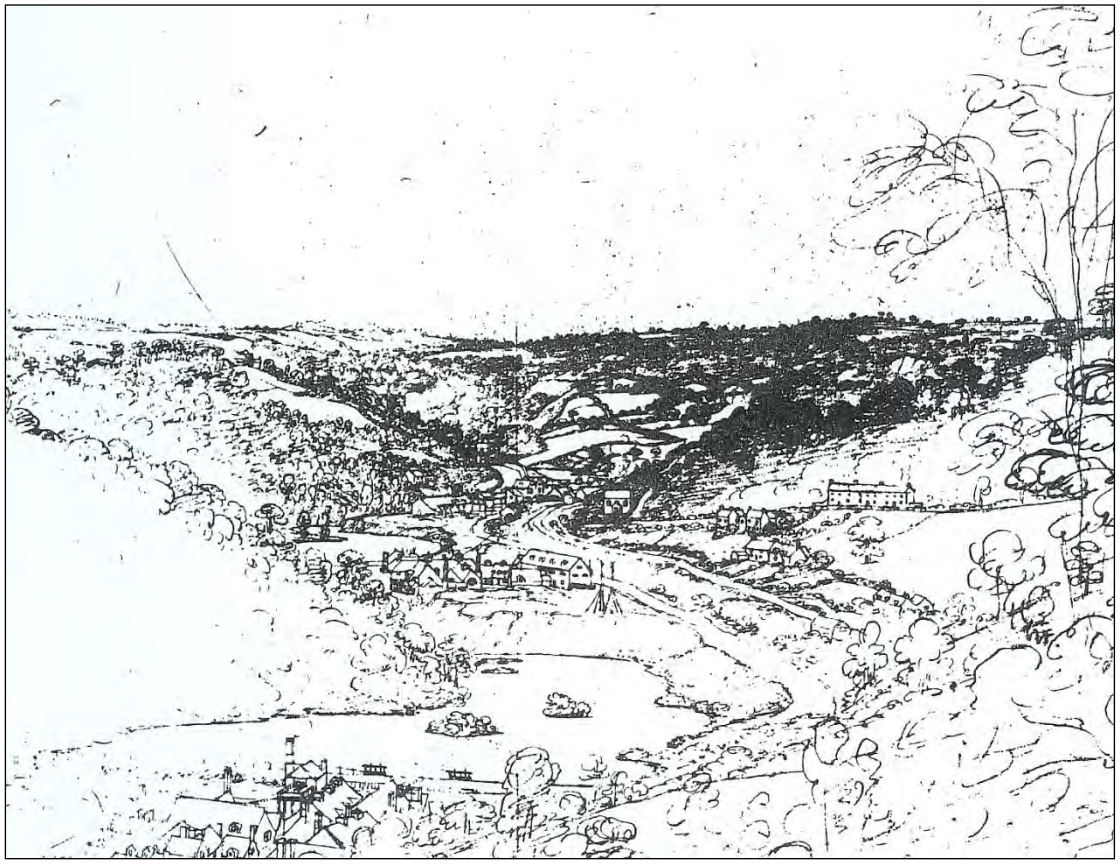


Figure 2.6 Sketch of Coalbrookdale by J. Farington 1789

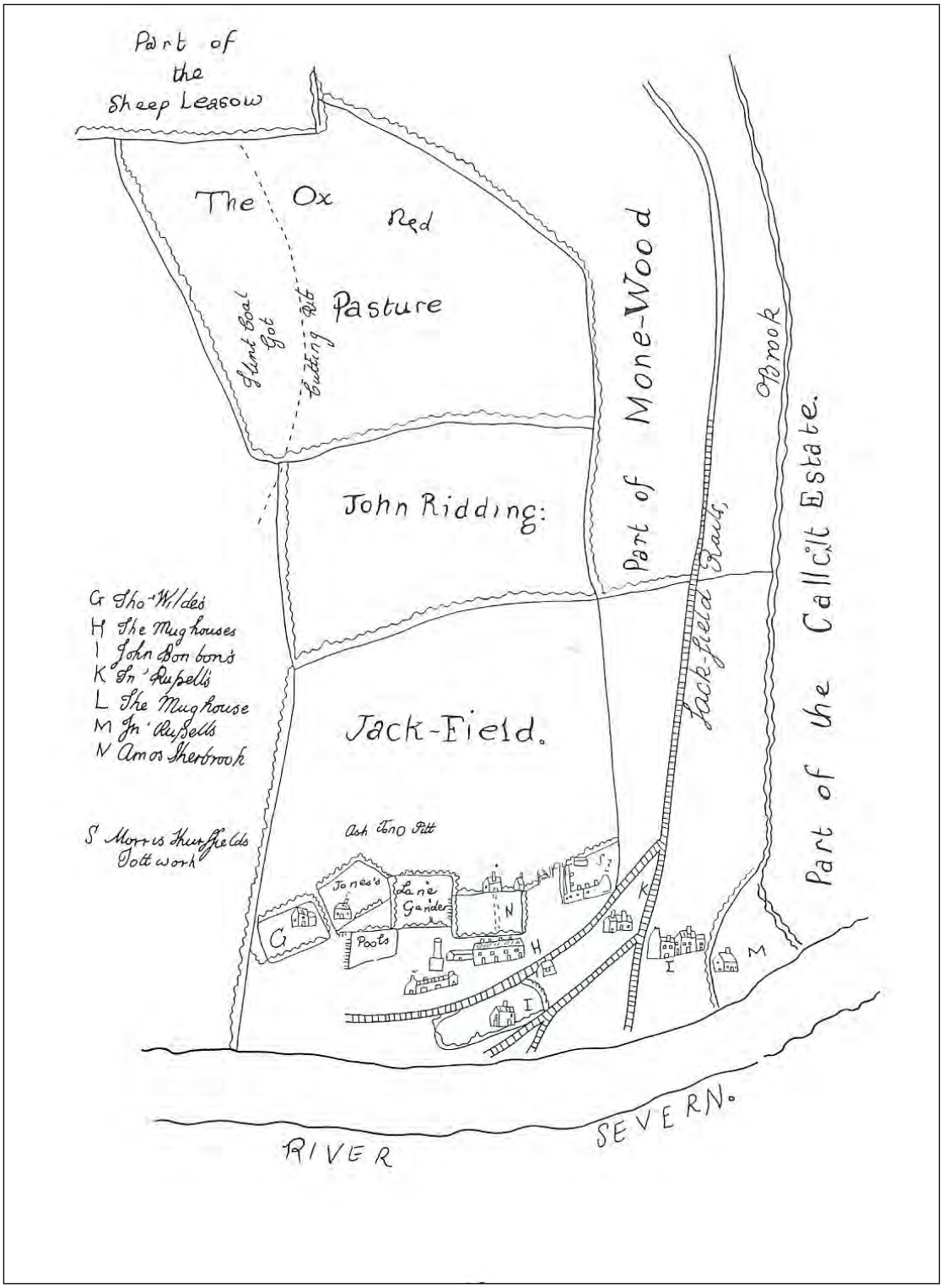


Figure 2.7 Extract from plan of Jackfield c.1720

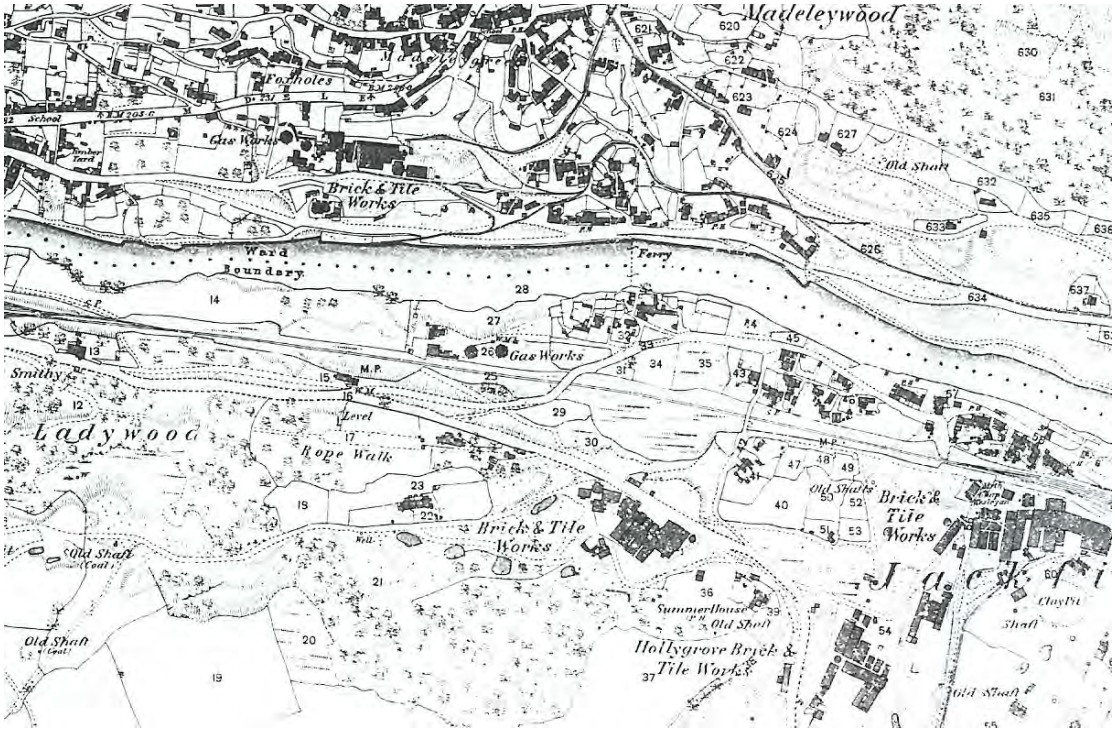


Figure 2.8 Ordnance Survey Map of Jackfield 1883

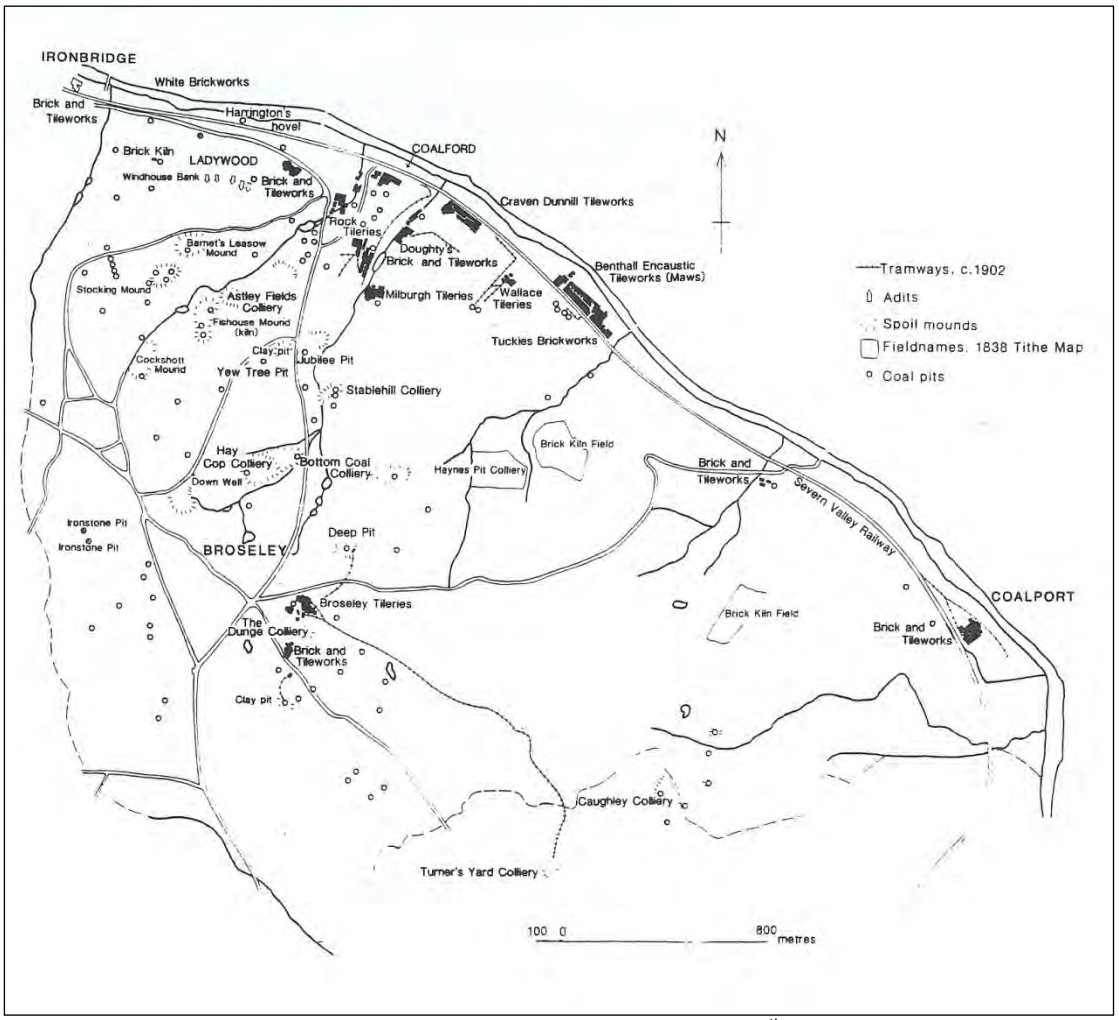


Figure 2.9 Broseley Parish Coalmining and Brickworks, late 19th century

The 1789 sketch view of Coalbrookdale, by J. Farington, (Figure 2.6) gives a sense of the landscape of the area at the time. The six workers cottages at Charity Row, Church Road can be seen to the right hand side of the sketch.

The extract from the Broseley Hall Estate Map, c.1728, Figure 2.7 shows the railways and tracks that connected Jackfield with the works at Broseley. By 1883 and the first edition of the Ordnance Survey map for the area, Figure 2.8, the Severn Valley Railway has severed the settlement and there is a profusion of Brick and Tile Works around it. Figure 2.9 illustrates the coalmining and brickworks within the Broseley parish in the late 19th century.

The same 1883 map for Madeley, figure 2.10, illustrates the market area in front of the Anstice Institute, now absorbed within the 1960's shopping centre. Church Street and Station Road can be seen as loops off the main east-west axis of High Street and Park Street with a clear separation between the cluster of development around St Michael's Church and the linear development along the High Street.

The 1849 map of the Parish of Madeley, figure 2.11, shows the linkages between Madeley, Coalbrookdale and the Gorge area as a whole and indicates the extent of Brickworks and Ironworks that were in use in the area at that time.

The 1883 Ordnance Survey maps for Coalport and Blists Hill, figures 2.12 and 2.13, show the interconnected infrastructure of canals, railways and the Hay Inclined Plane that provided the linkage between the industries in The Gorge and the wider area.

