



UK Tentative List of Potential Sites for World Heritage Nomination: Application form

Please save the application to your computer, fill in and email to:
UKTL.Application@culture.gsi.gov.uk

The application form should be completed using the boxes provided under each question, and, where possible, within the word limit indicated.

Please read the [Information Sheets](#) before completing the application form. It is also essential to refer to the accompanying [Guidance Note](#) for help with each question, and to the relevant paragraphs of UNESCO's *Operational Guidelines for the Implementation of the World Heritage Convention*, (OG) available at: <http://whc.unesco.org/en/guidelines>

Applicants should provide only the information requested at this stage. Further information may be sought in due course.

(1) Name of Proposed World Heritage Site

THE BIRTH OF THE RAILWAY AGE: genesis of modern transport
(a serial nomination)

(2) Geographical Location

Name of country/region

North East England and Greater Manchester
See full schedule of sites with grid references, photographs and maps, and details of ownership and levels of protection (attached appendix 1)

Grid reference to centre of site

See appendix 1

Please enclose a map preferably A4-size, a plan of the site, and 6 photographs, preferably electronically.

(3) Type of Site

Please indicate category:

Natural Cultural Mixed Cultural Landscape

(4) Description

Please provide a brief description of the proposed site, including the physical characteristics. 200 words

The application relates to a serial nomination of six sites in the north of England. A brief description of each has been provided and is appended (appendix 2).

Between them the sites tell the story of the evolution of the railway from the point at which it had evolved from its crude origins into a system which first made a major impact on the landscape and on people in the early eighteenth century to the first demonstration of the modern inter-city passenger and freight system that transformed worldwide mobility and industry in 1830.

The sites include:-

the routes- some still in use as railways, others now serving to provide public access to a post-industrial countryside,

some key monuments - audacious earthworks and bridges which attracted international attention in the early eighteenth century, two of the earliest railway stations in the world, that at Manchester a miraculous survival in almost unchanged condition

and the places where world changing events took place - the birth of George Stephenson, some of the first successful applications of locomotive power, the first public steam operated railway journey and the launch of the first part of the inter-city railway network.



(5) History

Please provide a short summary statement of any significant events in the history of the site. 200 words

“There are only few moments in history of which it can be said that they divide, precisely, the past from the future, the old from the new, the historic from the prehistoric, and of which nothing that came after was ever quite the same as anything gone before. One such moment came in Liverpool under a watery sun on the morning of the 15th September 1830 at twenty minutes to eleven. At about half past ten, George Stephenson had mounted the footplate of the Northumbrian, standing with steam up at the head of the train in Edgehill Station, the new terminus of the Liverpool and Manchester Railway, waiting to lead a cortege of eight inaugural trains to Manchester, thirty miles away on the other side of the quaking Chat Moss”. (Sir Arthur Elton, 1962)

From this event, sprang universal recognition of the benefits of the steam railway. The railway was to become the single most important technological, social and economic force that shaped the nineteenth century, global in its impact and in the advantages it conferred on humankind. The railway unified the markets of the world, spanned continents, forged nations. It became the first form of transport accessible to the common people.

This serial nomination embraces sites that encapsulate the key events leading up to and including that day in 1830.

(6) Why do you think this site should be inscribed as a World Heritage Site?
Give reasons. 200 words

This group of sites reflects the evolution of the railway from waggonways that moved coal to the tidewater staithes of the North-East coast to the successful application of the steam railway locomotive on the Stockton & Darlington Railway in the 1820s and the opening of the Liverpool & Manchester Railway in 1830. Both as a group and individually these are the most important early railway sites and structures in the world. From them sprang the railway in its fully-fledged form, in which the track owner operated as an integrated system the network and all that ran on it. This became the norm for railways worldwide as did the gauge of four feet, eight-and-a-half inches (1435mm), virtually universal throughout Europe and North America, and found widely elsewhere. They can be read as representing the transition in motive power of the railway from horse and gravity to the successful application of steam in the form of the locomotive engine.

The monuments and earthworks that remain provide a link with the people who transformed our world from an agrarian to an industrial, mobility-led economy in the eighteenth and nineteenth centuries.

(7) Please say why the site has Outstanding Universal Value and specify the main features which underpin its importance. 200 words

The universal value of these sites derives from their early date and level of completeness in reflecting the origins of the steam railway and the birth of the railway age worldwide. These qualities are widely recognised globally in the context of Britain's acknowledged position as the world's first industrial nation.