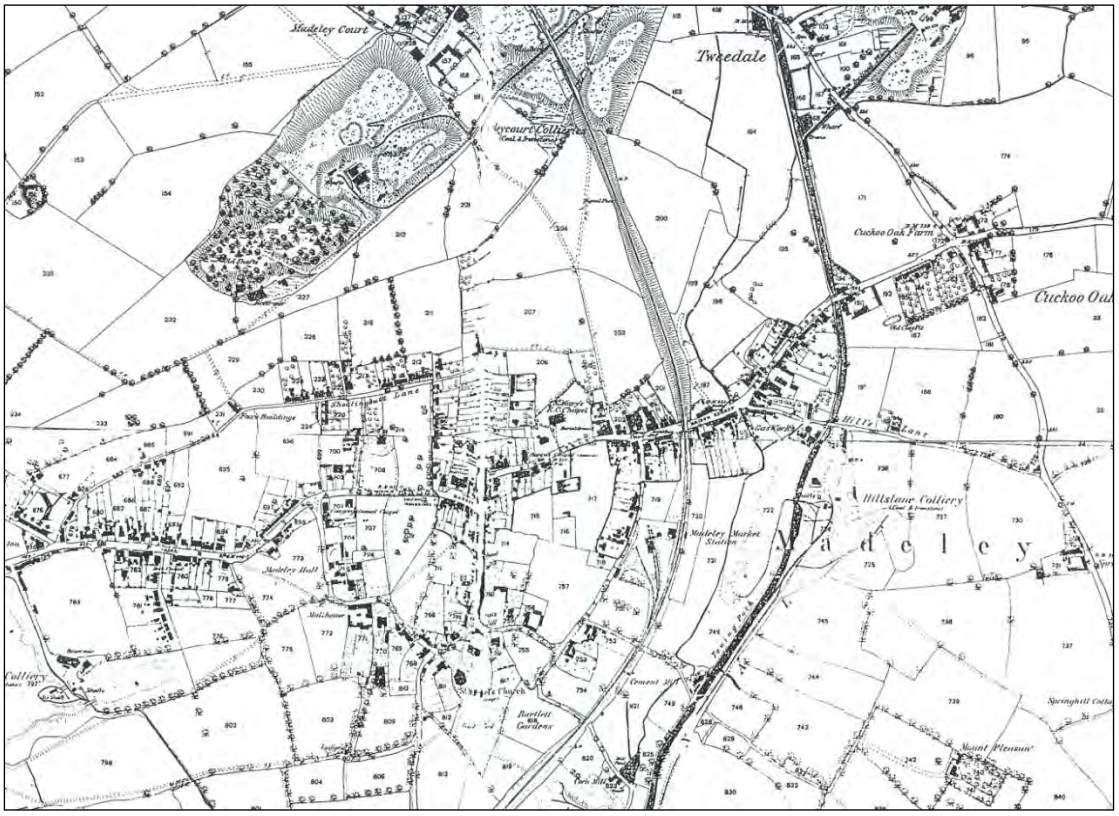


Figure 2.10 Ordnance Survey Map of Madeley, 1883

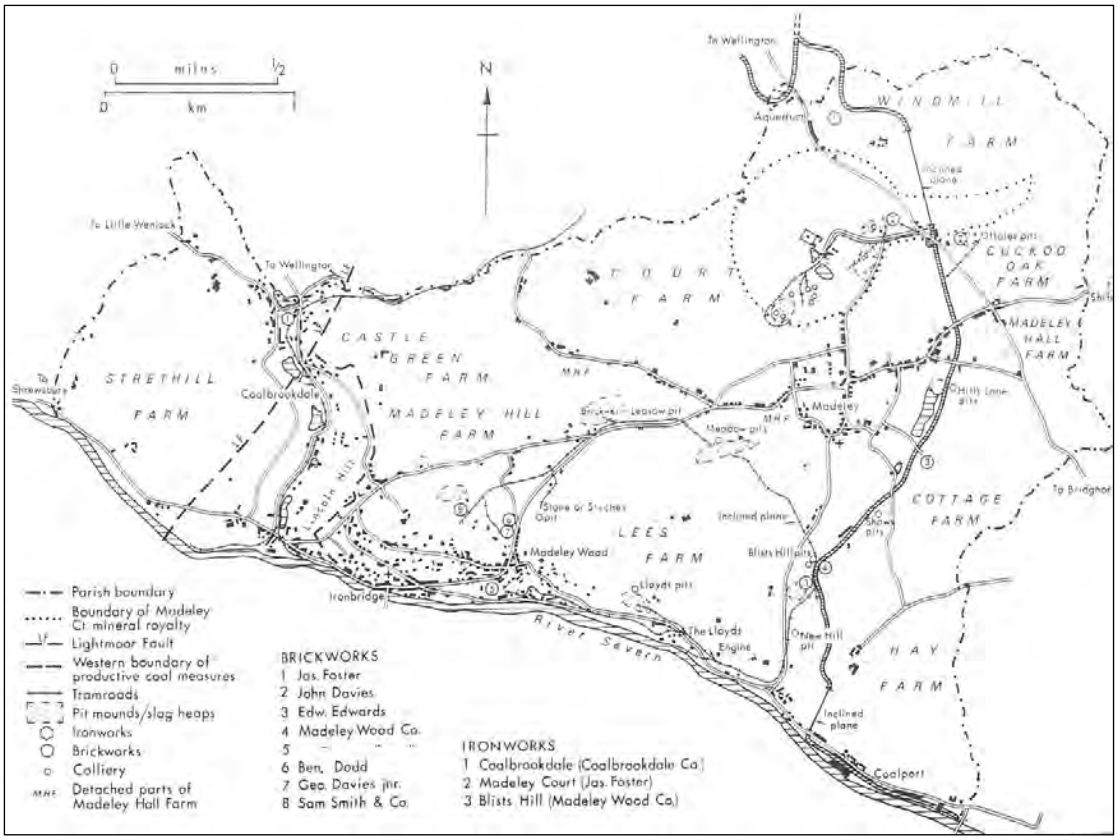


Figure 2.11 Madeley Parish 1849

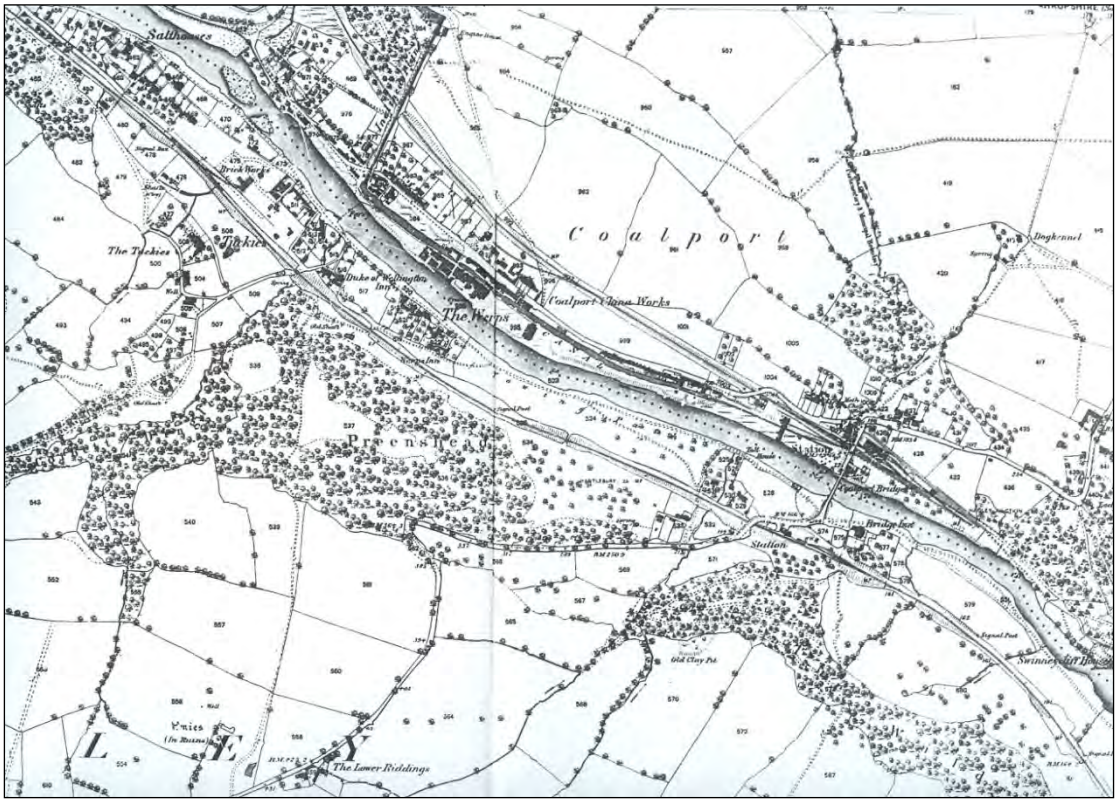


Figure 2.12 Ordnance Survey Map of Coalport, 1883

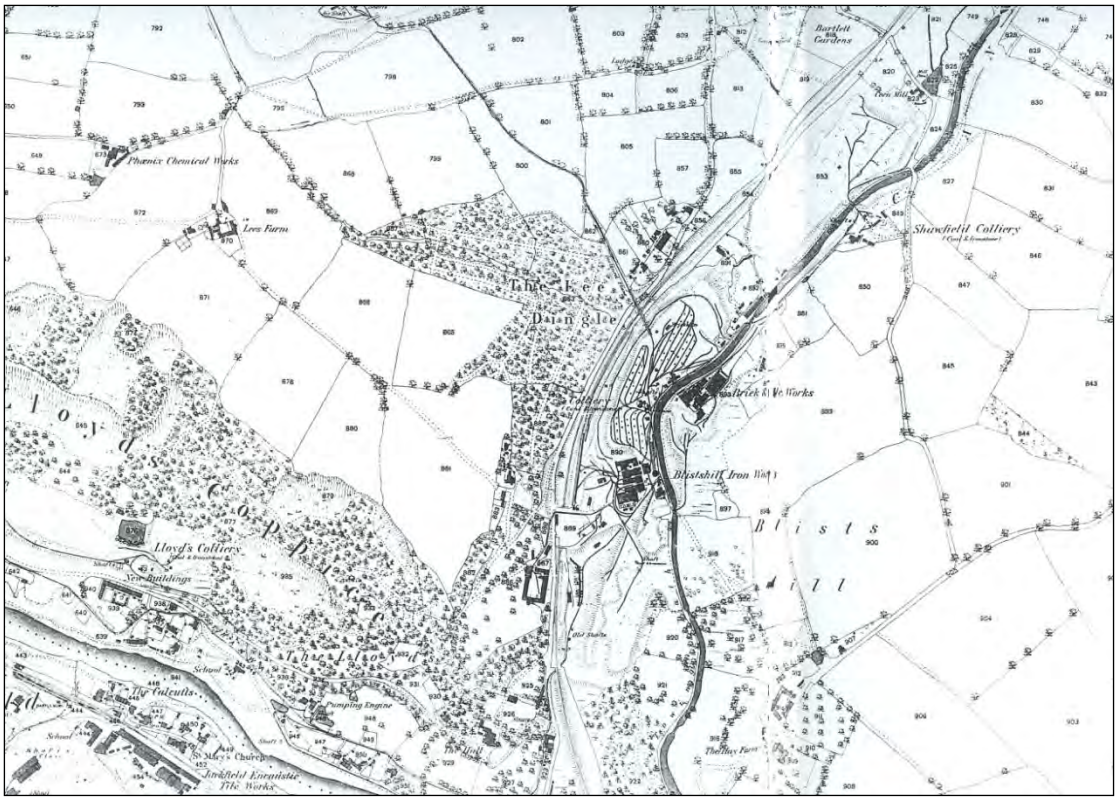


Figure 2.13 Ordnance Survey Map of Blists Hill, 1883

2.4 Communications

As well as the extensive informal network of cart ways and footpaths within the Gorge, the rich natural resources of the area and their exploitation necessitated the creation of an infrastructure of linkages to open up access within the gorge and to enable trade with the wider catchment area of Britain and the Empire.

2.4.1 The River Severn

The River Severn was the earliest main artery of trade on which barges were in use by the early 15th century. By the early 17th century there was a community of barge and trowmen settled in the Gorge where, from riverside wharves, coal became the staple trade up to Shrewsbury and down to Bristol. Although horse tow paths began to be introduced at the end of the 18th century and the Coalbrookdale Company owned a small river fleet briefly c.1800, other industrialists never tried to integrate river transport into their operations. The competition from railways caused the river trade to decline sharply in the mid 19th century and it was virtually extinct by the mid 1880's.

2.4.2 River crossings

Before 1780, the Severn was not bridged between Buildwas to the west and Bridgnorth to the east, with coracles and ferries being used instead. The wooden Coalport Bridge was built in 1780 and was then rebuilt in iron in 1799

and 1818. This new connection was important for William Reynold's development of Coalport in the 1790's.

Coalport Ferry at the foot of the Hay Inclined Plane, (top right), photographed at the beginning of the 19th century before the Memorial Footbridge was built in 1922.

A similar view today shows the plane, just visible in the trees, and footbridge. All buildings in the older photograph, except the short row of terrace houses at the top of the picture, have since been demolished. Another change that is apparent in a comparison of the photographs is the extent of the vegetation in the current view.

The Ironbridge itself was built between 1777-80 and in 1909 the ferro-concrete Haynes Memorial Bridge, the first non-toll bridge in the area, was constructed, to be replaced in 1994 by the current Jackfield bridge. In 1922 a war memorial footbridge was built at Coalport replacing Coalport ferry that had closed in 1912.

2.4.3 Roads

Two principal roads crossed the parish of Madeley from early times and were turnpiked under an Act of 1764. The road from Worcester via Bridgnorth to Wellington, bypassing Madeley to the east was unimportant for communications within the parish. The Shifnal to Much Wenlock road, however, crossed the parish from east to west and lanes led out of it. From the two southward loops forming the streets of Madeley, lanes went south down the Washbrook valley to the Lloyds. To the north were lanes giving access to the open fields and to Madeley Court.

Although there was apparently no public road along Coalbrookdale until the later 18th century, when one was made beside the railway, from the 17th century the ironworks used the dale as a route to the wharfage at Loadcroft. The earliest route between Madeley and Coalbrookdale was a bridle road, probably the later Church Road, over Lincoln Hill, adopted by the parish c.1854.

The building of the Iron Bridge caused the Madeley turnpike trustees to provide a route to it from near the top of Lincoln Hill, first by improvement of an existing lane (the later Ironbridge High Street), and then by a sharp turn uphill into a new road (the later Church Hill). From 1782 the owner of Loadcroft wharf allowed the use of the Wharfage as a road to the bridge from the bottom of Lincoln Hill. In the early 19th century the Wharfage was turnpiked and the road now known as Madeley Road had been constructed from Ironbridge High Street to the turnpike road at the top of the hill. The road up through Coalbrookdale was turnpiked c. 1817.

The Telford Development Corporation greatly modified the road pattern by building three large housing estates between 1966 and 1975, each with a perimeter road. Central Madeley was bypassed to the north by Parkway and to the east by a link road from Madeley roundabout to Coalport Road at Blists Hill.

2.4.4 Railways

The earliest rail or waggon ways in the parish linked the coalmines at Madeley Wood to the River Severn. One, almost a mile long was laid from the Lane pit in 1692. Another, from a pit in Lloyds dingle had a wind and chain to let coal and ironstone wagons down the steep hillside. In 1786 William Reynolds began a technically more ambitious route in the riverside meadows soon to be developed as Coalport: the tar tunnel, said to have been planned as an underground canal, was driven 1000 yards into the side of the hill to reach pits

at Blists Hill, 150 feet below ground. In the event rails were laid to bring out the coal.

Until 1767 rails were constructed in wood when Richard Reynolds introduced iron rails, the first in the country. By 1785 the Coalbrookdale Company had over 20 miles of iron railways.

The Madeley branch of the Great Western Railway, (GWR), opened in 1854, had a station near Madeley Court and terminated at Lightmoor. About 1858 the Coalbrookdale Company's Wellington and Severn Junction Railway reached Lightmoor from the north; only in 1864, however, did the GWR's Wenlock Railway, crossing the Severn by the Albert Edward Bridge, make the long-planned extension through Coalbrookdale, where there was a station, to Lightmoor Junction.

The Coalport Branch Railway opened through the eastern part of the parish in 1860. It had a station to the east of Madeley called Madeley Market and terminated at Coalport East station. Both stations closed for passengers in 1952 and completely in 1960. The line was crossed by the spectacular Lee Dingle bridge, carrying the tramway from the meadow Pit to the Blists Hill furnaces and brickworks, and then shortly after passing through a tunnel under the old works entrance it began a decent of 1 in 31 believed to be the steepest gradient over which locomotive-hauled standard gauge passenger trains have ever travelled in the UK.

To the south of the river The Severn Valley Railway, later part of GWR, opened in 1862 with stations to the south of the Ironbridge known as Ironbridge and Broseley and one called Coalport West to the south of Coalport Bridge. Both Stations closed in 1963 and the line in 1970.

2.4.5 Canals

A branch of the Shropshire Canal built through the eastern part of the parish between 1789 and 1792 was connected via an inclined plane to a lower canal running parallel to the river Severn at Coalport. The canal / river interchange became the focal point of Reynold's new community and china works. The Hay Inclined Plane that linked into Blists Hill, transported boats up and down the hillside covering a vertical drop of 207 feet.

Ironbridge and Broseley Station and extensive railway sidings of the Severn Valley Railway can be seen to the right of the Ironbridge in this view c.1905.

3.0 SETTLEMENTS IN THE CONSERVATION AREA

The Gorge changed relatively slowly from a rural to an industrial district, much more slowly than the industrial towns of the Midlands and the North. As a consequence the settlement patterns have evolved in a relatively haphazard fashion. In stark contrast to industrial towns where rows of regimented houses were rapidly built in large-scale developments, the scattered villages of the Ironbridge area were characterised by short rows or single cottages clustered together with no coherent plan or unifying structure.

The part-time nature of some industrial work and the need for miners to supplement their income through agriculture necessitated the incorporation of allotments and/or smallholdings and a consequent informality of plot division. This ad-hoc pattern is then over-laid by the more planned, but localised, development of speculative worker's housing in short terraces, the more formal concentration of commercial buildings at the bridge crossing and the clusters of houses that sprang up around individual areas of mining and industrial activity.

The Ironbridge Conservation Area is extensive and incorporates the separate settlements of Madeley, Coalbrookdale, Madeley Wood and Ironbridge, Coalford and Jackfield, and Coalport. To enable a structured and concise analysis of the area as a whole it is necessary to appraise each of these sub-areas independently. This can be augmented by an overarching analysis of the landscape of the site as a whole, the inter-relationship between the individual sub-areas and the character of the areas of less intensive built development much of which played a significant role in the functioning of the area in respect of transport linkages and the mining of resources.

3.1 The historic context and character of the landscape

The landscape of the Ironbridge Gorge is fundamental to the perception and understanding of the cultural history of the World Heritage Site as a whole. Apart from its visual distinction, forming an arcadian setting to the monuments and historic settlements, it also tells a vivid storey of man's intervention in the environment in pursuit of industrial and domestic development.

The character of a piece of landscape is generated by, on the one hand, relief and drainage, and on the other, by man's use of the land and its vegetative cover. These two main themes are illustrated in figures 3.1 Relief and Drainage and 3.2. Settlement and Land Cover. In addition, perception of character can be influenced by historic and cultural associations, say by a writer, painter, or vividly in the case of the Ironbridge Gorge, by industrialists and entrepreneurs.

3.1.1 Topography

Looking first at topography, we see a landscape which is still immature, dynamic and evolving. The Gorge is considered to be the result of glacial waters acting upon Silurian and Carboniferous rocks incising a relatively deep

and steep sided valley into an otherwise gently undulating plateau. Short but well incised valleys drain into the Gorge on both banks. The geology and the processes working upon it form much of the raison d'etre of the past industrial activity: mineral resources, water and coal power, and lines of easy movement.

3.1.2 Land Use

Second, in terms of land use and land cover, the dominant picture is a mosaic of woodland, settlement and communications with open pasture. The woodland is mainly mixed deciduous in character standing on the steep valley slopes. Industry and habitation occupy the narrow valley floors and sometimes, as at Ironbridge, rise up the slopes informally giving a character of dispersion. There is a limited amount of pasture scattered throughout giving a welcome contrast to the confined landscape. This overall pattern has evolved in recent centuries with much of the woodland standing on earlier mineral workings. In addition, in terms of land use, there is a complex network of roads and tracks, railways and canal features, as well as the river, which articulate the landscape and give it additional meaning and significance.

3.1.3 Overall Landscape Character

Bringing the two themes together we see a complex landscape of great visual distinctiveness where natural and man-made forces have come together to deliver a unique and memorable scenery with profound historic and cultural resonances.

We see, in particular, and often vividly, how man's activities and the landscape are so closely linked and act upon one another. Early examples include the loss of woodland for fuel, the use of water for power, the impact of mining on the slopes, the organic pattern of settlement, and the lines of movement and innovative transportation. Patterns of land ownership or the development of better technologies continued to influence the landscape until, finally, we see how the availability of water from the Severn for cooling brings modern power generation into the landscape at the periphery of the World Heritage Site.

The overall picture, the making of an early industrial landscape and its later transformation into an Arcadian landscape studded with great monuments and historic settlements, is expressed with vigour and impact along the Ironbridge Gorge. The story is of exceptional historic and cultural significance, and it is not often that the evolution of a landscape so vividly supports the story of the built heritage.

As well as the Settlements and Character Areas noted here there are various other scattered buildings that fall outside the main settlement areas, These may contribute equally to the quality of character, appearance and significance. Any omission of such from a Character area therefore does not therefore imply lack of value or significance.

The charter areas identified below are indicative only; the boundaries described are not definitive and are used for the purposes of general

identification. Character is often a subtle matter and often cannot simply be defined by a line, the areas listed here often merge into each other for example rather than represent any clear and definitive change of character.

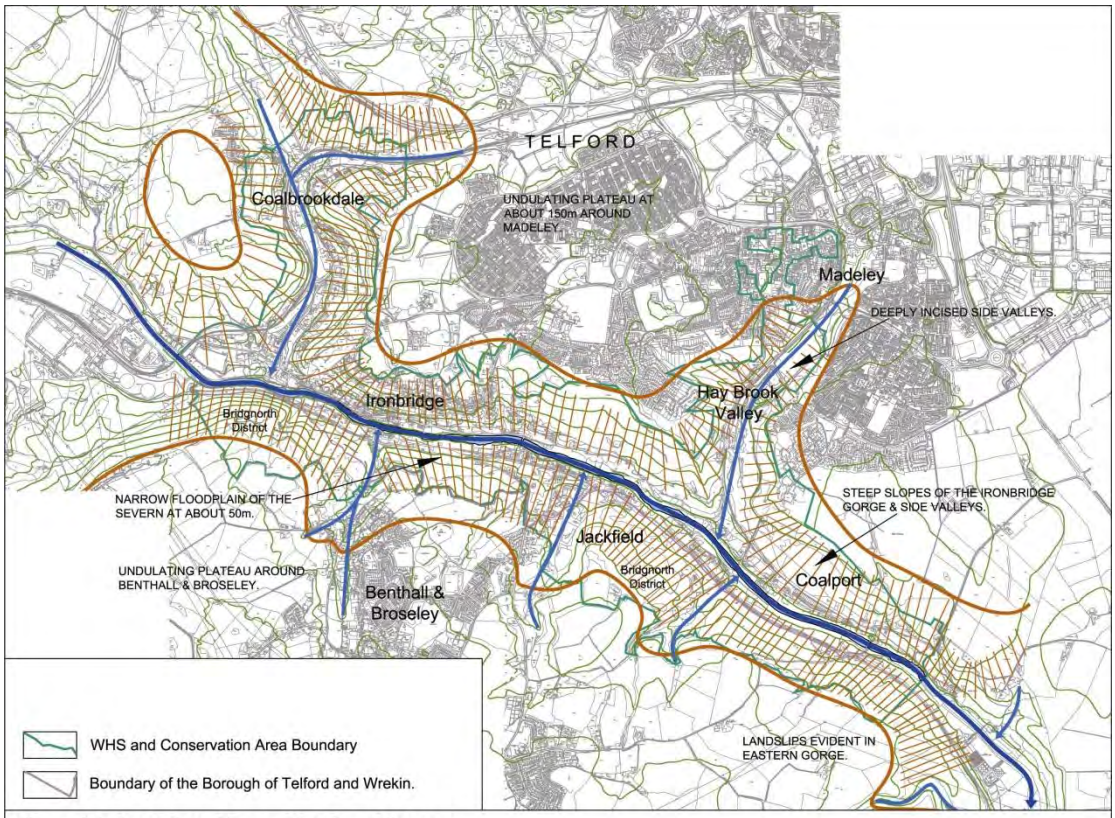


Figure 3.1 - Ironbridge Gorge - Relief and Drainage

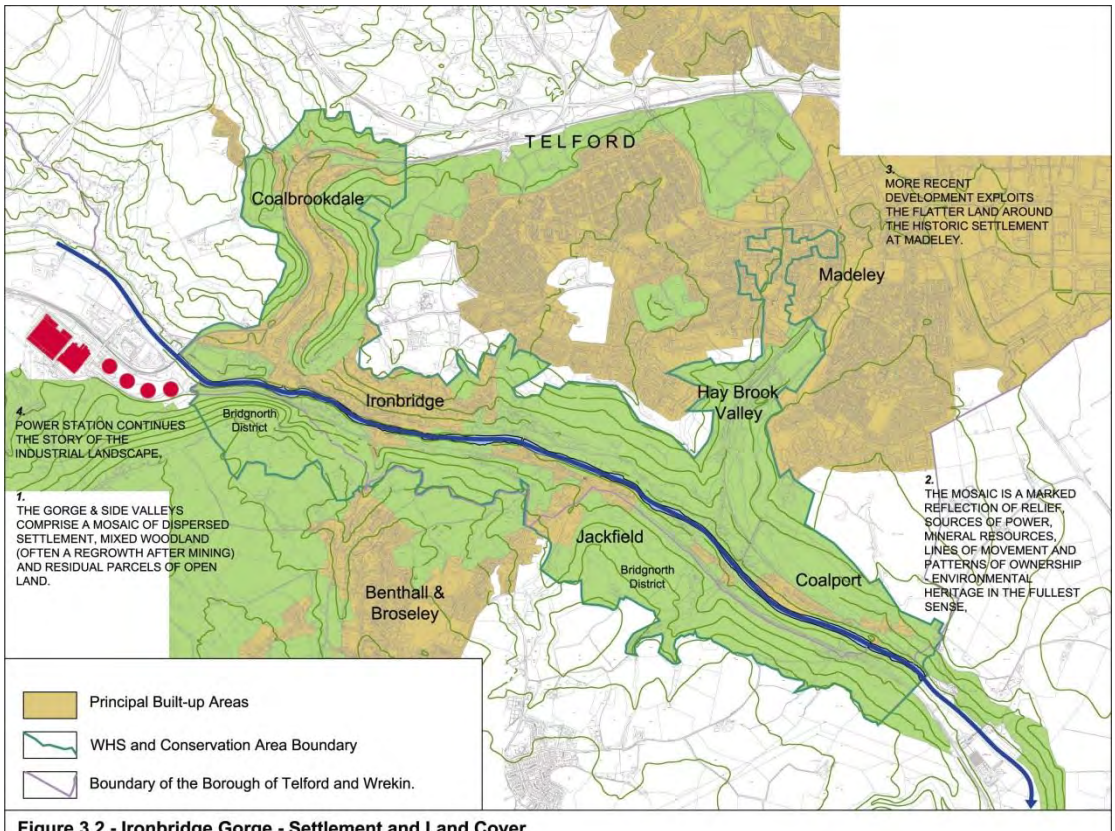


Figure 3.2 - Ironbridge Gorge - Settlement and Land Cover

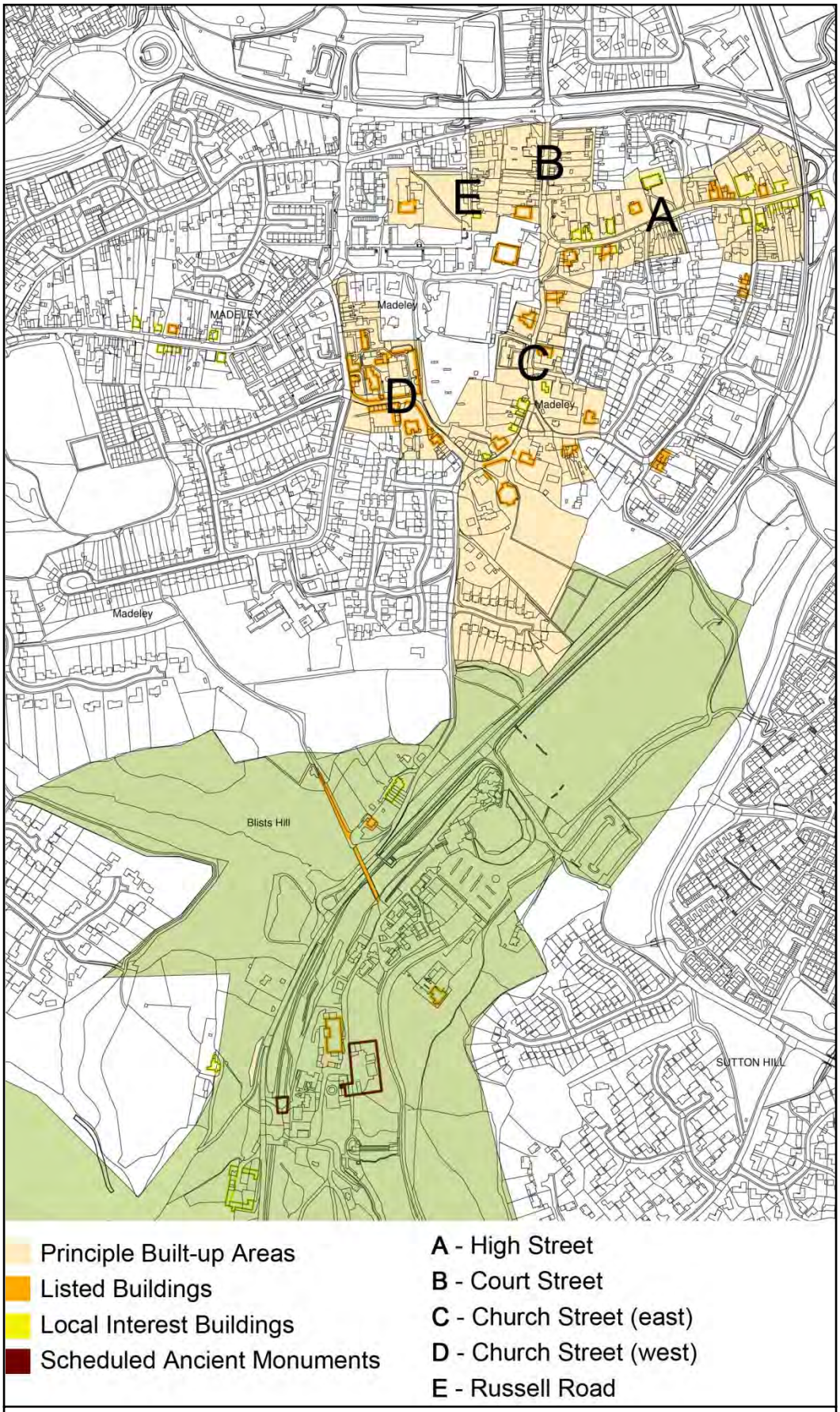


Fig. 3.3 Madeley Character Areas

3.2 Madeley

3.2.1 Settlement pattern

Madeley was the earliest significant settlement to develop within the Ironbridge Gorge WHS, due to its location adjacent to the route between Shifnal and Much Wenlock and the granting of a market in the late 13th century. The open fields of the early medieval settlement at Madeley were accessible from two southward loops - the later Church Street and Station Road - out of the route between Wenlock and Shifnal, the current High Street and Park Street.

The junction of High Street, Court Street, Church Street and Park Street was the location of a Market Square. This road pattern was interrupted in 1968-70 with the construction of a new shopping centre and flats that severed the link between High Street and Park Street. This was partly restored recently by the redevelopment of Madeley centre and the return of vehicular connections. The construction of Parkway, a bypass built by Dawley UDC in 1967-68 severed the High street to the east and formed a barrier to the north where it cuts across Court Street.

Today Madeley provides a focus for local shopping and community services. It lies north of, and outside, the steeply sloping sides of the Gorge itself and apart from specific locations such as St Michael's churchyard, there are no significant views to the wider landscaped areas.

3.2.2 Character areas

The overall character of wider Madeley is more influenced by the presence of the 20thCentury development of Telford New Town than the rest of the World Heritage Site. This manifests itself in the presence of new development both within and around the area. Most notable was the construction of the 1960's shopping centre adjacent to the Listed Anstice Memorial Hall. This area has now benefitted from demolition of the shopping centre and general redevelopment of the area.

It was the dominant early settlement within the Gorge area and there are surviving examples of 16th and 17thC timber framed houses such as 61 and 62 High Street., as well as other early structure such as Little Hay on Church Street, the oldest substantially surviving building in Madeley.

Within the conservation area in Madeley there are several distinct areas of contrasting character, resulting from the differing combinations of land and building uses together with the variety of form and massing of development. The location of each of the principle character areas is indicated in Figure 3.3 Madeley Character Areas. And a summary of their individual characteristics are outlined below.

High Street (Area A)

As the High Street rises from east to west, subtle twists and turns in the alignment of the road offer a series of shifting short-range vistas. The building line is generally to the back edge of the pavement and where it is set back it is usually behind a boundary wall and/or railings.

Scale of development is a mix of largely two and three stories with the topography providing additional variety and interest as buildings step up the slope. Buildings are predominantly of brick construction although several have subsequently been rendered which, whilst providing variety in the streetscape is further dilution of the original character of the area

The main retail provision within Madeley is located within the newly redeveloped town centre at the western end of the High Street. The High Street itself accommodates a mix of secondary retail, offices, banks, a pub, community facilities, and take-away restaurants as well as the Catholic Church and two chapel buildings. There are several surviving original shop fronts, some of highly decorative character, a recent grant scheme has sought to restore or replace inappropriate shopfronts with those of a more traditional appearance but several shopfronts have been diminished aesthetically by the incorporation of inappropriate external security grilles. There is also a significant amount of residential accommodation within the High Street.

The subtle twists and turns of the High Street as it rises up to the west create a sense of enclosure, heightened by the building line generally at the back edge of the pavement

Court Street (Area B)

Running north from the western end of the High Street, Court Street is a straight street with two-storey cottage style development to both sides. The building line is to the back edge of the pavement and there is good continuity of development giving a well-enclosed and integrated streetscape. The attractive scale and form of development is diminished somewhat by the erosion of original details such as windows and the use of inappropriate uPVC that is having a significant impact on the simple but well-proportioned elevations. Like the High Street there are several buildings where painted brickwork or render is replacing the original brick external treatment. To the north, and outside the Conservation Area, Court Street continues but has been severed by Parkway, built as part of the Telford New Town development.

Although severed by Parkway to the north, the part of Court Street within the conservation area retains a good continuity of built development although the erosion of original details such as fenestration has a significant impact on the simple but well-proportioned elevations

Church Street (east) (Area C)

Although there is only a short pedestrian link between High Street and Church Street, there is a significant change of character from one to the other. The Little Haye, 43 and 44 Church Street is probably a two bay medieval hall with a variety of 17th, 18th and 19th century additions, and is the oldest surviving building in Madeley. Although it accommodates retail premises the remainder of Church Street has a largely residential character.

St Michael's Church, (to the right), and the old vicarage, (centre left), create an informal grouping of attractive buildings around the perimeter of the open space adjacent to the church.

The two triangular open spaces; north of St Michaels Church and to the north of the Old Vicarage, and the development that surrounds them, create the ambience of rural village greens. They are well enclosed by buildings and boundary walls and have an attractive informality in the variety and irregularity of building alignments. The space around the Church is further enhanced with the quality of the buildings around it including the Church itself, the Old Vicarage, the Vicarage, and Old School. More recent development such as the sheltered flats north of the Six Bells Pub are less sympathetic to the character of the area in the low boundary wall, and building line set back some distance from the road line.

Church Street (west) (Area D)

The Old Hall and its associated outbuildings and boundary walls dominate the western part of Church Street. Although the Old Hall itself is now absorbed within a sympathetically designed affordable housing scheme, the barns, coach house and high walls form an attractive ensemble of buildings and structures.

Russell Road (Area E)

To the north west of the shopping centre is a well-enclosed area of public open space in the form of a formal green space and adjacent war memorial.

Russell Road runs to the east of the Green and is bounded on the eastern side by attractive two storey red brick cottages set behind railings. Russell Road runs north in the form of a narrow road bounded by high brick walls.

3.3 Coalbrookdale

3.3.1 Settlement pattern

In addition to the small market town at Madeley, the second early settlement in the parish, two kilometres to the west, was in Coalbrookdale where inhabitants are mentioned from the 13th century. It was of a very small scale however and in 1700 the whole village comprised no more than a furnace, five houses and a forge or two. Before Abraham Darby's arrival in the early 18th century Coalbrookdale's environs were "very barren with little money stirring". By the 1750's the Coalbrookdale Company's enterprises had filled the valley bottom with works, railways and houses comprising a settlement of perhaps 400 inhabitants. Workers cottages were built in rows by the company and these sit alongside more substantial houses built for the Darby family and other industrialists.

Coalbrookdale encapsulates the integration between the industrial heritage, the community that developed to support it and the landscape that provides the setting for this historic association. The steep topography has greatly influenced the pattern of development and the resultant tiers of terraces and larger detached houses that are set amongst the wooded valley sides. Important heritage features along the watercourses include the pools (many now filled) and the remains of the dams that were part of the industrial infrastructure.

Dale House, on the left, was built by Abraham Darby I, while Rosehill House, to the right, was built by Richard Ford. Behind Rosehill Richard Hill built Tea Kettle Row, a speculative venture to encourage workers to settle in the area.

It does not appear to have developed in accordance with any definite plan and as such has within its urban form many informal, rural qualities. However it is the ironworks in the heart of the valley that is the dominant physical form and the hub of all other built development. The pattern of development was characterised by clusters of houses and cottages immediately adjacent to the furnaces and forges. The reservoirs within the valley also constrained the location of new development as did the continuation of agricultural uses within the dale that pushed the housing onto the steeper slopes that could not be productively used for agriculture. The domestic and community buildings that overlook the works can be seen as integral parts of the industrial “campus”, provided on an expediency basis to fuel the foundry with its workforce.

There is no natural focal point or centre to the settlement. Rather there are several key buildings and structures; the Church, the Institute, the viaduct and the ironworks themselves that are visual nodes in a backdrop of buildings and walls set amongst the surrounding vegetation.

The integrated nature of the valley as a whole means that the area does not naturally break down into clearly distinct character areas. However, there are several clusters of development within the site as a whole that have their own particular identity. The location of these areas is shown diagrammatically in figure 3.4 Coalbrookdale Character Areas and the principle characteristics are briefly described below**3.3.2 Character areas**

Wellington Road (Area A)

Although Wellington Road and Dale Road form a spine road that runs north-south down the valley it never quite forms a sufficient continuity of built development to either side to have a particularly urban quality. One is always aware of the wider views to the buildings beyond and the backdrop of the wooded valley sides. The Parish church sits high above the valley bottom and the former Wesleyan chapel at the junction with Church Rd. has a prominent corner location. The Coalbrookdale Institute (now a Youth Hostel) sits back from the road (and the junction to Paradise) and is fronted by decorative railings that also frame the cast iron War memorial.

Several other key buildings along the valley represent important stages in the development of Coalbrookdale.

Rose Cottages is one of the older surviving properties within the Gorge and is dated 1642. Built as a row four timber-framed houses for the workmen in the nearby forges, the building is probably an even older barn built in the 16th century.

Rose Cottages (left) is one of the older surviving properties within the gorge. Carpenters Row (right) was purpose built to accommodate employees at the adjacent ironworks.

The Upper Forge was built in 1776 and was initially intended t be a slitting mill. It was subsequently used for the stamping and potting process and was converted to a mill and stables in the 1830's.

Carpenters Row is a late 18th century range of ten, simple cottages built to accommodate the carpenters at the ironworks. It is particularly interesting due to its retention of many original features including cast iron windows and chimney pots and timber window shutters and plank doors. Originally, vegetable plots were laid out in front of the dwellings but these were lost when the track to the front of the cottages was widened to a road- the original road ran through the Works. The middle properties of the row are vacant and in poor repair.

Fig. 3.4 Coalbrookdale Character Areas

Darby Road (Area B)

Darby Road was the focus for some of the earliest residential development within the area including grand houses built for the Darby's themselves side by side with purpose-built worker's cottages such as Tea Kettle Row.

Tea Kettle Row was built as a speculative venture to house workers. Begun in 1735 it was extended over the following ten years to its current length of six dwellings. It was built by Richard Ford and stands just behind his own house, Rosehill built in the 1720's. Next to Rosehill is Dale House, begun by Abraham Darby I but not completed before his death in 1717. Both derive their design influences from the wider fashions of the day rather than a more local vernacular and are fine early Georgian brick houses. Their symmetrical fronts introduced an ordered plan to the houses in contrast to the traditional houses that were more informally arranged around a great hall.

Tea Kettle Row (left) was a speculative venture by Richard Ford, situated just behind his own house, Rosehill.

At Woodside (right) the streetscape is unified by the brick walls that form narrow streets and passageways through the area.

Woodside (Area C)

Like Darby Road, Woodside incorporates both substantial detached houses and terraces of worker's cottages. They are integrated into a unified streetscape of red brick walls that provide a well-enclosed network of narrow streets and passageways.

Within Coalbrookdale there are many fine historic buildings, from simple single cottages to the more substantial institutional buildings such as the Coalbrookdale Literary and Scientific Institution. This was built in 1859, six years after the founding of the Institution itself, for the benefit of the employees of the Coalbrookdale Company. Other simpler structures such as the former Mill and former School in School Road retain many of their original architectural features including cast iron windows, lintels and sills.

The Ironworks (Area D)

In the base of the Coalbrookdale valley are the original Ironwork buildings themselves. The former Upper Works forms part of an attractive courtyard of buildings together with the railway viaduct and is an important component of the visitor attraction within the Gorge. The Great Warehouse, 1838, dominates this historic group with its prominent clock tower and cast iron

windows. Further down the valley the Aga Rayburn works provide a continuity of industrial activity at Coalbrookdale.

The scale and form of the buildings is in stark contrast with the character of the surrounding settlement nestled into the vegetation of the slopes of the valley, although this juxtaposition typifies the integration of the living, working and natural environments within the Gorge as a whole.

The Ironworks, viewed from Church Road, reveals a complex view of roof structures, from modern sheet roofing to the pleasing jumble of traditional brick and tile of the old “wing shop” areas at the south of the site, now vacant and in poor condition, these buildings are in need of immediate roof repair to prevent loss.

The Aga Works are the only conspicuously remaining metalwork industry in a landscape famed for its metal work. Its presence gives us a subtle reminder of the reality of a working industrial landscape with the low drone of machinery and the un-gentrified jumble of factory buildings and structures.

The industrial works in the bottom of the valley are at the heart of the industrial “campus” of Coalbrookdale. The Aga Rayburn works provide an active link with the tradition of iron working in the gorge.

Dale Road and Dale End (Area E)

As Wellington Road moves southwards it becomes Dale Road, culminating in Dale End. This is one of several areas within the Conservation Area that contains 20thC development. Such development still plays a part in telling the

story of the development of this landscape and should not be undervalued. however, it is clear that some of the mid 20thC development along Dale Rd, close to the school has been poorly affected by inappropriate residential alteration such as uPVC doors and windows designed in a rather haphazard styles that affects the group value.

Coalbrookdale Primary School, a Local Interest building, is a fine example of Edwardian school building and is a prominent presence along the street front.

The junction provides an important intersection linking the Dale with the later Wharf developments of Ironbridge and importantly the connection of the Coal Brook with the River Severn.

Dale End is characterised by more modern developments which, unlike the mid-20thC developments further up, have been specifically designed to reflect a more traditional character, whist addressing the design constraints of being in a flood zone. This results in a change from two storey development to three.

3.4 Ironbridge

3.4.1 Settlement pattern

Madeley Wood was one of the areas of the earliest concentrations of settlement within the gorge itself. The area remained largely woodland and common pasture until the 18th century though there was mining by the 14th century and cottages were beginning to proliferate in the 17th century, many unlicensed. Madeley Wood was the Manor's last common waste and thus the location of much of the informal "squatter" settlements that sprang up. After the break-up of the Manorial estate in 1705 increasing numbers of cottages in Madeley Wood were occupied by freeholders or on long leases. John Pitt and John Ashwood, steward and bailiff of the manor, bought 70 or more cottages in 1705 probably as a joint speculation. At least two thirds, probably more, seem to have been in Madeley Wood. By the early 1730's the lords of the manor were granting 99-year leases of cottages or of land for cottages and Richard Reynolds evidently continued the practice in the 1780's; there were 40 such leaseholds by 1774, many, perhaps most, in Madeley Wood. Cottages were divided or extended for new generations; new ones were often built in the corners of the irregular plots, which were themselves divided into separate gardens with minutely defined rights of way.

Two main concentrations of cottages had formed in Madeley Wood by the mid 18th century. One was around the Green in the area known as Madeley Wood today. The other was further west along the Wharfage to the ferry where the Ironbridge was to be built linked by a track, later the High Street, to the Green. Following the opening of the bridge in 1780 a small town developed between the two earlier clusters of cottages, obliterating much of the earlier development in the process. The heart of the town and the earliest laid out was at the northern end of the bridge where the Tontine Inn was built in the

1780's and a market place was provided. Away from the bridge, growth was haphazard and probably followed existing hillside tracks.

By the 1830's Ironbridge was a busy port. Despite having a population of c.3000 in 1841, it never became a self-sufficient town, sharing municipal, social, cultural and educational institutions with Coalbrookdale, Madeley and Much Wenlock. From the mid 19th century it was blighted by economic stagnation. Away from the more fashionable addresses of Church Hill and Hodgebower, houses were studded into the hillside and by the early 20th century tiers of cottages above riverside tips of industrial refuse formed a squalid town.

3.4.2 Character areas

Within the conservation area in Madeley Wood and Ironbridge there are several distinct areas of contrasting character as indicated in Figure 3.5 Ironbridge Character Areas and described briefly below.

Market Square and High Street (Area A)

The Market Square is bounded on all sides by buildings but is more open to the southwest allowing good visual connection to the Bridge. To the west is the Tontine Hotel, built in 1780 and extended six years later. It provides an imposing, symmetrical elevation to views north from the Bridge. To the north is a five-bay Market Hall, formerly open fronted with large round arches and now in filled with shops. To the east a smaller market building with four infilled arches. These buildings surround a raised terrace currently used for car parking but which originally accommodated a market.

To the south of the Market Square is a large, square, three-storey shop with hipped roof and cast iron lintels. It accommodates the Ironbridge Gorge Museum Trust's "Shop in the Square" and its well-preserved shop front must be one of the oldest surviving in Ironbridge.

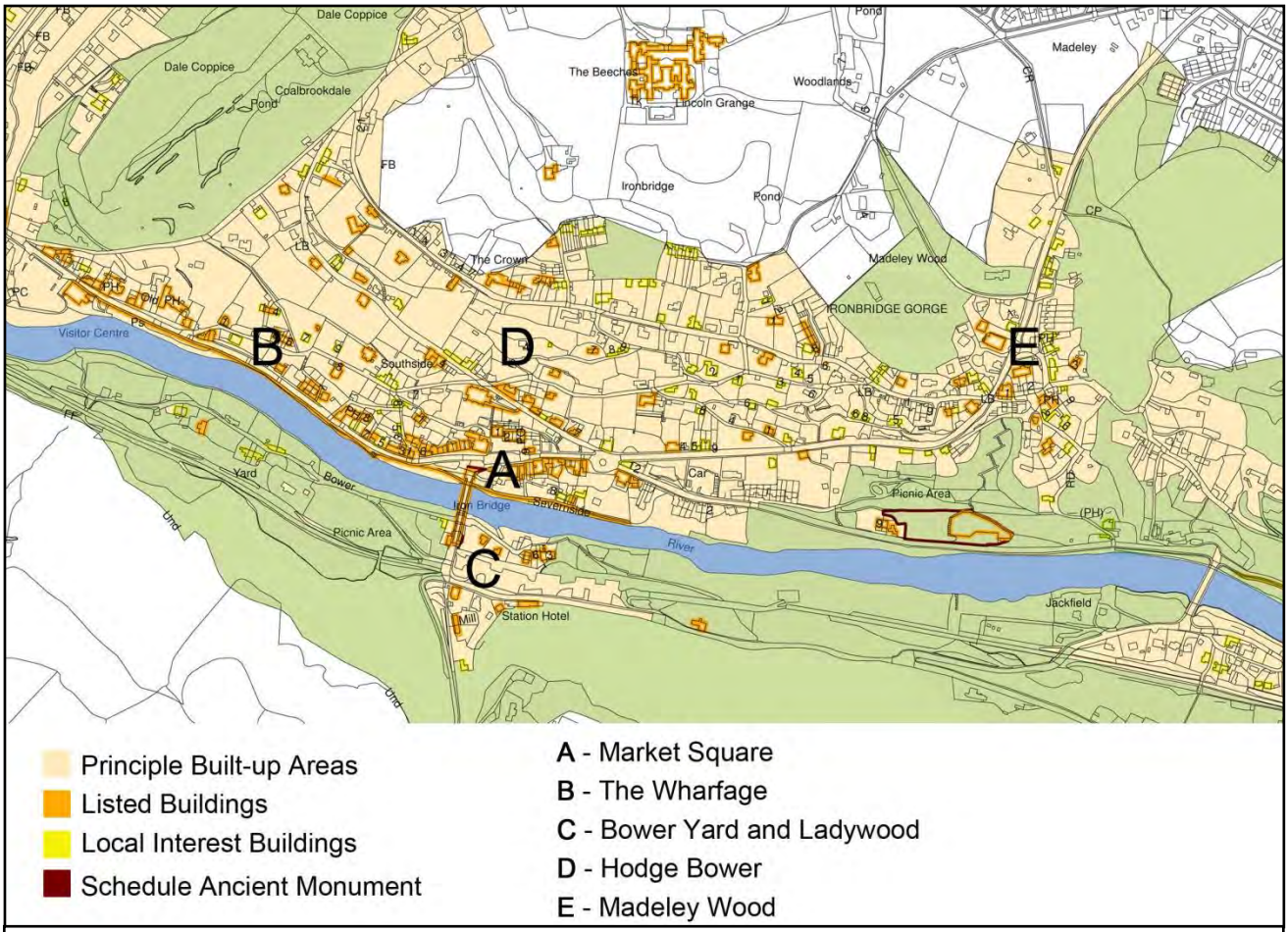


Fig. 3.5 Ironbridge Character Areas

The steeply sloping side of the valley rising to the north forms a backdrop of buildings set in a landscape of densely planted vegetation giving an attractive setting to the area as a whole. Narrow steps and passageways lead off the square offering a rapid change in ambience from the bustle and activity of the square to a quieter more residential quality.

To the east the High Street is lined on its southern side with attractive three storey, Georgian shops. To the northern side of the road a single-storey garage and derelict property beyond are detrimental to the streetscape quality of the High Street.

Views towards the Market Square from the north side of the Iron Bridge. On the left a postcard from around 1910 with a thriving market within the Square. To the right the same view today.

The Wharfage (Area B)

To the west of the Market Square the Wharfage incorporates a mix of former warehouses, three pubs and some Victorian villas. At its eastern end the attractive three storey streetscape is enhanced by the stepped elevation as the alignment of the street turns slightly and the buildings rise up Tontine Hill towards the northern end of the bridge, culminating in the Tontine Hotel.

The picturesque setting of The Wharfage alongside the River Severn provides a very attractive streetscape along its entire length.

A view to the west from the Iron Bridge. The Wharfage offers an attractive elevation overlooking the River Severn.

At the western end of The Wharfage and between the road and the river is the Gothic Severn Wharf building, now a visitor centre. Built by the Coalbrookdale Company between 1838-47 its decorative design is far more than a functional warehouse and was perhaps an attempt to publicise the company and its main enterprise of the time of art castings.

Bower Yard & Ladywood (Area C)

The area south of the bridge was more fully integrated with Ironbridge as a whole when the bridge was open to traffic, although the Toll House remains on the southern end of the bridge. The blue brick Railway Hotel and adjacent Station Master's House stand as a testament to the Station that closed in 1963. They look out over a flat area of what is now car parking and what was originally railway tracks and sidings set above a substantial retaining wall. This explains the gap between the bridge and the row of buildings to the

south. Alongside the River Severn itself, to the east and west of the bridge there are small informal clusters of buildings typical of the Gorge as a whole.

Hodgebower (Area D)

The character of this area is derived from its response to the steep topography of the valley side on which it is located. Buildings are studded across the hillside and linked by a zig-zag of narrow roads and paths, many impassable to vehicles. From the Iron Bridge and the southern side of the River Severn the layers of buildings rise in fragmented tiers embedded within the woodland setting, In summer the vegetation becomes more dense and the buildings seem to float as small islands in a sea of rich foliage. Within Hodgebower itself there is a network of narrow passageways and tracks that wind up the hill with stone walls and buildings close to both sides.

Looking towards the southern bank of the river from the terraced heights of Hodgebower, (left). Within Hodgebower itself, a network of narrow passageways and tracks wind up the hill with stone walls and buildings close to both sides. This view, (right), to the west also highlights the visibility of the power station, two kilometres west of Ironbridge

Much of the area comprises isolated outcrops of development with precariously stepped plateaus of garden areas between. There are significant areas where parcels of land appear to be untended allowing overgrown vegetation and crumbling retaining walls to give an air of dereliction to the area as a whole.

The steepness of the slopes necessitates the extensive use of retaining walls and this character is accentuated by the use of high, generally brick, walls to define property boundaries, forming a continuity of enclosure along the sides of the routes through the area. North of Belmont Road and Hodgebower the land plateaus out and a more conventional relationship between the streets and the adjacent plots can be found allowing a simpler network of access routes to dwellings. There are magnificent views to the River Severn and the south side of the Gorge beyond from many parts of the area.

One of the most striking features is the variety in the colour and detail of the brickwork in the area, no doubt due to many of them being built for managers in the local brick and tile industry. Examples include the Gothic-style Orchard House with its steep gables, twisted chimneys and adjacent folly and the blue-brick former National School.

Madeley Wood (Area E)

Although Madeley Wood was the focus for much of the earliest development within this part of the Gorge it now has a quieter more residential ambience in comparison to the commercial activity of High Street and the Market Place.

Several distinctive buildings stand out. The Wesleyan Infants School, dated 1858, is in polychromatic brickwork with Gothic windows and an Italianate bell tower. Behind the building is the area formerly known as The Green, including the Golden Ball public house, the focus for the early development within Ironbridge.

3.5 Coalford and Jackfield

3.5.1 Settlement pattern

This area had a substantial number of buildings in the 17th century when its strategic location adjacent to the River made it an important focal point for the adjacent areas of mining and pottery making.

In the 19th century the focus changed and the settlement has a strong connection to the ceramics industries and is still dominated by the remains of two of the former factories; the Craven Dunnill and the Maws Tileworks.

The Craven Dunnill works - now the Jackfield Tile Museum, is an almost perfectly preserved Victorian factory. The Severn Valley Railway passed along the northern side of the works. Today there is just a track that leads to the Maws Works. Although still a substantial building, less than a third of the original buildings survive which are now used as a craft centre and apartments.

Today the landscape and townscape of Coalport and Jackfield has a dislocated and fragmented quality that reflects its past. Its independent and “frontier” spirit is also evident in the informal and unstructured scattering of development across its slopes and the unpaved tracks that still provide access to many of them. This is accentuated by the instability of the geology of the area that causes subsidence, evident on several roads within the area and in the history of land slips.

The disused Severn Valley railway cuts across the settlement although in places it has become absorbed into private gardens and has disappeared from view.

Within the area identified there are a number of distinct character areas as indicated in figure 3.6 Coalford and Jackfield Character Areas and described briefly below.

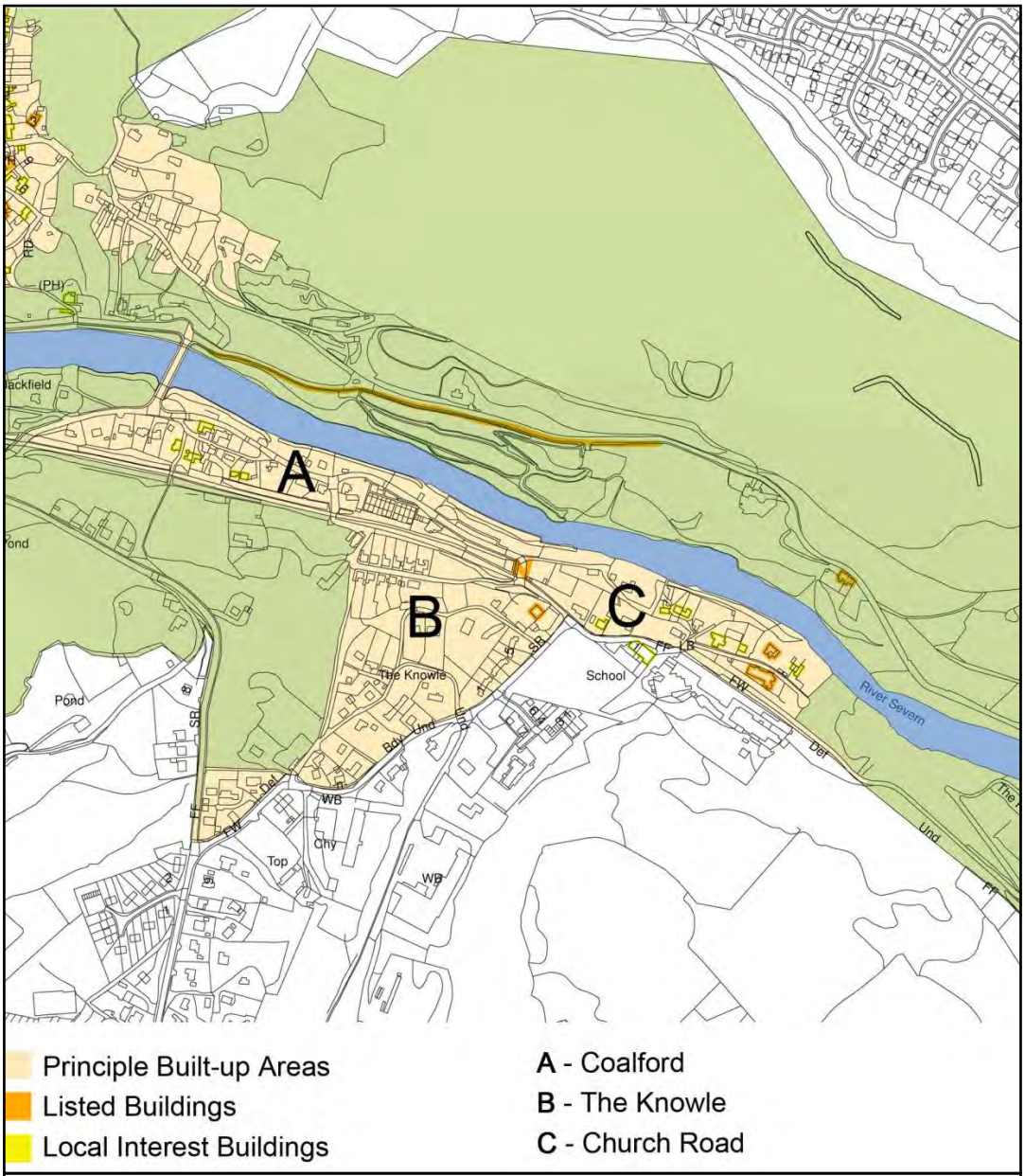


Fig. 3.6 Coalford & Jackfield Character Areas

3.5.2 Character areas

View towards Coalford, (left), from the Ladywood Bridge. Within the "Knowle", (right), a series of informal tracks provide access to an informal grouping of houses.

Coalford (Area A)

Between the disused railway line and the River Severn an attractive informal range of buildings are set back from the riverbank. The majority are south of the road, facing the river, but a few sit between the road and the river set amongst informal vegetation. The road meanders its way between the buildings each of which seems to be following its own geometry in respect of orientation and building line. To the west, the new bridge, opened in 1994, replaced the original 1909 bridge that was the first toll free crossing of the Gorge. On the southern side of the bridge a small public space provides seating and a view to the bridge and river.

The riverbank rises steeply from the waters edge and the ground continues to rise south of the road. In places secondary and tertiary tiers of development step up the hill behind the street frontage. More recent development in the form of a terrace of ten council houses is inconsistent with the grain of the area in its uniformity and length of unbroken frontage.

The Knowle (Area B)

To the west of Calcutts Road, a series of tracks meander across the valley sides providing access to over a dozen dwellings largely hidden from the public highway. Coupled with the ram-shackled collection of sheds and outbuildings that surround some of them, they convey an ambience of organic and unplanned development. Beneath the extensions, additions and new conservatories most are simple red brick cottages.

Church Road, Jackfield (Area C)

The area of Church Road adjacent to the Craven Dunnill Tile Works and the Church forms a distinct cluster of buildings although they never quite form a coherent whole in respect of a unified street scene. The Tile Works themselves dominate the area in respect of their scale although the Church and former school are also significant buildings. The Church, in particular, stands out, with its decorative tile roof, polychromatic brickwork and distinctive turret, and use of decorative tiles floor and wall tiles on the interior – almost entirely products of the nearby brick and tile works and thereby a clever corporate product “catalogue”.

To the north of Church Road the houses turn their backs on the street and face out towards the River Severn further contributing to the lack of coherence of the area. The dislocating effect of the construction of the Severn Valley Railway is evident in the streetscape as is the informal network of tracks and paths that provided access to the houses within the area many of which remain today.

3.6 Coalport

3.6.1 Settlement pattern

Like Jackfield, Coalport is dominated by the ceramics factory that was its raison-d'etre. Unlike Jackfield however it shows a much more structured and planned layout than any other part of the Gorge

The growth of a new industrial area at Coalport was stimulated by the building of the Shropshire Canal's Coalport branch between 1789 and 1792. From 1793, William Reynolds controlled development and between 1797 and 1800 several factories and 30 houses were built. By 1797 Coalport was Shropshire's most important river port and by 1851 it had a population of 343. The main employers were the china manufacturers with an elite workforce which included many single women. In the 1830's the Madeley Wood Company built canal-side terraces for the workers in its new Blists Hill ironworks to the north of Coalport.

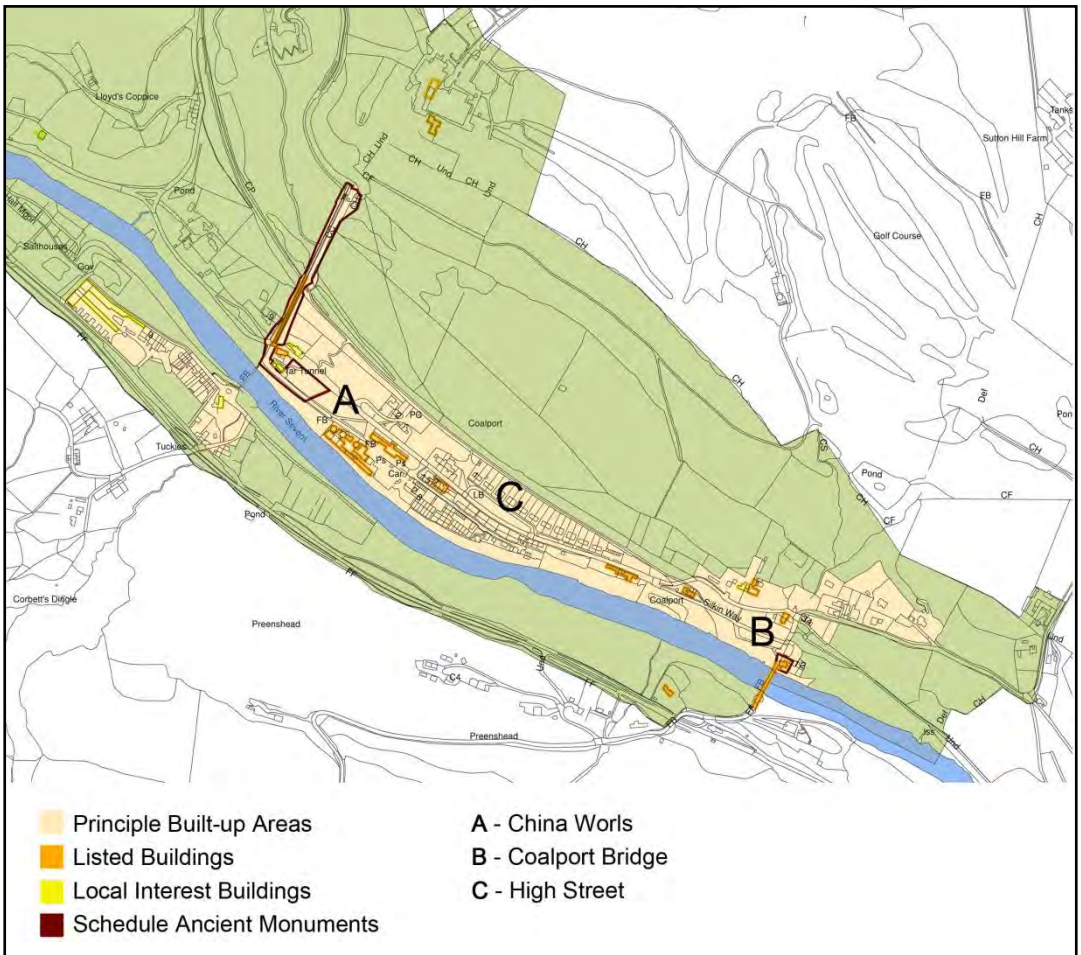


Fig. 3.7 Coalport Character Areas

3.6.2 Character areas

Within the conservation area in Coalport and Blists Hill there are a number of distinct areas of contrasting character as indicated in Figure 3.7 Coalport and Blists Hill Character Areas and described briefly below.

The canal system that connected the China Works to the Hay Inclined Plane was reinstated in the 1970's and restored again in the 1990's.

China Works (Area A)

The brick buildings of the China Works are laid out between High Street and the River. The Shropshire Canal ran through the centre of the works parallel with the River although it was filled in in the 1920's. The western section linking to the Hay Inclined Plane was reinstated in the 1970's and restored again in the 1990's. The original factory was started in 1795 but significantly rebuilt over the years. It is now a youth hostel and café. Other workshops and kilns of various dates are set around a courtyard. To the east a substantial, new residential development is in sympathy with the character of the China Works. The canal originally continued further east still to a transhipment area near Coalport Bridge where goods were transferred from canal to river and, subsequently, from railway to river.

Coalport Bridge (Area B)

The bridge itself is a single-arched cast-iron structure constructed in 1818 and replacing earlier bridges on the site. Tolls were collected at the Toll House to

the north side of the bridge. Other buildings are in informal clusters around the bridge and step up the northern slopes of the valley.

Coalport Bridge (left), and High Street (right).

High Street (Area C)

Most of the domestic buildings constructed to support the China Works have been demolished. Today the High Street has a more suburban ambience with the one and two storey 20th century residential development of Riverside Avenue.

Blists Hill

The Blists Hill site was the original focus of the Ironbridge Gorge Museum when it was developed in the 1970's. It is still a visitor attraction as a model Victorian Industrial Town. Many of the exhibits are buildings that were taken down during development of the Telford New Town and then carefully reconstructed. These have been incorporated into the industrial buildings and structures originally built on the site to create an extensive open-air museum.

The site includes remains of the historic transport links – the Coalport branch railway, Bagguleys Wind and the Lee Dingle tramway bridge.

4.0 ARCHITECTURAL CHARACTER

4.1 Important buildings and structures

Within the WHS as a whole there a total of seven Scheduled Ancient Monuments and 255 Listed Buildings of which two are Grade I, 18 are designated Grade II* and 235 Grade II.

Whilst the Listed and Scheduled status of these buildings and structures confirms their individual significance, the appreciation of the area can only be fully understood through the wider landscape and townscape of each area and the Ironbridge Gorge World Heritage Site as a whole.

it is important to remember that not all buildings that contribute to the character and appearance of the Conservation Area are designated, some undesignated buildings may also demonstrate distinctive architectural characteristics that contribute to the sites value. It should therefore not be regarded that if a building is not scheduled it is not of value in its own right or to the setting of the Conservation Area.

4.2 Building typologies

Built evidence of pre-industrial development is fragmentary. Possible reasons are likely to be a combination of the lack of means to build durably and an increased prosperity that created the desire and wherewithal for complete rebuilding. Before the 18th century, the population and thus the buildings required to accommodate them, was comparatively small. However, there is significant evidence of 17th century building components incorporated into later structures.



Examples of pre-industrial development include the 17thC cottage range at 61-62 High Street and Little Haye in Church Street, Madeley.The latter probably the remnants of a 16thC medieval hall.

This increased economic power resulted in a dramatic series of developments in local building that took place during the early part of the 18th century. Settlements grew through new building and rebuilding, but there were also qualitative changes. Houses from the first half of the 18th century constitute a recognisable and new housing type: there are large numbers of highly similar

buildings, nearly all built of brick, apparently professionally built using coherent techniques and designed according to a model, and as such representing a considerable investment.

Influences on these buildings, and building patterns generally throughout the gorge, incorporate a combination of two main categories that can be loosely described as “vernacular” and “polite”. Vernacular forms follow local building practices and utilise local building materials. Polite architecture is likely to be designed by an architect or surveyor according to a fashion of the day, or by a builder following a copybook of countrywide designs. Whilst there are good examples of both typologies many buildings within the gorge include elements of both categories.

The resultant domestic buildings that were constructed in the gorge between the early 18th to the late 19th centuries represent a form of vernacular building tradition of a kind more often associated with rural settlements, but is, in the case of the Ironbridge Gorge, the product of an industrialising society. Elements of building were reassembled in different combinations according to clearly defined rules.

As well as these distinctions in design influence there are also clear patterns of building typologies that can be traced within the area.

These can be categorised into five main groups;

- large detached residences;
- double fronted houses;
- cottages built in pairs;
- single fronted cottages; and
- rows of terraced houses.



Building typologies within the Gorge include large detached residences such as Calcutts House, Jackfield,(left), double fronted houses such as 26, Church Road, Coalbrookdale, (centre), and cottages built in pairs, (left), at 1 and 2 Darby Road

4.2.1 Large detached residences

Built for the wealthy, servant-owning class of ironmasters, mine-owners and barge-owners begin to appear from the mid-18th century. They conform very closely to the prevalent architectural taste of the period. The brick fronts are

symmetrical and well proportioned with a central door case, sash windows and stone dressings on the better houses. Examples include the Grange, Dale House and Rosehill in Darby Road, Coalbrookdale, Belmont House, Ironbridge and Calcutts House, Jackfield.

4.2.2 Double fronted houses

These begin to appear in numbers after 1750. They are generally built on small, separate plots of land each with a front garden. The early elevations are one and a half storeys in height and sometimes the entrance door is placed off-centre. Later examples have a central entrance and two full storeys. In the final quarter of the 18th century increasing importance is given to the front elevation. Sashes replace mullion and transom windows and a variety of new lintels are used made of cast iron or artificial stone usually used with matching sills. Greater prominence is given to the entrance by incorporating a door case together with a six-panelled door.

4.2.3 Cottages built in pairs

The earliest examples of paired cottages date from the 17th century. They frequently form part of a symmetrical architectural composition. A balanced façade is achieved by placing both entrance doors in the centre with windows at ether side giving the superficial appearance of a double-fronted house. Many have subsequently been combined to form a single dwelling.

4.2.4 Single fronted cottages

The earlier examples are one and a half storeys with prominent dormer windows breaking into the main roof space. Frequently they were built next to each other or adjoining a small house. Where they were built together they often have a common frontage and roofline although breaks in the wall face sometimes indicate that they were constructed independently. Elevations are generally very plain. The early 18th century elevation occasionally have brick string courses and gable parapets but other forms of decoration are sparse. Later, window heads of flat brick or small door canopies occurred. By 1800 two full storeys were more commonly adopted.

4.2.5 Rows of terraced houses

These were built from the second quarter of the 18th century. The earliest examples are 1 ½ storeys, such as Tea Kettle Row (1735-1746). Carpenters Row (1783) has a full upper story and was originally constructed as eight cottages and two brew houses – later converted to two further dwellings. Similar constructions can be found in Belmont Road.

4.2.6 Non-domestic buildings

There are also significant non-domestic buildings that survive within the Gorge including churches, chapels and schools as well as industrial and commercial buildings. They offer the chance to demonstrate the range of building materials manufactured in the Gorge as well as reflecting the fashions of the day such as the use of contrast bricks and tile.



The Fletcher Methodist Church in Madeley is one of several non-conformist churches and chapels in the Gorge. The Coalbrookdale Institute was built in 1859 for the benefit of the Ironworks employees. Bedlam furnaces were built in the late 18th century.

In addition to the churches at Ironbridge, Coalbrookdale, Madeley and Jackfield, there was a notable influence of non-conformist groups within the Gorge area. The Darby and Reynolds families were members of the Society of Friends (Quakers). Methodism was dominant in the area and there are substantial Methodist chapels in Madeley, Madeley Wood and Coalbrookdale.

The climate of self-help fostered by non-conformists resulted in other Institutional buildings, most notably Coalbrookdale Literary and Scientific Institute, 1859. The Institute was one of the first buildings in the Gorge to be built in blue brick, to be followed by Ironbridge C of E School in St. Lukes Rd. (1859), and Ironbridge Police Station, Waterloo St. (1862).

Components of industrial activities are found throughout the Gorge. Some are complete and well-preserved buildings such as the Upper Works, Coalbrookdale. Others are fragments of former functions, such as the Bedlam Furnaces. Throughout the Gorge the landscape retains the footprint of the past in the imprint of mines and excavation, road and rail routes and reservoirs. There is not a clear typology for these buildings and structures in the same way as that of domestic buildings can be categorised. Rather, each component was shaped to meet the functional demands and innovations of its day.

Commercial premises and shopfronts are also common features, particularly in Ironbridge and Madeley, the principle commercial centres, both of which has some very fine traditional shop frontages. external shutters are absent in Ironbridge and almost absent in Madeley, their presence is a blight on the setting of the World Heritage Site, where possible we shall work towards removal of such inappropriate modern elements. Traditional shop front detail is under threat from piecemeal erosion and The Council has brought out a Shopfronts and Signage Design Guide (Supplementary Planning Document) to ensure standards of design are retained wherever possible.


The remaining structures at Maws Tileworks, Jackfield, (left), are only a third of the size of the original building. Elsewhere in Jackfield the base of a chimney is incorporated into a 20th century industrial site, (centre). Yew Tree Cottage, (right), timber-framed on a stone plinth, dates from the 17th century.

4.3 Materials and construction

4.3.1 Timber Framing

Timber-framing is the most common structural material in use before 1700 although few buildings have survived. Some like Yew Tree Cottage, Coalbrookdale have been heavily restored. Other notable examples include Rose Cottage, Coalbrookdale dated 1642 and The Little Haye, Church Street, Madeley, probably a two-bay medieval hall with 17th and 18th century additions and alterations.

4.3.2 Stone

Stone buildings mostly date from the 17th century. They are few in number that is surprising in view of the availability of good sandstone nearby. Random rubble walls are much more extensively used for retaining walls and some early brick buildings have the lower part of the external wall built of stone.

4.3.3 Brick

Brick superseded both timber and stone as the usual building material after c.1700. It soon became established and used for houses of all grades. Brick was manufactured locally from the abundant supplies of clay that were exposed along the banks of the River Severn. The main centre of production was around Broseley and Jackfield. Brickwork of the early 18th century is irregular, the size of brick varies and they are often uneven in texture and shape. In order to overcome surface variations, mortar joints tend to be thick. These older bricks are generally of a red-brown colour.

The introduction of brick tax in 1784 led, eventually, to the manufacture of larger bricks. They were also more regular in size, shape and texture with thinner joints between courses. During the first half of the 19th century the most common colour is a pale mottled brown. White bricks first appeared in the 1840's as seen as dressings on Orchard House, Church Hill, Ironbridge. At the same time vitrified brick headers were first used as a decorative feature on some house fronts as at 13 -14, Paradise, Coalbrookdale. Some public buildings were used as showcases for the local brick and tile trade, such as

the Wesleyan Infants School in Madeley Wood and St. Mary's Church Jackfield.

After 1860 machine-moulded bricks first appeared with a uniform shape and texture. Blue bricks were also popular and were used for several of the larger public buildings, described above.

Blue bricks were used for houses as well as public buildings for example 10, Madeley Road, Ironbridge, (left). Polychromatic brickwork acted as a showcase for the local brick trade as seen at Jackfield Church, (centre), and the Wesleyan Infant's School, Madeley Wood, (right).

4.3.4 Plain Tile

Plain tile is the general roof covering. Some of the 17th century vernacular houses have steep pitched roofs, which may have originally been thatched. Welsh slate is used prior to 1850 only for the largest buildings, but in the second half of the 19th century it is sometimes used for the more important detached houses. Jackfield and Broseley excelled in the manufacture of roofing tiles and there are some good local examples of more exuberant patterns of zig-zags and diamonds.

4.3.5 Cast Iron

Cast iron was a radically new building material first introduced for a range of architectural items in the latter part of the 18th century. Although few of these items are marked they mostly occur in Coalbrookdale and it would seem logical to assume that they were manufactured at the local ironworks. They include cast iron window lintels and window sills, cast iron casement windows and cast iron chimney pots.

4.3.6 Ceramic Tiles

The diversified nature of clay resources within the Gorge was exploited in the extensive production of ceramic tiles and pipes. This is reflected in some decorative tile work on several buildings within the Gorge including both the Maws and Craven Dunhill Tileworks in Jackfield, St. Mary's Church and The Valley Hotel, Buildwas Rd, Ironbridge.

Decorative Tiling at the Craven Dunnill Works, (left), now the Jackfield Tile Museum. There are still some surviving examples of cast and wrought iron windows in the Gorge as seen in Coalbrookdale, (centre and right).

4.4 Architectural Details

4.4.1 Windows

No assessment of window glazing prior to 1700 is possible as no original window frames have survived in buildings before that time. After 1700 with the advent of brick as the normal building material the proportion of window openings is generally vertical and the mullion and transom window is the normal type. Zinc bars are used for glazing in most cases. The wrought iron casement frame is hung on hooks driven into the window jambs and the window is locked by casement fasteners that engage the central mullion on the inside. Transom windows generally have plain openings. It is normal to span the window head with a segmental arch laid of brick headers. Better quality houses have projecting keystones. Sills are rare. Most windows were originally fitted with shutters, now generally removed.

Double hung sash windows were introduced in the mid 18th century, at first on the larger houses and later for the smaller properties. A wide range of different lintel types were in use.

A radical innovation in window construction took place in Coalbrookdale in the late 18th century when the solid-frame, cast-iron window was introduced. It seems to have been regarded as an inferior type of glazing and was generally used for industrial buildings, churches and where used in domestic buildings it was only for less important rooms such as the brew houses associated with a terrace of workers cottages. Cast iron is also used for window lintels and sills.

After 1830 window design is influenced by the Gothic Revival. The mullion and transom window comes back into favour and casements reappear now with wooden glazing bars.

Side hung “ladder” casements are highly typical of vernacular buildings throughout the Severn Gorge. They are characterised by the presence of multiple chamfered or puttied glazing bars which create glazed panes with a landscape orientation. They are flush fitted or sometimes recessed with a prominent mullion.

These traditional windows are under threat from piecemeal erosion by alteration, replacement and lack of maintenance.

Traditional "ladder" casements in Carpenters Row.

4.4.2 Doorways

The most important houses, built in the mid 18th century, have prominent door-cases. Architraves are moulded and usually have a rectangular or semi-circular window light with a pediment or shallow cornice above. Examples include The Grange, Darby Road, Coalbrookdale, Calcutts House, Jackfield and Belmont House, Ironbridge.

Door cases with open pediments became popular in Coalbrookdale and Ironbridge in the 19th century and were mostly used for medium-sized detached houses where they formed part of a symmetrical front. The open pediment usually contains a radial fanlight. Post-1830 door-cases are generally plain with a simple entablature.

Some cottage doorways have a hood above the front entrance. This may be formed of a gabled pediment supported at the sides by carved console brackets. Another type is the flat canopy that generally has more ornate mouldings. Door hoods may have been added to some cottages in the late 18th and early 19th centuries.

Porches of delicately worked cast-iron are rare. The best example, at Woodside House, Coalbrookdale, has an ornamental design in fretwork in the Regency style. Only a few of the larger 19th century houses have porches with freestanding columns. An example at 43 Darby Road has a plain entablature, with moulded cornice supported by Doric columns, all made of cast-iron.

Woodside House, Coalbrookdale, (left), retains an ornamental cast iron porch, although the house is in poor condition. Calcutts House, Jackfield, (centre), incorporates a doorway typical of the larger houses within the Gorge. A simpler doorcase can be seen at 11, Paradise, Coalbrookdale, (right).

4.4.3 Eaves detail

Moulded eaves cornices are a feature of the large mid 18th century residences. They are mostly constructed in timber although the Grange, Darby Road, Coalbrookdale uses moulded ashlar. Vernacular fronts were treated with more simplicity. Until 1750 it is normal for the rafters to oversail the wallplate at the eaves giving a shadow line at eaves level. As the 18th century advanced it became more general to incorporate a brick oversailing course at the eaves. The most common type is of a dentil brick of alternately projecting headers. Less common is a diagonal brick pattern, sometimes referred to as “dogtooth”. A few of the better vernacular houses have dentil eaves of moulded brick.

The most common eaves detail is a dentil brick of alternately projecting headers, (left). A moulded brick is used in a few of the better houses, (centre). 43, Darby Road, Coalbrookdale, (right), has a porch made entirely from cast iron.

4.4.4 String-courses

Projecting brick string courses are a feature of many house fronts of all grades in the first half of the 18th century. The string is usually three courses in depth sometimes with one at the first floor level and another above it at second floor level. They are never carried around the corners of the building but stop at the ends of the front elevation.

4.4.5 Chimneys

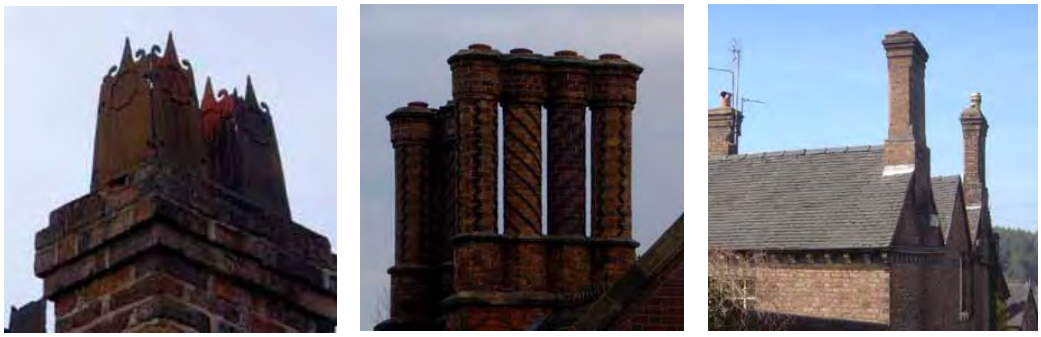
There are variations in the position of chimney stacks in buildings erected before 1700. Some stacks are built against a gable wall or placed laterally against the long wall, others have been inserted. Most of the stone stacks have been rebuilt in brick in the 18th century and often chimney breasts project beyond the gable wall of these early vernacular buildings.

18th century chimneys are generally plain and have simple caps with over sailing courses. Through the 18th century there was an increasing g tendency to place chimney stacks in the gable ends of double fronted houses where they sometimes projected. This helps to give greater balance to the elevation and makes it appear more symmetrical.

Some stacks are unusually tall particularly among the houses lining the lower slopes of the Gorge where the extra height gives the flue a greater draught and helps to carry smoke out of the valley.

Two of the best 19th century chimneys occur on Victorian Gothic buildings of polychrome brickwork at The Severn Wharf Building and The Orchard, Church Hill, Ironbridge. Cast iron chimney "pots" are widely used in Coalbrookdale and probably date from the late 18th century. They were almost certainly manufactured at the Coalbrookdale Company foundry and they are cast to a similar design each pot being square with the corners cut away.

Chimneys are a particular feature of the Severn Gorge landscape, the steep sides of the Gorge expose roofscape to a degree not common elsewhere, consequently, alterations to roof such as loss of chimneys, satellite dishes and solar panels etc, become highly visible.



Cast-iron chimney pots are still found, for example at Carpenter's Row, Coalbrookdale, (left).Some of the larger houses have highly ornate chimneys as at Orchard House, Ironbridge, (centre). Chimneys generally are particularly tall, as at Cherry Tree Hill, Coalbrookdale, (right), and form important elements of the profile of built development.

4.5 Elements of the landscape setting

The character of Ironbridge Gorge is derived not just from the layout of buildings and their design and details but also from the spaces and areas of land between buildings and their setting within the wider context of woodland,

open space, water courses, roads, tracks and footpaths. In turn, these areas are influenced by the design features incorporated within them such as walls, railings, gates, fences and street furniture.

4.5.1 Woodland and pasture

The main components of the woodland are identified in figure 3.2 Settlement and Land Cover. The importance of the woodland in the landscape is immediately evident in this diagram and is visually prominent through out the World Heritage Site.

These areas are also of great ecological importance. Parts are recognised as ancient woodland and much is semi natural woodland. Both the Lincoln Hill and the Benthall Edge/Tick Wood stands are defined as SSSI. There are several Wildlife Sites (Shropshire Wildlife Trust designation) and the remaining woodland and some pasture form part of the current Telford and Wrekin Green Network. There are many grassland and heathland habitats. The semi natural environment can be seen to be of great significance visually, ecologically and in terms of recreation.

4.5.2 Watercourses

The River Severn is the key element in the central corridor through the landscape. It is a dynamic river, carrying great cultural importance as well as forming, with its narrow floodplain the visual spine of the area. Short streams falling steeply have incised valleys into the slopes on both banks of the Severn. These give visual containment to settlement, particularly at Coalbrookdale and Blists Hill.

The watercourses at Coalbrookdale are of particular historic note as it was the opportunity to create dammed pools that encouraged the industrial development of the settlement. Though most are silted up, some dam walls and pools remain.

4.5.3 Lines of movement

There is a complex network of roads, lanes, steps and tracks covering both landscape and townscape. Most are likely to be of historic origin, probably linking mines to settlements and foundries. Other paths are remembered for their associations – the Sabbath Walks up to the rotunda in the woods above Coalbrookdale were known recreational routes of the Darby family. Railway lines and canals both give great visual pleasure and meaning to the landscape.

4.5.4 Detail in the landscape – walls, boundaries and public realm

Walls feature throughout the Gorge prominently as people have sought to carve out dwellings and mark ownerships against the steep sides of the Gorge. The narrow back lanes of Ironbridge are a good example of the tight narrow roads constrained by brick and stone walls that characterise the central Conservation Area, from an age before the invention of the car.