(8) Outstanding Universal Value

Please state which of the [10 UNESCO criteria for Outstanding Universal Value](#) the proposed site meets, and describe briefly why the criteria were chosen. Please see criteria note at the end of the form.

UNESCO criterion	<input checked="" type="checkbox"/>	Why was this criterion chosen? 100 words
(i)	<input checked="" type="checkbox"/>	The steam railway was the result of the application of high-pressure steam technology in the form of the locomotive engine – from c 1803 onwards – to the most developed form of iron-rail waggonway systems as pioneered in North-East England. By 1825, on the Stockton & Darlington Railway, the locomotive had demonstrated its capacity as an efficient prime mover. This was conclusively validated – as a result of the Rainhill Trials of 1829 – on the Liverpool & Manchester Railway. In the terminus station at Liverpool Road, Manchester survives the world’s first main line railway station, from which all subsequent examples have evolved.
(ii)	<input checked="" type="checkbox"/>	These sites, taken together, represent the evolution of land transport from its pre-industrial form into the era of cheap mass transport for people and goods that was the key to worldwide industrialisation and urbanisation.
(iii)	<input type="checkbox"/>	
(iv)	<input checked="" type="checkbox"/>	Evidence of the waggonway network of north east England is fast disappearing, yet from the 17th to the 20 th century these systems provided the cheap transport of minerals that was fundamental to the industrialisation which followed. They were the melting pot from which modern land transport systems and their monuments pushed at the edges of civil engineering capabilities in their time.
(v)	<input type="checkbox"/>	
(vi)	<input type="checkbox"/>	
(vii)	<input type="checkbox"/>	
(viii)	<input type="checkbox"/>	
(ix)	<input type="checkbox"/>	
(x)	<input type="checkbox"/>	

(9) Authenticity (for cultural or mixed sites only)

Authenticity concerns the current state of conservation of a cultural or mixed site; especially whether its importance, its Outstanding Universal Value, is still obvious from its physical condition. Please outline the condition of the site. 200 words

All these sites are recognised – nationally and internationally - for their historical and archaeological authenticity and technological virtuosity. The sites contain excellent surviving examples of earthworks, bridges, viaducts and other structures and the stations, workshops and warehouses which facilitated the beginnings of the movement of people and materials by rail. Part of the Stockton and Darlington Railway remains in use as a minor passenger branchline of the national network, whilst museum demonstration lines are retained at Manchester, Bowes, Shildon and Tanfield. The linearity and purpose of the other routes is sustained by their current management as public footpaths and cycleways in the post-industrial landscape.

(10) Integrity

For cultural or mixed sites, please state how much original fabric is included in the proposed site, and its condition. For guidance on how the test of integrity is met for natural sites under criteria (vii) – (x), please refer to the OG 90-94. Information Sheet 6 also provides help on this point. 200 words

The sites are substantially in original condition and in this respect exhibit a high standard of integrity. This is further reflected in their Listed and Scheduled status. The Causey Arch and Embankment, the Skerne and Irwell Viaducts, the Bowes railway incline infrastructure and the Liverpool Road station buildings and Warehouse are all remarkable original survivals, uniquely representative of their story.

(11) Are there other examples of this kind of site already on the World Heritage List?

Yes No

If yes, please list. 100 words



(12) What distinguishes this site from other similar sites?

150 words

Their early date as examples of innovative and ground-breaking new technologies leading to the widespread adoption of the railway throughout the world. In this context there are no similar sites elsewhere. Other railway-focused world heritage sites represent the mid- and late nineteenth century impact of the mature railway system which emanated worldwide from the north of England developments represented in this proposal.

(13) How does the site contribute to meeting UNESCO's priorities for a balanced World Heritage List?

200 words

As key examples of the early evolution of a new technology of global application, this nomination reflects a major contribution to nineteenth century civilisation, to the development of industrialisation and trade and to the opportunities to travel afforded to a mass public.

(14) What benefits do you think World Heritage Site inscription would bring?

Please indicate the main opportunities and benefits.

Education	<input checked="" type="checkbox"/>	Tourism	<input checked="" type="checkbox"/>	Regeneration	<input checked="" type="checkbox"/>
Conservation	<input checked="" type="checkbox"/>	Protection	<input checked="" type="checkbox"/>	Other benefits	<input type="checkbox"/>

Please describe. 100 words.

Inscription would afford wider recognition of these important sites, further assurance of their protection and conservation, and increased opportunities for their use for the purposes of education and tourism.

(15) Are there any known threats to the proposed World Heritage Site?

Yes No

Please indicate any proposed developments, or other potential impacts on the site.