These can make vehicular navigation around Ironbridge problematic at times but nevertheless are a reminder of the historic flow of movement around the Gorge. Boundary treatments have been under threat until the introduction of the Article 4 Direction which has largely prevented to removal of front walls to create off street parking. This type of alteration is particularly harmful to the setting of the Conservation Area, in addition to the loss of walls and associated cast and wrought iron gates; it often requires the loss of green garden land to provide hard standings for vehicles.

Likewise capping stones and associated railings are also of great value, the Coalbrookdale Company being famed for its decorative railings. Cast Iron is difficult, though not impossible to repair so great care should be taken to ensure timely maintenance of decorative railings. There is a general trend towards square brick on edge capping details which are generally not traditional but is a cheap solution – cant bricks, stone caps and half round terracotta are the prevailing traditional form and should be retained and re-instated where possible. Railings inserted into these are done in the traditional manner, being embedded into the stone/brick with lead, not bolted to the brick work.

Other features of interest are brick steps “shuts” between the roadways up the sides of the Gorge, shallow brick gutters of red and yellow engineering brick that often survive the spread of black tarmac and often survive under it, traditional surface treatments such as original setts or brick yards often associated with some of the smaller vernacular houses, but may also be seen at some of the grander ones too (Darby Houses). These can all be vulnerable from modern highways “improvement”.

4.5.5 Views

The nature of the Gorge means that there are multiple views across the site, the Conservation Area Management Plan has identified some of the key views but this is not an exhaustive list. Views can be inward looking our outwards looking and can be expansive or focussed; such is the nature of vistas offered. The map in Appendix 2: “ Characteristic Views of the Severn Gorge Settlements” gives an indication of some of the key views. Views play a critical role in managing the setting of the landscape and development that adversely affects views, especially long range views in and out of the site can be viewed as harmful.

5.0 Development Concerns in the Conservation Area

5.1 Development Concerns in the Conservation Area

5.1.1 Historic loss of built development

The extent to which significant areas of built development have been lost is apparent from the historic record of maps and photographs of the Gorge. There are several causes for these losses:

- The informal “squatter” settlement pattern of much of the early development within the Gorge resulted in some poor quality buildings that have either fallen apart or been demolished.

- The economic decline of the area as a whole led to a loss of resources to maintain and repair properties and the lack of demand for accommodation in the area. Without a rationale or the means to refurbish dwellings some have perished.

- The topography of the Gorge requires extensive use of retaining walls that are more prone to serious structural failure if not adequately maintained.

- The ground conditions of the area make some parts prone to land slips and subsidence.

- The construction of major infrastructure projects including roads, railways and canals has been carried out through areas of built development resulting in extensive loss of buildings.

5.1.2 Loss of Character and Architectural Detail

Boundary treatments and walls

Brick, or more rarely stone, boundary and retaining walls form an important part of the character of the area. There are many examples of substantial parts of the boundary walls being removed to facilitate on-site car parking within residential development, as seen at Cherry Tree Hill, Coalbrookdale for example. In other instances walls have been replaced with inappropriate and poor quality materials such as reinforced concrete panels as seen at Calcutts Road, Jackfield and Darby Road, Coalbrookdale, or more recently by the use of fencing panels.

Characteristically boundary treatments in The Gorge are brick and stone with brick capping or stone capping for larger houses, traditional wrought and cast iron railings, soft planting/verges and hedges and occasionally post and rail in certain parts where there is a more open woodland character.

The inclusion of walls, railings and gates under the Article 4 Direction is a direct consequence of this piecemeal erosion. The loss of walls through the creation of driveways and of street parking destroys the enclosed character of

the back lanes of Ironbridge and Coalbrookdale in particular, and is generally resisted.

The nature of the Gorge means that there are numerous retaining walls within the Gorge, some of which are in poor condition. It is normally the responsibility of the owner to whom the boundary belongs to maintain these, not the Local Authority, regardless of whether the road fronts a highway or not. Disrepair can affect the local amenity, the surrounding infrastructure and is harmful to the setting and appearance of Conservation Area and World Heritage Site. Where emergency repairs are carried out in the absence of any responsibility, the Local Authority will recoup the costs through appropriate land charges where necessary. Where appropriate the Local Authority will use the relevant Planning powers and legislation to ensure such repairs are carried out.

Windows

Traditional timber windows are a key feature of the Severn Gorge Conservation Area, traditional Ironbridge flush fitted “ladder casements”, cast iron windows and sliding sash windows are part and parcel of the historic fabric of the site. This character is under threat from piecemeal alteration, particularly from inappropriate window alterations or replacements in wood, metal and uPVC. The Article 4 Direction helps to control this by ensuring that replacement windows do not adversely affect the setting of the Conservation Area (World Heritage Site). Under this direction replacement of windows visible from a Highway, Byway, Waterway or Open Space are likely to require planning permission.

uPVC is not considered a traditional materials and it is clear to see from the examples that were installed prior to the Article 4 Direction that they fail to replicate traditional windows such as flush fitting, glazing bars, mouldings or window furniture and *actively detract* from the quality, character and appearance of the Conservation Area. Those that are present would benefit from improvement when replacement is required. The same can be said of some timber windows too if not designed and constructed in a traditional manner.

Chimneys

Chimneys in particular are vulnerable with the reduction in coal fired heating, many chimneys are now redundant. There is a common misconception that unused chimneys are a source of damp in houses, however this is often not the case. Where damp occurs it is often caused by the chimney being sealed and preventing air circulation so warm air enters the chimney and being unable to exit through a vent subsequently condenses. A well ventilated stack will reduce damp by assisting with good air circulation from the interior to the exterior.

Owing to the natural characteristics of a Gorge being steeply sloped sides, roofs and chimney details are key parts of the townscape character of Ironbridge as they are visible from across the valley some distance away. The loss of these features will be not be supported. Ironbridge in particular

benefits from some highly decorative stacks and pots including some cast iorn pots which are becoming increasing rare.

Shopfronts and signage

Original shop fronts and doorways have, in many instances, been crudely replaced. The addition of security screens and shutters further diminishes the aesthetic quality of the streetscape. Signs in particular have been lost and cheap replacements using plastic and vinyl have been crudely used in their place. there is a significant loss of traditional hand painted signage, a dying craft.

Paint and render

Some of the original brickwork cottages have been painted or rendered which has a significant impact on the integration of built development within the surrounding townscape and landscape. Of particular prominence are isolated houses on hillsides, that, when painted, stand out in the context of the surrounding tree covered slopes in comparison to the more visually integrated and subtle brickwork treatment.

Extensions and porches

Inappropriate extension has been another factor in the piecemeal erosion of character, though now, again the matter is assisted by the Article 4 Direction which removes permitted development rights for extensions amongst other things and allows the Local Planning Authority to control and guide appropriate alterations. Of particular concern are front extensions, most traditional build in the Conservation Area is flat fronted to the main elevation;

Porches too can be problematic, particularly if oversized, some resembling front extensions in themselves. the traditional porch is there to provide a small amount of shelter whilst at the door and as such is a small cover which sits above the door or a small brick structure which serves to enclose the main door only. Not all buildings will have had porches and this does mean that not all buildings will suit a porch. The current trend for “country cottage” style open fronted bracketed porches is problematic.`

Bin stores

The demand for bin stores is increasingly problematic, this is fuel by the now universal “wheelie bin” and by changes in modern day standards of homeownership, that mean that homeowners do not want bins to be visibly present within the property. The creation of such is inherently not traditional and encourages the bins to be kept at the front of the houses, alternative locations should be sought that are contained within the private amenity of the property. Bins contained to frontages create street clutter.

5.1.3 Derelict / Under-utilised Properties

There are some examples of properties that are derelict or under-utilised. Although owned by the Ironbridge Museum Trust, the former workers cottages

at Carpenters Row, Coalbrookdale are largely disused, though various solutions have been proposed over the years. Ideas for refurbishing them as part of the museum have foundered, in part due to their location and the consequent lack of suitable visitor car parking.

Additionally there is listed Crown Inn, which has effectively been redundant for a number of years and is in a poor state of disrepair. There is currently a new owner and a development proposal in place for the site. There are some conspicuous derelict or near derelict properties in Hodgebower and at the top of Lincoln Hill. The old CofE School on St. Luke's Rd is also a conspicuously vacant and poorly maintained building. Sites such as that adjacent to Brewery Cottage, demolished through enforcement action, remain an eyesore. The Council will use its available powers to ensure that solutions can be found for these sites and will seek to find development proposals that will allow continued appropriate use which preserves the historic setting and character.

5.2 Priorities for Conservation Area Management

5.2.1 The focus for Conservation Area Management

Conservation policies provide the heart of a Conservation Area Management Plan. Policies are framed to ensure the heritage merit of the area is preserved, maintained and enhanced while assisting the local economic and community requirements.

Policies to aid the management of the Conservation Area and to guide future action within the area are developed from the following topics:

1. **the definition of an overall vision for the area;**

The aim is to retain the importance and significance of the Conservation Area – in terms of its industrial heritage and its inscription as a World Heritage Site, the quality of its environment, the public access and the appropriate uses to ensure the continuing economic and social viability of its communities.

A single vision for the future will not be appropriate. A range of overlapping views are required to balance the long term needs. ICOMOS guidelines for the management of World Heritage Sites state that 'the primary purpose of the treatment of World Heritage ruins is to safeguard the historic substance and present it to the public'.

The evidence of industrialisation throughout the Gorge is a non-renewable resource which once altered can never be regained. As a result, the coordinating visions for the future should emphasise the environmental aims – both cultural (the products of mankind's activities) and natural, while giving due regard to the economic needs and opportunities within the area. Equally, and a particularly important aim, the interpretation and presentation of the

landscape of the Gorge must not be at the expense of securing the protection of the resource.

The World Heritage Site inscription and the Ironbridge Gorge WHS Management Plan identify the importance of the area and describe how the whole site combines to present the story of early industrialisation as well as the opportunities for a viable and sustainable future which ensures public appreciation. A vision for the future of the Gorge is supported by the key organisations involved in the area.

2. the prevention of future damage or deterioration to the heritage;

The priority to protect the cultural and natural resources of the area requires the highest Conservation Area standards for heritage repair and replacement, for any new development proposals and for the sensitive treatment of the landscape setting and public realm. Guidelines need to be defined to control future intervention, so as to ensure the protection of the heritage characteristics of buildings, their townscapes and their settings.

Policies need to address both the conservation and protection of the existing heritage resource as well as to provide a framework for appropriate forms of new development. Guidance on scale, form, design, materials, techniques and finishes appropriate for the special character of each area is required to be supported by the use of relevant conditions to restrict Permitted Development Rights. A public realm design guide has already been drafted for the World Heritage Site.

The potential for further damage to the heritage needs to be reduced with appropriate and sustainable proposals to mitigate vehicular and tourism impact on the cultural and natural environment.

3. and the enhancement of public appreciation of the area;

Without public awareness and understanding of the requirements and value of the World Heritage Site and its Conservation Area status, the opportunities for significant heritage protection and improvement will be reduced. A continuing programme of public information and consultation is needed to ensure that the residents and property owners recognise the personal and community benefits of appropriate heritage maintenance, alteration and development, and that they understand the standards expected. Community support is essential to achieve the Conservation Area aims and to ensure the widest public appreciation of the area.

The Ironbridge Gorge Museum Trust - who own and/or manage many of the important sites, are the lead body in the interpretation and presentation of the heritage, and the primary link with the tourist market. Their role will be fundamental to ensure the continuing awareness and appreciation by residents and visitors alike.

Conservation Area policies can be identified that relate to:

- **all of the World Heritage Site and Conservation Area:**

The key overarching issues and concerns are set out in the Ironbridge Gorge WHS Management Plan which is currently under revision. The Local Development Plans of both Telford and Wrekin and Shropshire Council as principle local Planning Authorities within the site, contain specific policies for both the World Heritage Site and heritage assets in general (as defined under the NPPF). These build on the national guidance set out in the National Planning Policy Framework (NPPF) and in guidance notes best practice provided by English Heritage, ICOMOS UK, the Local Agenda 21 Strategy, the Environmental Agency Local Environmental Action Plan, the Severn Gorge Countryside Trust Development Strategy and the Ironbridge Gorge Museum Trust Development Strategy.

These policies and guidance notes relate to the opportunities and needs of the whole Conservation Area and many identify how the benefits of heritage conservation and regeneration for the local economy can support their wider aims for protection and sustainability.

- **each settlement and community within the Conservation Area:**

Sensitive approaches and policies are needed to ensure the particular heritage characteristics of each local area are retained, maintained and reflected in designs of new development and improvements. Key policies are needed that relate to the local design characteristics of each location that include:

- the historic street pattern and land uses;
- scale and mass of buildings;
- materials and design details;
- access and parking;
- the public realm;
- and the landscape setting.

Policy guidance is provided through the Telford and Wrekin Local Plan and supplementary development documents issued by the relevant Parish Councils, such as the recently adopted Madeley Neighbourhood Plan (which covers areas within and without the World Heritage Site. Local Parishes should be encouraged to participate in producing specific local guidance with the support of the Local Planning Authority to identify the individual characteristics of their settlements that may be preserved through such Plans.

- **specific conservation issues relating to the management of the landscape:**

The Severn Gorge Countryside Trust is the primary organisation concerned with the conservation of the countryside, fauna and flora within the Ironbridge Gorge and prepares management and operations plans which are renewed every five years. The Shropshire Wildlife Trust holds many of the ecological records.

Two Sites of Special Scientific Interest have statutory protection and Ancient Woodland, Wildlife Sites and habitats, and the Telford & Wrekin Green Network, though not statutory, have been identified and designated for protection within the Management Plan.

The landscape that provides the setting for the heritage settlements and buildings needs sensitive protection and management. A woodland study was prepared in the 1980's and more detailed consideration of issues of concern has followed. These include both land stability - as the geology of the Gorge makes it difficult to eliminate ground movements; and management of rivers and banks – to reduce the impact of erosion, both Jackfield, the Lloyds and Lloyds Head have all received, or are current in the process of receiving significant investment in remedial works to address issues of land instability which are a particular feature of this eastern end of the Gorge.

5.2.2 Management and implementation

The Severn Gorge Conservation Area was designated in 1971 and was extended in October 1980 to include Madeley. The same boundary was adopted in 1986 as the Ironbridge World Heritage Site

The key responsibilities for the management of the area rest with Telford and Wrekin Council and for a small area on the west bank of the River Severn in the Jackfield area, by Shropshire Council. Their objectives are identified in the Local Plan.

The Telford and Wrekin Local Plan, which is due to be replaced in 2016, contains policies which relate to the historic environment, including listed buildings and conservation areas, their character, and setting.

An Article 4 Direction restricting Permitted Development Rights throughout the Severn Gorge Conservation Area/Ironbridge World Heritage Site was confirmed in 199 and extended with further development categories in 2014. Effectively meaning that virtually all categories of development where visible from a highway, byway or open space are likely to be subject to Planning Permission.

A Conservation Area Management Plan to accompany this Conservation Areas Appraisal, which will address some of the issues raised and other that are identified during the course of the research, is currently being drawn up and will be subject to public consultation in 2016. These two documents should therefore be read together.

APPENDIX 1

These list are accurate at date of writing but are subject to change at the discretion of Historic England and therefore cannot be regarded as definitive and are provided here for supplementary information only.

Scheduled Ancient Monuments

Blists Hill Iron Furnaces
The Iron Bridge
Littleshaw Beam Blowing Engines
Bedlam Furnaces
Coalport Bridge
Hay Inclined Plane
Darby Ironworks, Coalbrookdale

Listed Buildings Grade II unless stated otherwise

Blists Hill

Lee Dingle Bridge, Blists Hill, 1872
Remains of Blists Hill Ironworks, Blists Hill, possibly mid/late 18th century
Remains of Blists Hill Brickworks, Blists Hill, c.1870
Bagguleys Wind, Blists Hill, 19th century
All Nations Inn, Blists Hill, dated 1789

Coalbrookdale

Dale End House, Buildwas Road, mid 19th century
17-19, Buildwas Road, early 19th century
20 and 21, Buildwas Road, c. mid 19th century
The Valley Hotel, Buildwas Road, 18th century (II*)
Severn Cottages, Buildwas Road, 18th century
Nos. 1 and 2, Cherry Tree Hill, early 19th century cottages
The Old Wind, Cherry Tree Hill, mid 19th century incline linking canal and railway
Former Wesleyan Chapel, Church Road, 1885-6
26, Church Road, early 19th century house
Holy Trinity Church, Church Road, 1850-54 (II*)
Holy Trinity Churchyard wall, railings and gates, c.1850-54
27, Church Road, early 19th century house
The Vicarage, Church Road, 1901
Oswald House, Church Road, probably early 19th century
The Elms, Church Road, mid 19th century
The Old Furnace, Coalbrookdale Ironworks, from 1638 (I)
Snapper Furnace, Coalbrookdale Ironworks, c.1792 (II*)
Wheel Pit, Coalbrookdale Ironworks, early 19th century

The “Boy and Swan” Fountain, Coalbrookdale Ironworks, c.1851
Lamp Post at Wellington Road Works entrance, c.1897
Warehouse with Clock Tower, Coalbrookdale Ironworks, c.1792 (II*)
Erecting Shop and Assembly Rooms, Coalbrookdale Ironworks,
Long Warehouse, Coalbrookdale Ironworks,
Office Range immediately south of Clock Tower Warehouse, mid 19th century
Lamp post at Dale End/The Wharfage road junction, 1897
Yew Tree Cottage, Dale End, c.17th century
Rose Cottage, Dale End, 1642 (II*)
Upper Forge, Dale End, 18th/19th century former stabling
Nos. 1 and 2, Darby Road, mid 19th century cottages
Nos. 3 and 4, Darby Road, mid 19th century cottages
Nos. 5 and 6, Darby Road, c. late 18th century cottages
7-10, Darby Road, c.early 19th century cottages
Nos. 11 and 12, Darby Road, early 19th century cottages
Nos. 20 and 21, Darby Road, probably late 18th century cottages
Nos. 22 and 23, Darby Road, 19th century cottages
Former Coach House, Darby Road, early-mid 19th century
Nos. 24 and 25, Darby Road, 18th century former offices
27, Darby Road, 18th century house
Retaining Wall, east of 27 Darby Road, c.early 18th or 19th century
The Grange, Darby Road, early/mid 18th century house (II*)
Forecourt railings + piers, north-west of The Grange, Darby Road, mid 19thC
Coach House, north, north west of the Grange, Darby Road, 18th/19th century
28, Darby Road, mid 19th century cottage
31-36, Darby Road, (Tea Kettle Row), early/mid 18th century cottages
Quaker Burial Ground, Darby Road, probably from early 19th century
Nos. 42 and 43, Darby Road, (Rosehill), early/mid 19th century house
Wall in front of Rosehill, Darby Road, mid/late 19th century
The Chestnuts, Darby Road, 18th/19th century
Brook House, Darby Road, late 18th/early 19th century
Greenbank Farmhouse, Jiggers Bank, c. 1800 house
Coalbrookdale Institute, now YHA, 1859 (II*)
Railings, gates and war memorial west of Coalbrookdale Institute, c.1859
2, Paradise, (Paradise House), early-mid 19th century house
Paradise Villa, Paradise, mid/late 19th century Gothic-style house
Nos. 1-3, Mill House Cottages, School Road, early/mid 19th century cottages
Nos. 1 & 2, School Road (Old School House), early 19th century former school
4-10, School Road, (Engine Row), early 19th century cottages
Woodbury, School Road, mid 19th century house
1-10, Carpenters Row, Wellington Road, early 19th century cottages
12, Wellington Road, (The Coalbrookdale Inn), 1843
13, Wellington Road, (The Rookery), early/mid 19th century house
14, Wellington Road, early/mid 19th century house
31, Wellington Road, early 19th century house
Nos. 32 and 33 Wellington Road, early/mid 19th century cottages
34, Wellington Road, early 19th century cottage
35-37, Wellington Road, late 18th century cottages
39, Wellington Road, mid 19th century cottages
43, Wellington Road, mid 19th century house
44-47, Wellington Road, late 18th century cottages
52-54, Wellington Road, late 18th century cottages

The New School House, Wellington Road, mainly mid/late 19th century
11, Wellington Road (The Grove Inn), 1839
Woodside House, Woodside, 18th century house
7, Woodside, early 19th century house
8, Woodside, (Springhill), late 18th century house

Coalport

Bridge over Hay Inclined Plane, Coalport High Street, c.mid 19th century
The Hay Inclined Plane, Coalport High Street, 1793 17, Coalport High Street, early/mid 19th century
Former Coalport China Works, Coalport High Street, c.1792 (II*)
Premises formerly occupied by the Nuway Manufacturing Company Ltd, Coalport High Street, c.early 19th century
46-50, 52 and The Brewery Inn, Coalport High Street, early/mid 19th century cottages
54-56, Coalport High Street, early/mid 19th century cottages
Coalport House, Coalport High Street, early/mid 19th century
60 and 61, Coalport High Street, early 19th century
Coalport Bridge Toll House, originally warehouse, 1793
Coalport Bridge, River Severn, dated 1818, (II*)
Hay House Farmhouse, Great Hay Golf and Country Club, c.17th/18th century
Club Shop and Changing Rooms north of Hay House, Great Hay Golf and Country Club, dated 1775

Ironbridge

1 & 2 Bath Road, late 18th century houses, originally one house
7, Belle Vue Road, 18th century cottage
Belmont and Egmont, Belmont Road, 18th century house
4-11, Belmont Road, early/mid 19th century cottage range
24, Belmont Road, early 19th century house
34 & 35, Belmont Road, 17th century cottages with later alterations
Braeside, Belmont Road, early 18th century cottage with 19th century wings
57, Belmont Road, mid 19th century house
65 &66 Bower Yard, early 19th century house
Bridge House, Bower Yard, early 19th century house
68, Bower Yard, late 16th century house
69, Bower Yard, 17th century cottage
Former Toll House, Bower Yard, early 19th century
78, Bower Yard, early 19th century cottage with later alterations
7 & 8, Church Hill, c. early 19th century cottage
10, Church Hill, early/mid 19th century house
12, Church Hill, early 19th century house
13, Church Hill, early/mid 19th century house
16, Church Hill, early 19th century house
18, Church Hill, house, 1830
29, Church Hill, mid 19th century house
Cast-iron hydrant, south of nos. 35 & 36 Church Hill, mid 19th century

35 & 36, Church Hill, late 18th/early 19th century cottages
Church of St Luke, Church Hill, 1836
Churchyard railings, St Luke's Church, early/mid 19th century
26, Church Hill, former Municipal Offices, c.1841
Orchard House, Church Hill, mid 19th century house
41, Church Hill, mid 19th century house, including railings
24, High Street, early/mid 19th century, now Barclays Bank
25-27, High Street, early/mid 19th century
28, High Street, early 19th century
29 &30, High Street, early 19th century
31, High Street, early/mid 19th century house
32 & 32A, High Street, late 18th/early 19th century
33, High Street, late 18th/early 19th century
34, High Street, early 19th century
Crown Inn, Hodgebower, including outbuildings, early 19th century
11 to 14, Hodgebower, early/mid 19th century cottages
15 to 17, Hodgebower, late 18th century cottages
24, Hodgebower, cottage, dated 1714
Hawthorns, Hodgebower, mid 19th century house
Lincoln House, Hodgebower, early 19th century
Rectory, Hodgebower, mid 19th century
Old Rectory, Hodgebower, early 19th century
55, Hodgebower, mid 19th century
Madeley Wood Methodist School, Jockey Bank, 1777
Ladywood Cottage, Ladywood, mid 19th century
Station Hotel, Ladywood, mid 19th century
3 and 4, Ladywood, early 19th century cottages
5 and 6, Ladywood, early 19th century cottages
7-9, Ladywood, mid 19th century cottage range
14-16, Ladywood, 18th/19th century cottages
46, Lincoln Hill, 18th century cottage
The Lodge, Lincoln Hill, c. 16th or 17th century house
The Cottage, The Lloyds, c1840 former school converted to house
Wall of slag blocks, The Lloyds, c.19th century
Parish Room, Madeley Road, dated 1831
The Shrubbery, 10, Madeley Road, mid 19th century house
George and Dragon Inn, 15, Madeley Road, early 9th century
Madeley Wood Methodist Chapel, dated 1837
The Manse, Madeley Road, c.1840
Prospect House, 60, Madeley Road, mid 19th century
The Beacon Public House, Madeley Road, late 18th century
1, Market Square, late 18th century
The Market Buildings, Market Square, early 19th century (II*)
Former Butter Market, Market Square, early 19th century
The Golden Ball Public House, New Bridge Road, 18th/19th century
52 and 53, New Bridge Road, c.mid 18th century with 17th century elements
54, New Bridge Road, c.18th century cottage
1, New Bridge Road, early 19th century cottage
2-6, New Bridge Road, early 19th century terrace
Outbuilding immediately north east of 7, New Road, c.18th century
Severn Lodge, 8, New Road, early 19th century
The Grove, 8, New Road, mid 19th century

The Iron Bridge, 1778 (I)
The Free Bridge, 1909
1 and 2, St Lukes Road, early 19th century cottages
Church of England School, St Lukes Road, dated 1859
24, St Lukes Road, early/mid 19th century house
10, Severn Bank, early 19th century house
11, Severn Bank, mid 19th century
14, Severnside, early 19th century cottage
6A, Tontine Hill, early/mid 19th century
7, Tontine Hill, early 19th century
8, Tontine Hill, early 19th century
9, Tontine Hill, late 18th/early 19th century
10, Tontine Hill, late 18th/early 19th century
11, Tontine Hill, c.18th century
12 and 13, Tontine Hill, early 19th century
The Tontine Hotel, Tontine Hill, c.1800 (II*)
2 and 3, Upper Severn Terrace,
9 and 10, Waterloo Street, 18th century cottages
11 and 12, Waterloo Street, late 18th.early19th century house
55 and 56, Waterloo Street, 18th century cottages
Former Police Station and Court Room, Waterloo Street, c.1820
The Bedlam Furnace, Waterloo Street, early 18th century (II*)
Wesleyan Infant School, Wesley Road, dated 1858
Sycamores, 3, Wesley Road, 17th century
2, The Wharfage, early 19th century
3 and 4, The Wharfage, early-mid 19th century
6 and 7, The Wharfage, 18th century
8, The Wharfage, 18th century
White Hart Inn, The Wharfage, early 19th century
11, The Wharfage, 18th century
12-14, The Wharfage, 18th century
15,The Wharfage, late 18th century
17, The Wharfage, early 19th century
18, The Wharfage, mid 19th century
Warehouse to the northwest of 18,The Wharfage, late 19th century
Former Talbot Inn and adjoining warehouse, The Wharfage, late 18th century
20A, The Wharfage, early-mid 19th century warehouse
20, The Wharfage, 19th century
The Swan Hotel, The Wharfage, 18h century
22 and 23, The Wharfage, 18th century cottages
29 and 30, The Wharfage, probably late 17th century cottages
31 and 32, The Wharfage, early 19th century cottages
33, The Wharfage, early 19th century
35, The Wharfage, mid 19th century
36 and 37, The Wharfage, late 18th/early 19th century
Severn Wharf Building, The Wharfage, mid/late 19th century (II*)
Ironbridge Wharf Walls, The Wharfage,
Woodland Grange, Woodlands Road, c.1860

Madeley

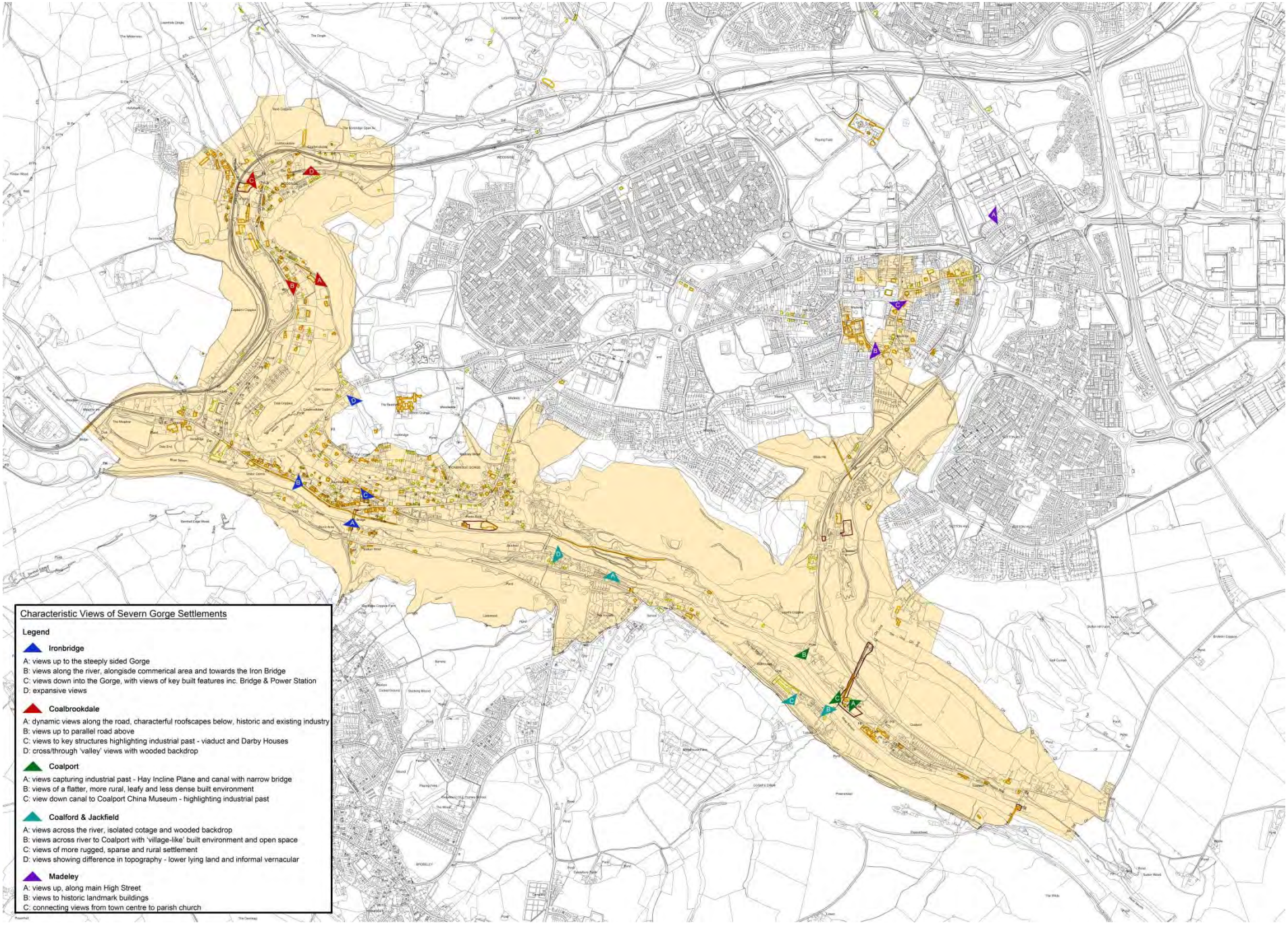
The Old Hall, Church Street, Early 18th century red brick house (II*)
Stables and Mounting Block, Church Street, c. 17th century stable range

Barn, Church Street, c.17th century timber-frame barn
Coach House and Stables, Church Street, 18th century
Hall Cottages, Church Street, 18th century red brick range of cottages
Gazebo, Old Hall, Church Street, 18th century red brick building
Garden Wall, west of Old Hall, Church Street, 18th/19th century
Garden Wall, east of Old Hall, Church Street, late 18th century
Upper House, Church Street, early 17th century
Garden Wall, north east of Upper House, Church Street, c.18th century
Coach House and Barn, Upper House, Church Street, c.17th century
No. 7 Church Street, c.17th/18th century cottage
No.8 Church Street, early 18th century red brick house
Church of St Michael, Church Street, 1796 (II*)
Churchyard boundary wall, Church of St Michael, Church Street, 1796
Railings and gate, Church of St Michael, Church Street, c. mid 19th century
The Old Vicarage, Church Street, c.1700 (II*)
Gate Piers, the Old Vicarage, Church Street, c.1700 (II*)
Former National School, Church Street, 1841
Infant School, Church Street, 1853
39 and 40, Church Street, early/mid 19th century houses
43 and 44, Church Street, probable 2 bay medieval hall with additions
Fletcher Methodist Church, Court Street, 1841
Shop and attached house, 9, High Street, early 19th century
Shop, 11, High Street, early/mid 19th century
The Royal Oak Pub, High Street, 18th century
61-65, High Street, early 17th-19th century cottages
67, High Street, late 18th/early 19th century house

Coalford/Jackfield

Calcutts House, early 18th century house
Railway Level Crossing Gates, c.1862
Nos. 139 and 142 Church Road, early 18th century houses
Church of St Mary, Church Road, 1863
Front Block, Jackfield Tile Museum, (II*)
Various Workshop Buildings, Jackfield Tile Museum, (II*)
Disused Workshop, Jackfield Tile Museum
The Tuckies, above river bank
Woodhouse Farm, in field above The Tuckies
Wards Tyning, Broseley Road, c.16th century hall house
Woodbridge Inn, Broseley Road

APPENDIX 2:


Characteristic Views of Severn Gorge Settlements
Legend
Ironbridge
A: views up to the steeply sided Gorge
B: views along the river, alongisde commerical area and towards the Iron Bridge
C: views down into the Gorge, with views of key built features inc. Bridge & Power Station
D: expansive views
Coalbrookdale
A: dynamic views along the road, characterful roofscapes below, historic and existing industry
B: views up to parallel road above
C: views to key structures highlighting industrial past - viaduct and Darby Houses
D: cross/through 'valley' views with wooded backdrop
Coalport
A: views capturing industrial past - Hay Incline Plane and canal with narrow bridge
B: views of a flatter, more rural, leafy and less dense built environment
C: view down canal to Coalport China Museum - highlighting industrial past
Coalford & Jackfield
A: views across the river, isolated cotage and wooded backdrop
B: views across river to Coalport with 'village-like' built environment and open space
C: views of more rugged, sparse and rural settlement
D: views showing difference in topography - lower lying land and informal vernacular
Madeley
A: views up, along main High Street
B: views to historic landmark buildings
C: connecting views from town centre to parish church