Impact	<input checked="" type="checkbox"/>	Please describe. 100 words for each issue.
Development	<input type="checkbox"/>	
Environmental	<input type="checkbox"/>	
Other	<input checked="" type="checkbox"/>	The only material threat to the sites affects the Bowes Railway where neglect – as a result of inadequate resources to manage and conserve the site – has lead to vandalism. The whole site is Scheduled as an Ancient Monument and thereby enjoys the highest level of legislative protection. English Heritage is currently addressing the issue of neglect. The other sites have good and effective management regimes and are not under any material threat

(16) Legal Protection

Please list any legal and other protections, including cultural and natural designations, which cover the whole or part of the proposed site. 200 words

All sites are Listed and/or Scheduled (See attached Schedule of sites, appendix 1)

(17) Ownership

Please list the main owners of the site, where possible.

See Appendix 2

Most of the sites are owned by local authorities and museum/heritage trusts. Part of the Stockton and Darlington Railway site is owned by Network Rail who have given their 'passive support' to the proposal. Two part sites are in commercial ownership. Discussions are progressively in hand with owners, most of whom have expressed support. It is believed that full support can be obtained once detailed proposals have been shaped.

Do the owners support the application? Yes No

A statement of support from the principle owners of the proposed site should be attached to the application, preferably electronically.

(18) Local Authority support for the site

Please list all Local Authorities with an interest in the proposed site.

See Appendix 2

Does the proposed site have local Authority support? Yes No

Please attach a statement of support from each one in relation to the application.

Please indicate whether the site is included in the local plan/s by specific policies.

Yes No Partly

Please describe. 200 words.

Local authority support has already been agreed or will be forthcoming once a formal decision has been received.

All sites are included in local plan by virtue of the Listed and/or Scheduled status and are recognised locally, nationally and internationally for their historical importance.

Letter of support from Durham County Council attached (appendix 3)

(19) Stakeholders

Please list the main parties with an interest in the site. 100 words

Stakeholders with a direct interest in the sites include the local authorities and site owners scheduled in Appendix 1 and the various occupants of the sites including the National Railway Museum, the Museum of Science and Industry, Manchester and the Bowes Railway Trust and the National Trust.

The application is made by the National Railway Museum on behalf of the Birth of the Railway Age World Heritage Committee. The Committee represents a wide range of stakeholders who are scheduled in Appendix 4

(20) How will the Site be managed?

Please outline the management arrangements for the proposed World Heritage Site, including where the responsibilities lie. 200 words

With the exception of the South Street Works in Newcastle upon Tyne, all elements of the serial nomination are currently managed for their heritage value and are publicly accessible. Co-ordination of the management of the sites as a serial WHS will be effected through the North-Eastern (Newcastle upon Tyne) and North-Western (Manchester) regional offices of English Heritage and in co-ordination with the National Railway Museum, York. A World Heritage Management Committee, drawn from those people and organisations listed in Appendix 4 above will oversee and co-ordinate management of the site in partnership with the owners and relevant public authorities .

(21) Funding: the nomination

Please indicate how the preparation of the nomination would be funded.
100 words

The Nomination will be funded by a consortium drawn from the lead bodies listed in para 19 above assisted by grants from supporting foundations.

(22) Funding: management

Please outline how the future management would be funded. 100 words

The sites are already funded in terms of their conservation and public access. Only the Bowes Railway has inadequate management arrangements and this is currently being addressed by English Heritage in association with Gateshead and Sunderland councils

Name and Contact Details of Applicant

Name	The National Railway Museum (Director, Steve Davies MBE)
Status	On behalf of the <i>Birth of the Railway Age World Heritage Committee</i> .
Address	Leeman Road York YO26 4XJ
Telephone	██████████
Email	████████████████████

Completed applications should be forwarded, preferably in electronic format, to the World Heritage Team, Department for Culture, Media and Sport at the following email address: UKTL.Application@culture.gsi.gov.uk

Any material that cannot be sent electronically should be sent to the following address:

World Heritage Team, Department for Culture, Media and Sport
2-4 Cockspur Street
London
SW1 5DH

The closing date for applications is 11th June 2010

UNESCO's criteria for the assessment of Outstanding Universal Value (para 77 of the Operational Guidelines)

- (i) represent a masterpiece of human creative genius;
- (ii) exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;
- (iii) bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;
- (iv) be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;
- (v) be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;
- (vi) be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance.
- (vii) contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;
- (viii) be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;
- (ix) be outstanding examples representing significant ongoing ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;
- (x) contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation.