

Planning Committee

10.00am, Thursday, 27 February 2014

The Forth Bridge - World Heritage Nomination and Partnership Management Agreement

Item number	8.1
Report number	
Wards	Ward 1 - Almond

Links

Coalition pledges	P19 P31 P40
Council outcomes	CO22 CO23 CO26
Single Outcome Agreement	SO4

Mark Turley

Director of Services for Communities

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Executive summary

The Forth Bridge – World Heritage Nomination and Partnership Management Agreement

Summary

The purpose of this report is:

- to update Committee on progress with the nomination of the Forth Bridge for inclusion on the World Heritage List; and
- to gain Committee's approval of a Partnership Management Agreement (PMA) between Network Rail Infrastructure Ltd, The City of Edinburgh Council, Fife Council and Historic Scotland concerning the Forth Bridge.

Recommendations

It is recommended that Committee:

- 1) notes the completion and submission of the World Heritage nomination to UNESCO;
- 2) notes the next stages of the process before a decision is announced in summer 2015;
- 3) notes the wider socio-economic implications of the nomination; and
- 4) approves the PMA document as appended to this report.

Measures of success

- Inscription of the Forth Bridge onto the UNESCO list of world heritage sites.
- Realisation of potential benefits of nomination for local communities.
- Streamlining of development management procedures between the partner authorities concerning the Forth Bridge.
- Enhanced partnership working with key local and national bodies and agencies.

Financial impact

There are no financial impacts arising from this report.

Equalities impact

No negative impacts on equalities and rights have been identified. On the positive side the nomination process has sought to engage school pupils with world heritage issues and has fostered increased cooperation and participation between different community groups on both sides of the Forth.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. No negative impacts are predicted. Pre-screening for Strategic Environmental Assessment was carried out by Historic Scotland for the Forth Bridge Nomination document and Management Plan. It was concluded that these plans are unlikely to have significant environmental effects and therefore an environmental assessment is not required. This process has the potential to support sustainability and reduce carbon emissions through promotion of the conservation of the built environment. More efficient management procedures will also have a small impact on carbon emissions. The public engagement process helps to foster community collaboration leading to greater empowerment and social inclusion and feelings of social justice.

Consultation and engagement

The City of Edinburgh Council is a member of the Forth Bridges Forum World Heritage Steering Group and has worked extensively with the partner organisations in the Group to develop the Nomination documents. The public consultation process carried out to inform the Nomination documents took place between May and August 2013 and involved community events in North Queensferry, Queensferry, the Almond Neighbourhood area and central Edinburgh as well as an on-line survey. The draft PMA has been agreed between the relevant parties.

Background reading / external references

Report to Planning Committee, 13 May 2010, Item no. 23, Review of the UK World Heritage Site Tentative List: Forth Rail Bridge:

http://www.edinburgh.gov.uk/meetings/meeting/1302/planning_committee

Rebanks Consulting Ltd, *Forth Bridge World Heritage Nomination: Realising the Potential Benefits*, 2013:

http://www.forthbridgeworldheritage.com/images/forth_bridges_forum/documents/Rebanks%20Forth%20Bridge%20Benefits%20Report%20-%20FINAL%202013.pdf

<http://www.forthbridgeworldheritage.com/>

Forth Bridge World Heritage Nomination Document

Forth Bridge Management Plan 2014 - 2019

The Forth Bridge – World Heritage Nomination and Partnership Management Agreement

1. Background

World Heritage Nomination

- 1.1 The UK Tentative List of potential world heritage sites was reviewed in 2010/11. This led to three Scottish sites, including the Forth Bridge, being selected alongside eight other candidate sites. All eleven sites were then invited to submit technical evaluations making their case for nomination. It was subsequently decided by an expert panel that the Forth Bridge would be the first site from the new Tentative List to be submitted to UNESCO. Once a site has been selected for nomination, the key pieces of work are the development of a nomination document and a management plan.
- 1.2 Responsibility for the submission of the nomination lies with the State Party. As matters regarding world heritage are not devolved to the Scottish Government this lies with the UK government, specifically the Department for Culture, Media and Sport (DCMS). DCMS delegated preparation of the bid to the Forth Bridges Forum, which in turn set up a World Heritage Steering Group (WHSG) to oversee work on the nomination. The steering group includes Network Rail as the owner of the Bridge, Transport Scotland, Historic Scotland, Fife Council, the City of Edinburgh Council, Queensferry Ambition, Queensferry and District Community Council, North Queensferry Community Council, North Queensferry Heritage Trust and Visit Scotland. Historic Scotland has led on the production of the nomination documents.

Partnership Management Agreement

- 1.3 The Partnership Management Agreement (PMA) is promoted by Historic Scotland and Network Rail to streamline development application processes with Fife and Edinburgh Councils by setting down categories of development works for the bridge so that minor works can be differentiated from major works and notifications to Historic Scotland be kept to a minimum, thereby speeding up the system.
- 1.4 Two local authorities are involved in whose area the bridge jointly lies. The PMA will coordinate submissions, prevent repetition and give a clear programme for each local authority to follow. Network Rail has successfully instigated a similar Agreement concerning Glasgow Central Station with Glasgow City Council and this has resulted in development management efficiencies.

2. Main report

World Heritage Nomination

- 2.1 The nomination documents comprise a Nomination Form and a Management Plan 2014 – 2019. The Executive Summary of the Nomination Form is enclosed at Appendix 1. The full documents will be available at <http://www.forthbridgeworldheritage.com/> once accepted by UNESCO.
- 2.2 In order to ensure the nomination documents are as comprehensive and informed as possible, the World Heritage Steering Group's main areas of activity have been the following:
- Commissioning a report from Rebanks Consulting on the potential benefits and challenges of World Heritage status for local communities;
 - Carrying out public consultation on the nomination process and its potential benefits and implications; and
 - Supporting Historic Scotland in detailed preparation of the nomination documents.
- 2.3 The Nomination Form provides the basis for the evaluation of the property and directly influences the subsequent decision of the World Heritage Committee as to whether or not it should be inscribed on the World Heritage List. It makes the justification for its inscription, based on the criteria set out by UNESCO, includes a description of the site, details on the existing protection and management of the site, its state of conservation, and information on known threats and potential opportunities.
- 2.4 Once the site's nomination documents have been submitted at the end of January 2014, they will undergo a demanding 18-month process of scrutiny and evaluation by UNESCO and its advisory body ICOMOS (International Council on Monuments and Sites). This will include a desk-based assessment of the nomination dossier, deciding whether the site has outstanding universal value (OUV) and if adequate management systems, protection and resources are in place to ensure that its OUV can be maintained. There will also be a site visit from an approved assessor. The final decision will be made at the meeting of the UNESCO Committee in summer 2015.
- 2.5 It is a policy of the UK Government that all UK World Heritage Sites must have active Management Plans in place, as well as being a requirement of the UNESCO Operational Guidelines for the Implementation of the World Heritage Convention.
- 2.6 The purpose of a Management Plan is to ensure the effective protection of the nominated property for present and future generations. Such plans help to set out clearly the special qualities and values of the site, to establish a framework

for decision making, and give information on threats and opportunities for each site in order that it can be managed in a sustainable manner.

- 2.7 Rebanks Consulting's report, *Forth Bridge World Heritage Nomination: Realising the Potential Benefits* was produced with the local communities surrounding the Bridge. The report identifies the potential benefits along with associated challenges and constraints. It recognises the high level of local support for the nomination but highlights the key areas of concern, primarily associated with local infrastructure. The report proposes the following vision:

The Forth Bridge will be a World Heritage site that changes people's lives for the better. A World Heritage Site that brings stakeholders together to make new things possible, at a global, national, regional and local scale. A World Heritage Site that people from around the world can learn about, or visit and have a genuinely world class experience.

A World Heritage Site that is an exemplar of best practice: stimulating progressive changes to the infrastructure of local communities to ensure tourism is effectively managed and sustainable. Also, crucially, World Heritage listing will benefit local communities by improving quality of life and by raising the profile of local communities as places to live, work and invest. This nomination aspires to make a Scottish icon into a global icon: a showcase of the best of Scottish endeavour, imagination, engineering and design.

- 2.8 Establishing a clear vision is an essential means of ensuring that a World Heritage Site can be effectively managed and protected, whilst also delivering benefits for its local communities. As part of this process, it is important that management partners and local communities understand what World Heritage listing might achieve, if everyone works towards those goals. The creation of an agreed vision also allows for the development of a framework of longer-term aims, which in turn informs the priorities for medium-term objectives, based on the analysis of key current issues.
- 2.9 The 12-week public consultation process carried out between May and August 2013 sought to understand in more detail local communities' views on this vision, and the potential benefits and challenges of World Heritage listing. These views have been used to inform the Nomination Form and Management Plan, particularly in the identification of impacts, proposals for their mitigation and the formation of proposals to harness the potential benefits. The Nomination Form and Management Plan form the basis of the submission to UNESCO for approval of World Heritage Status.
- 2.10 Further engagement is being carried out in the form of a writing project within the two local high schools, Queensferry and Inverkeithing. The aim is to use the Bridge as a source of inspiration for a piece of creative writing, to encourage the participants' enthusiasm and understanding of the Bridge, to support its Outstanding Universal Value into the future. Iain Banks' 1986 novel *The Bridge* has been set as a text for inspiration with submissions invited from S1-S4 pupils by May 2014. A group of finalists will be selected by each school for expert

judging by two local authors. An inspiring package of prizes and opportunities for the winning entries is being developed which may include visits to the bridge and a writing workshop with Napier University.

- 2.11 The World Heritage nomination, along with the Forth Road Bridge 50th anniversary celebrations and the completion of the Queensferry Crossing are likely to bring significant additional visitors to the area over the next two to three years. The potential impacts of these visits and the potential benefits to the local communities must therefore be anticipated, even before the UNESCO decision is made. Several early actions have already started to look at these issues, including a study into the current problems and potential solutions for traffic and parking in Queensferry, Network Rail's feasibility studies for visitor centres at the Bridge, and community-led initiatives such as studies into parking feasibility, public realm improvements and signage. A working group has been established, led by the West Neighbourhood team, to begin to form actions based on these studies.
- 2.12 The Forth Bridge World Heritage Steering Group will continue as the main body to take forward actions during the consideration of the nomination by UNESCO. Once World Heritage listing is secured, a formal governance arrangement will be put in place to manage the World Heritage Site and ensure the continuing positive collaboration of the partner organisations.

Partnership Management Agreement

- 2.13 In order to streamline the listed building consent process for works carried out by Network Rail on the bridge, Historic Scotland and Network Rail proposes this non-legal agreement which categorises the type of works on the bridge into three main headings:
- Category 1 – works that do not require consent, such as routine maintenance or minor works and like-for-like replacements.
 - Category 2 – more significant works where each Council will be free to issue consent without notification to Historic Scotland.
 - Category 3 – Extensive alterations or new additions (such as electrification of the East Coast Line), that have a major impact on the significance of the bridge. Consent will be required as will notification to Historic Scotland.
- 2.14 The Management Agreement will contain a Toolbox by which the roles of each organisation are set down, the relevant policies and guidance attached as links and a contact officer in each authority identified.
- 2.15 In respect of termination of the agreement, this will be executed by any partner at the end of any 12 month period. A minimum of three months notice should be given to the other partners. In this event, the Direction (the legal agreement that allows consents to be issued without first notifying Historic Scotland) issued to both Edinburgh and Fife Councils will be withdrawn.

- 2.16 The Management Agreement will have clear benefits to the condition of the Bridge. The owner and partner authorities will benefit through clearer working arrangements, the removal of uncertainties and the streamlining of statutory timeframes. The Agreement also supports the World Heritage nomination of the Bridge as it assists in protecting its Outstanding Universal Value and provides evidence of the commitment of the partners to its long-term care.
- 2.17 The agreement will run for a period of 5 years.

3. Recommendations

- 3.1 It is recommended that Committee:
- 1) notes the completion and submission of the World Heritage nomination to UNESCO;
 - 2) notes the next stages of the process before a decision is announced in summer 2015;
 - 3) notes the wider socio-economic implications of the nomination; and
 - 4) approves the PMA document as appended to this report.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	<p>P19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.</p> <p>P31 Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p> <p>P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage.</p>
Council outcomes	<p>CO22 Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
Single Outcome Agreement	<p>SO4 Edinburgh's communities are safer and have improved physical and social fabric.</p>

Appendices

1. Forth Bridge World Heritage Nomination Form January 2014
– Executive Summary
2. Forth Bridge Partnership Management Agreement January
2014

Executive Summary

State Party

United Kingdom

State, Province or Region

Scotland, lying within Fife and City of Edinburgh local authority boundaries

Name of Property

The Forth Bridge

Geographical Co-Ordinates to Nearest Second

The centre of the nominated property is at:
Latitude: 56° 00' 04" N
Longitude: 3° 23' 23" W
or Latitude/Longitude: 55.9984, -3.3876

UK Ordnance Survey Grid Coordinates:

NT 313554, 679252

Textual Description of the Boundaries of the Nominated Property

The Forth Bridge is a 2.53m-long railway bridge spanning the estuary of the River Forth, connecting Fife on the north side with the City of Edinburgh to the south. The nominated property boundaries are defined by the single contract that was let for the construction of the masonry and steel elements of the bridge, and are represented in the original contract drawings. The property does not therefore extend beyond the bridge itself, its stone and steel-built elements. The property has a very wide setting which is best protected by means other than a buffer zone (see 5.c.8 and 5.c.9)

Map of the Nominated Property

See 1.e

Criteria Under Which Inscription is Proposed

(i), (ii) and (iv)

a. Draft Statement of Outstanding Universal Value

a. Brief Synthesis

The Forth Bridge is a globally-important triumph of engineering, at once structural and aesthetic. Linking the eastern Scottish railway network across the Forth estuary, or firth, it represents the pinnacle of 19th century bridge construction and is without doubt the world's greatest cantilever trussed bridge. When opened in 1890 it had the longest bridge spans in the world, a record held for 27 years. No other trussed bridge approaches its perfect balance of structural elegance and strength, nor its overall scale, and no bridge is so distinctive from others as is the Forth Bridge from its peers.

Superlative in its application of novel technologies, the Forth Bridge used and influenced engineering know-how that has become international in scope. The bridge continues to act as a vital transport artery and shows in an exemplary way how a historic bridge can be sensitively managed to meet modern needs. Painted Forth Bridge red a task famously set into folklore as endless, this icon of Scotland perfectly encapsulates 19th century belief in mankind's ultimate ability to overcome any obstacle: the impossible could indeed be made possible.

b. Justification for Criteria Under Which Inscription is Proposed

Criterion (i): Represents a Masterpiece of Human Creative Genius

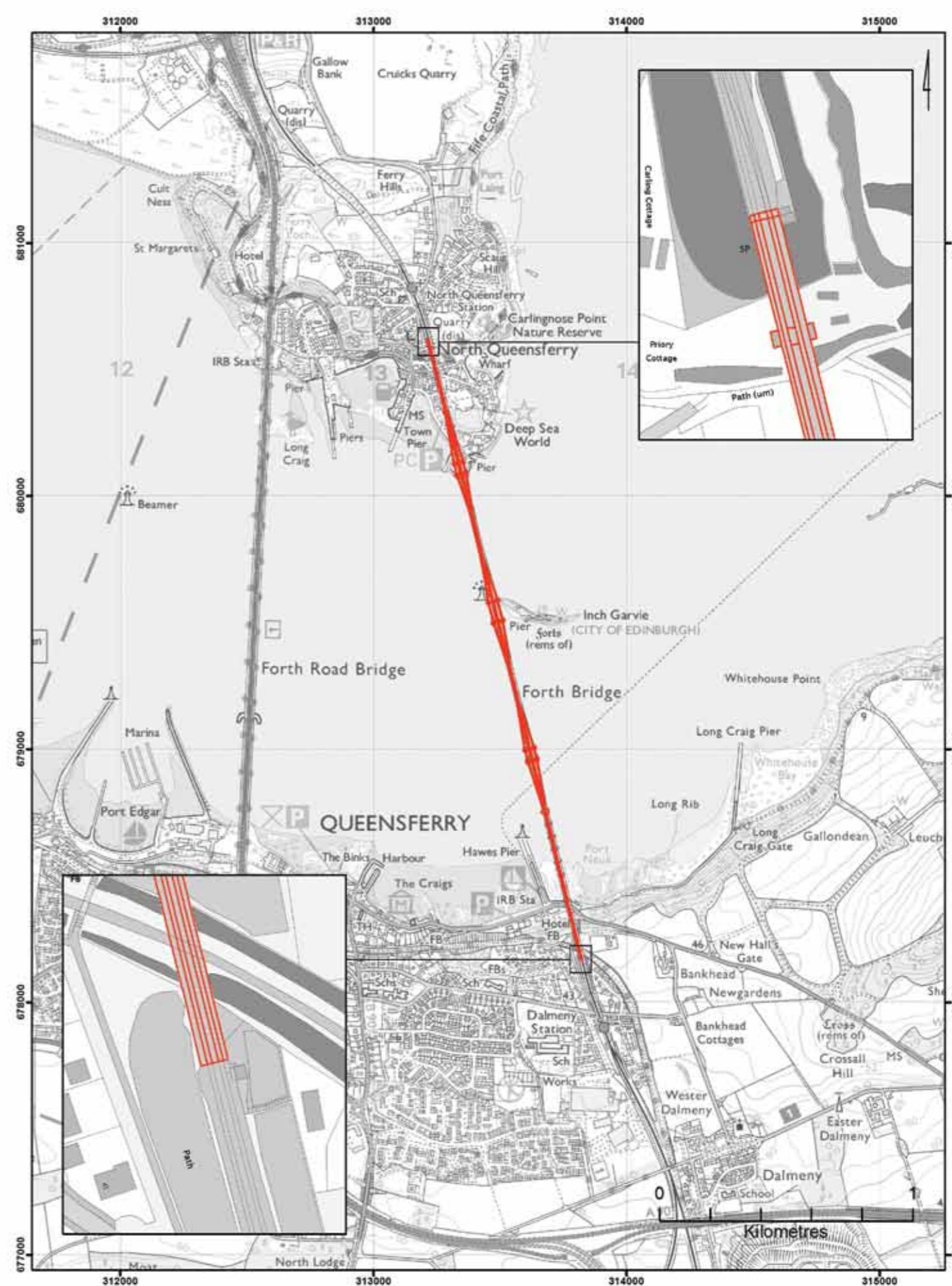
The Forth Bridge is an aesthetic triumph in its avoidance of decoration and yet an achievement of tremendous grace for something so solid. Its steel-built cantilever design represents a unique level of new human creative genius in conquering a scale and depth of natural barrier that had never before been overcome by man.

Criterion (ii): Exhibits an Important Interchange of Human Values on Developments in Architecture and Technology

The Forth Bridge was a crucible for the application to civil engineering of new design principles and new construction methods. It was at that time the most-visited and best-documented construction project in the world. It therefore exerted great influence on civil engineering practice the world-over and is an icon to engineers world-wide.

Criterion (iv): An Outstanding Example of a Type of Building, Architectural or Technological Ensemble or Landscape which Illustrates (a) Significant Stage(s) in Human History

The Forth Bridge represents a significant stage in human history, namely the revolution in transport and communications. The railway age, of which it is a potent symbol, was made possible by, and influenced the speed and connectivity of, the industrial



Title: Forth Bridge
Scale: 1:20,000
Projection: British National Grid

Key — Nominated Property

1.e Map of the Nominated Property, 2013. Contains public sector information and Ordnance Survey data
(© Crown Copyright, 2013 Ordnance Survey [Licence Number 100021521])

revolution. The bridge forms a unique milestone in the evolution of bridge and other steel construction, is innovative in its design, its concept, its materials and in its enormous scale. It marks a landmark event in the application of science to architecture that went on to profoundly influence mankind in ways not limited to bridge-building.

c. Statement of Integrity:

The property fully includes all the attributes that express the Outstanding Universal Value of the Forth Bridge. It and its setting do not suffer from the adverse effects of development or neglect. It rises above all nearby development, sets a benchmark for other bridges at a greater distance, and its condition is good.

d. Statement of Authenticity:

The property has a high degree of authenticity, with very little change having been made to the structural performance or material fabric since it opened in 1890. This can be verified by means of the extensive documentation through photographs taken during and after completion of the works. It has recently benefited from an exemplary conservation programme, with minimal replacement of fabric and it continues in use as a railway bridge connecting eastern Scotland, the purpose for which it was built.

e. Requirements for Protection and Management:

The property has the highest level of building designation, having been

included in the statutory list of buildings of special architectural or historic interest at Category 'A' on 18th June 1973. It is contained at each end by Conservation Areas, and by other designations affecting the shore and designed landscapes. Its immediate surroundings are therefore protected and managed.

Maintenance is planned ahead through Network Rail's maintenance programme, monitored from the benchmark of the excellent condition this bridge now has. Processes are in place for consenting change to this listed building that affects its special interest, and for development affecting its setting.

The management and protection arrangements are therefore robust enough to sustain the outstanding universal value of the property. Protection is assured through listed building consent and planning processes that serve well to balance the evolving needs of operational infrastructure and the safeguarding of cultural value. Heritage impact assessment is a tool for managing change. Management relies on monitoring from a sound baseline, a steady programme of maintenance by the owner, attention to community concerns and collaborative pursuit by stakeholders of economic benefits and other opportunities derived from the bridge.

Specific long-term expectations related to key issues include maintenance of strong community support, broadening understanding in the context of world bridges, attention to developments within key views, risk management and inspiring others.

A Management Plan has been prepared by the partners who support this nomination, working together as the Forth Bridges Forum. This partnership is a Transport Scotland-led management forum, established to ensure that local stakeholders' interests remain at the core of the management of the Forth bridges. The Forth Bridges Forum has undertaken to work together in a strategic partnership for the purposes of promoting the Forth Bridge's protection, conservation, presentation and transmission to future generations.

Name and Contact Information of Official Local Institution/Agency

Organisation

Historic Scotland

Address

Dr Miles Oglethorpe
Longmore House, Salisbury Place
Edinburgh EH9 1SH
Scotland
United Kingdom

Tel: 44 (0) 131 668 8600

Fax: 44 (0) 131 668 8877

E-mail:

Miles.Oglethorpe@scotland.gsi.gov.uk

Website:

www.historic-scotland.gov.uk/

Photograph showing progress of the Queensferry main tower on 12 March 1887, (© Crown Copyright, National Records of Scotland).



**A Partnership Management Agreement
between
Network Rail Infrastructure Ltd,
City of Edinburgh Council, Fife Council and Historic
Scotland concerning
the Forth Bridge**



Partnership Management Agreement between Network Rail Infrastructure Ltd, City of Edinburgh Council, Fife Council and Historic Scotland

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Purpose

This agreement will help deliver a proportionate and consistent listed building consent (LBC) process by all parties as part of Network Rail's management of the Category A-listed Forth Bridge.

Summary

The Partnership Management Agreement (PMA) sets out the works to the Forth Bridge that will require LBC and outlines the processes that are to be followed. It will also state the type of works that can proceed without consent. The agreement also contains provisions to remove the requirement on both the City of Edinburgh Council and Fife Council to notify or consult on certain types of LBC applications to Historic Scotland acting on behalf of Scottish Ministers or its successors when issuing consent.

The agreement will also cover; Pier Lighthouse, East and West Battery Piers in North Queensferry and the viewing area under the north cantilever. These are also Category A-listed, within the ownership of Network Rail and have been included as they form part of the same maintenance regime.

Structure

The agreement consists of two main elements –

1. This falls into two parts. Firstly, the importance of the bridge is described. Appendix 3 contains a selection of maps and photographs to illustrate the area covered by the agreement. A schedule of works will then identify if listed building consent is required (categorisation of works) and the procedures that are to be followed.
2. A legal agreement; or Direction issued by Historic Scotland acting as Scottish Ministers under Section 13 (as amended) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act) 1997. This allows consents to be issued without the requirement to firstly notify Historic Scotland. A Direction has been issued separately to both City of Edinburgh Council and Fife Council. Scottish Ministers can also withdraw the Directions.

Categorisation of Works

Three categories of works have been identified and agreed within the schedule:

- 1 **Category 1 Works** – works that do not require consent e.g. routine maintenance, minor works or like for like repairs and replacement.
- 2 **Category 2 Works** – works that are more significant than Category 1 and will require consent. Each Council will be free to issue consent without consultation or notification to Historic Scotland or its successors due to the Directions in place.

- 3 **Category 3 Works** – works such as extensive alterations or new additions that will have the potential to have a major impact on the significance of the bridge. Consent will be required as will consultation or notification to Historic Scotland or its successors. This category of works should be subject to pre-application discussions between all parties.

Appendix 1 contains a process flowchart for each category of works, including agreed timescales.





Toolbox

The toolbox outlines the roles of each organisation (plus named contacts), links to relevant legislation, policy and guidance, plus outlines the overarching operation of the agreement.

Roles of all parties	Owner. Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.	
	Historic Scotland – Historic Scotland, for Scottish Ministers, is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the planning process.	
	City of Edinburgh Council and Fife Council. Both act as the planning authority for part of the bridge. They are the first point of contact in the LBC process and will consult each other upon receiving an application from Network Rail for the Forth Bridge. For the purposes of this agreement, the boundary line between Fife and the City of Edinburgh Council area has been identified (see Appendix 3).	
Named Contact Officers	Organisation	Officer Contact Details
	Network Rail Infrastructure Ltd	Sandra Heberton
	City of Edinburgh Council	Duncan Robertson
	Fife Council	Alastair Hamilton
	Historic Scotland	Ian Thomson
Relevant Policy, Guidance and Links	Organisation	Documents
	Historic Scotland	Scottish Historic Environment Policy
	Historic Scotland	Managing Change Guidance Notes
	City of Edinburgh Council	Rural West Edinburgh Local Plan

	<p>City of Edinburgh Council</p> <p>Fife Council</p>	<p>Listed Buildings and Conservation Areas Guidance</p> <p>Dunfermline & West Fife Local Plan</p>
<p>Lifespan of this agreement</p>	<p>The agreement will run for a period of 5 years commencing on the date of signature and may be extended thereafter with the agreement of all the partners.</p>	
<p>Submission of works by Network Rail</p>	<p>It is agreed that Network Rail will issue a schedule of works to City of Edinburgh Council and Fife Council on, or around, the 1st April each year. A copy of the list will also be sent to Historic Scotland or its successors. The list will be deemed to be agreed, unless either City of Edinburgh Council or Fife Council wish to challenge any entries on the list, and they must do so in writing within 6 weeks of issue of the list. In such an event, all partners will seek resolution. The agreement may then be amended with the new schedule.</p> <p>The agreement has the flexibility to be updated should it prove necessary for Network Rail to carry out works after the annual submission date. In this event, details of the works shall be passed to both City of Edinburgh or/and Fife Council and the process thereafter will follow that of the annual submission.</p> <p>If, at any time, any one of the partners has concerns (or grievance) over the agreement, or any part of it, a meeting with all parties should be held within 30 days (of the concern being raised) in order to seek resolution.</p>	
<p>Ending the agreement</p>	<p>The agreement may be terminated by any partner at the end of any 12 month period with a minimum of 3 months' notice and given in writing to the other partners. In this event, the Directions issued to both City of Edinburgh Council and Fife Council will be withdrawn.</p>	

Signature Page

Organisation	Officer and Title	Signature
		
		
		
		

Section One

Statement of Importance

The Forth Bridge, designed by Sir John Fowler and Sir Benjamin Baker in 1882, is a internationally-important triumph of engineering, at once structural and aesthetic. It represents the pinnacle of 19th-century bridge construction and is without doubt the world's greatest cantilever trussed bridge. When opened in 1890 it had the longest bridge spans in the world, a record held for 27 years. No other trussed bridge approaches its perfect balance of structural elegance and strength, nor its overall scale, and no bridge is so distinctive from others as is the Forth Bridge from its peers.

Superlative in its application of novel technologies, the Forth Bridge used and influenced engineering know-how that had become international in scope. The bridge continues to act as a vital transport artery and shows in an exemplary way how a historic bridge can be sensitively managed to meet modern needs. The bridge is painted 'Forth Bridge red' and its constant repainting is famously set into folklore to define any endless task. This icon of Scotland perfectly encapsulates 19th century belief in mankind's ultimate ability to overcome any obstacle: the impossible could indeed be made possible.

The brick pier (Pier Lighthouse) beneath the central cantilever is from Thomas Bouch's 1879 bridge (never completed) and therefore pre-dates the existing bridge. The lighthouse is early twentieth century.

The East and West Battery Piers at North Queensferry enabled easy access to the bridge during construction, 1881-1890..

A copy of the list descriptions can be found in Appendix 2

Schedule and Categorisation of Works

Photographic information is available in Appendix 4: Project Supplements

Item	Work Description	Programme	Category	Notes
1	Treating and repair of "contact points"	2014	1	<i>Works limited to repair and repainting of 'scratches and dents'. All works to match existing.</i>
2	Periodic repair of asphalt walkway in the cess	2014	1	<i>All works to match existing. See Supplement 2 for photographs.</i>
3	Maintenance of spiral staircases within the Jubilee tower	2014	2	<i>See Supplement 3 photographs.</i>
4	Painting of wind fence capping	2014	1	<i>All works to match existing. See Supplement 4 for photographs.</i>
5	Repairs/ refurbishment of interior of toilets/mess facilities on the bridge	2014	1	<i>See Supplement 5 photograph.</i>
6	Removal of Electric Compressors from Towers	2014	1	<i>See Supplement 6 photographs.</i>

7	Lighthouse repair and refurbishment	2015	2	<i>See Supplement 7 photographs.</i>
8	Forth Bridge Visitor Experience	2015	3	

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Section 2

Copy of Ministerial Direction to both City of Edinburgh Council and Fife Council

DRAFT

Appendices

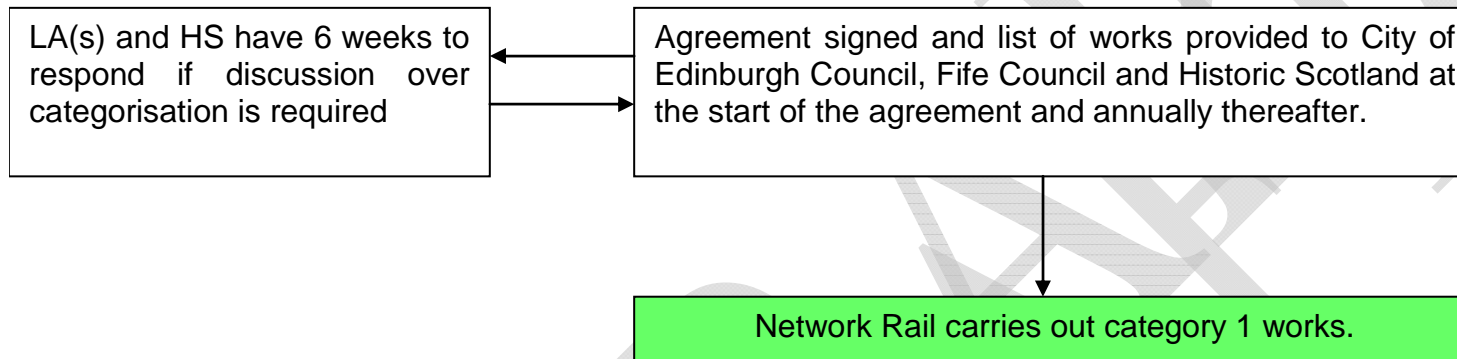
- Appendix 1 Process Flowcharts
- Appendix 2 Listing Descriptions
- Appendix 3 Area Covered by this Agreement
- Appendix 4 Project Supplements

Note: Where Historic Scotland is referenced this includes the successor body that will result from the merger with RCHAMS in 2015.

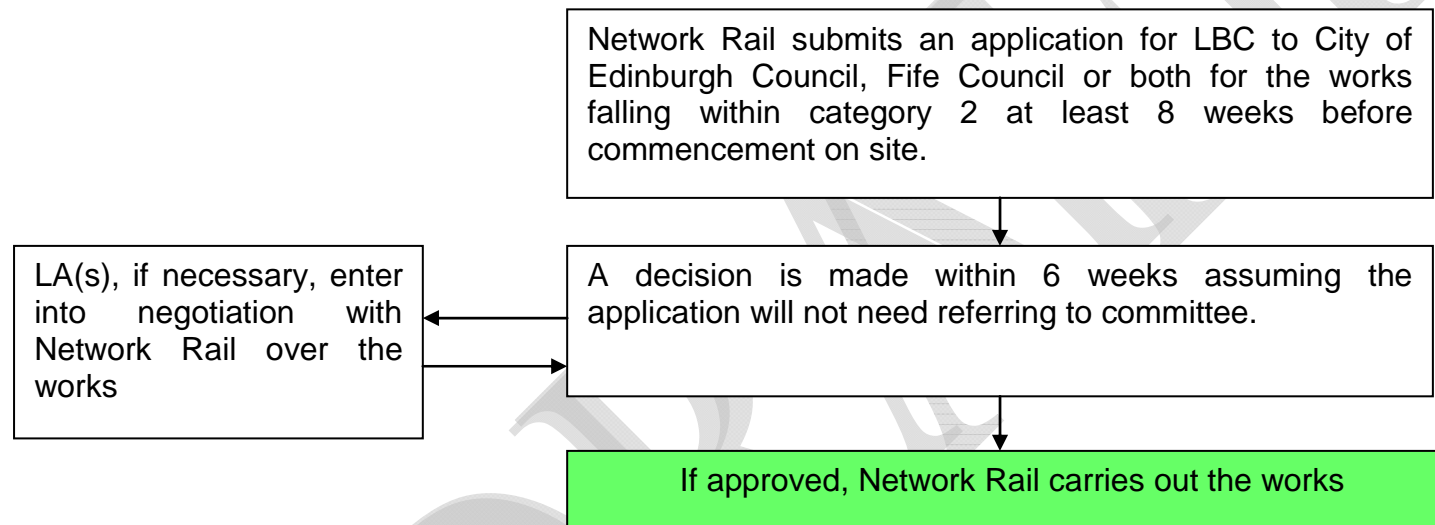
DRAFT

Appendix 1 – Process Flowcharts:

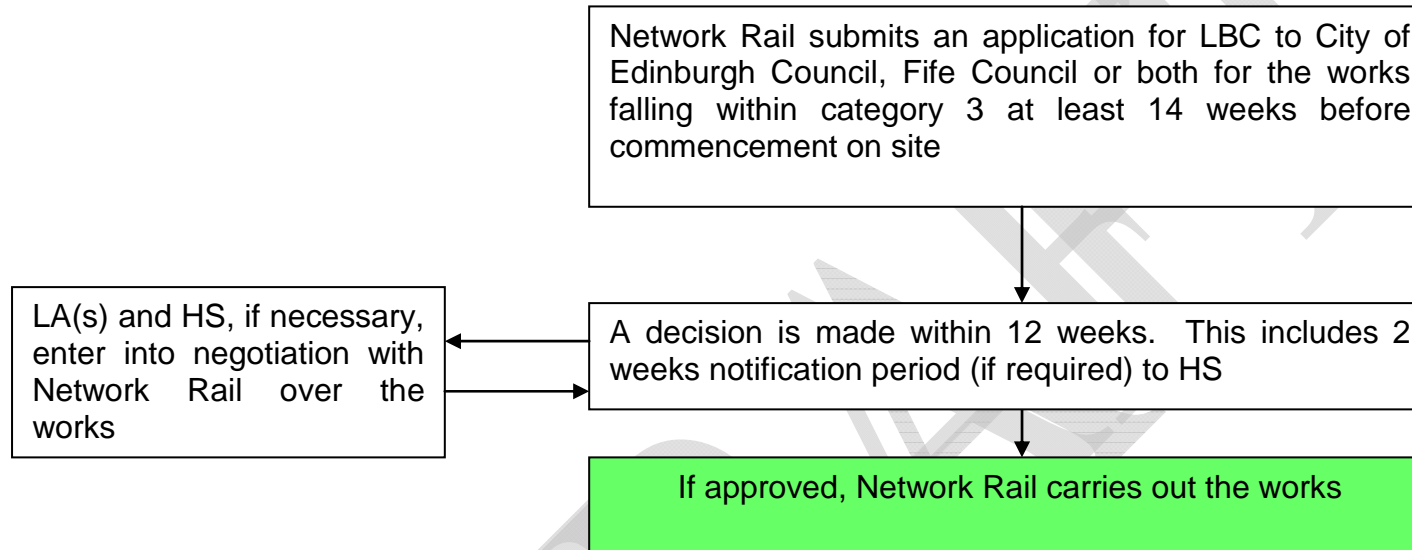
Works falling into category 1 (no consent required)



Works falling into category 2 (LBC required; consents issued without notification to Historic Scotland)



Workflow for Works within Management Agreement Classified at category 3 (LBC required; requiring notification to Historic Scotland)



Note: For complex works parties may, as part of pre-application discussions, agree alternative timescales

Appendix 2

Listing Descriptions

The Forth Bridge has two entries on the Statutory List to cover both the Fife and City of Edinburgh Council areas. As the information contained in each entry is identical, only the entry for Edinburgh has been included here.

CITY OF EDINBURGH COUNCIL

EDINBURGH BURGH

Information Supplementary to the Statutory List

STATUTORY LIST

HBNUM: 40370 ITEM NO: 30

Group with Items: CAT: A FORTH BRIDGE

Map Ref: NT 13537 Date of Listing: 18-JUN-73
 79325

Sir John Fowler and Sir Benjamin Baker, 1883-90 (designed and tendered for in 1882); Tancred, Arrol and Co, contractors; Joseph Philips, contractor. 2.5 kilometre, painted steel, cantilever railway bridge crossing the Firth of Forth on N/S axis, linking the counties of Edinburgh and Fife.

3 giant, cross-braced, steel tower structures. Each tower counterbalances 2 arms on either side to provide 2 full cantilevered spans (each being 521 metres long with a 107 metre suspended span truss to centre) and 2 half outer spans. Each tower structure is set on 4 circular-plan granite and concrete piers. Piers to S on sea-bed; central piers on shelf of rock beside Inchgarvie (Dalmeny Parish); piers to N on promontory at North Queensferry.

Superstructure flanked by approach viaducts supported (45 metres above water level) by tapering, rectangular-plan masonry piers. 5 piers to N with 3 masonry arches adjoining promontory at North Queensferry; 10 piers to S with 4 masonry arches adjoining promontory at South Queensferry. Trains pass through round-arch masonry portals at innermost piers, marking start of cantilever superstructure.

Thomas Bouch, 1879. Brick pier remnant at Inchgarvie rock, surmounted by early 20th century cast-iron leading light with sectional lantern, bracketed gallery and diamond-paned glazing.

REFERENCES: Original plans National Archives of Scotland. F H Groome, Ordnance Gazer Of Scotland Vol. Vi (1885), p232. W Westhofen, The Forth Bridge Centenary Edition (1989) first published as a supplement to Engineering Magazine on 28th February 1890. Third Statistical Account Of Scotland Vol.Xxi (1952), p233. C McWilliam, Buildings Of Scotland - Lothian (1980), pp435-6. S Mackay, The Forth Bridge - A Picture History (1990). C McKean, Edinburgh - An Illustrated Guide (1992), p167. A Menges (Ed), John Fowler & Benjamin Baker: Forth Bridge (1997). Network Rail website, www.networkrail.co.uk/VirtualArchive/forth-bridge/ (accessed 2013).

NOTES: A-group with `Jamestown, Forth Bridge, North Approach Railway Viaduct' and `Hope Street, Forth Bridge Approach Railway, Truss Bridge' (see separate listings).

The internationally acclaimed Forth (Railway) Bridge is one of the most ambitious and successful engineering achievements of the 19th century. On completion it was the longest railway bridge in the world and the largest steel structure, pioneering the wide-spread adoption of steel in bridge construction. With its distinctive cantilevered design, the Forth Bridge is Scotland's most instantly recognisable industrial landmark. It has become a symbol of national identity in much the same way as the Eiffel Tower in Paris.

The construction challenge posed by the Forth Bridge was immense. It took a five thousand strong workforce seven years to build it using more than fifty thousand tonnes of Siemens-Martin open-hearth steel and 8 million rivets. The bridge was first built in sections, on land, before being disassembled and sent out on boats for re-erection at the bridge site. The towers rise from massive granite piers, the underwater foundations of which were constructed using 21 metre wide, submersible wrought-iron cylinders called cassions. The cassions were carefully positioned on the sea bed before being filled with concrete. Numerous innovations by the principal contractor William Arrol (knighted 1890) included his hydraulic spade and riveting machines, allowing construction to advance at an extraordinary rate considering the scale and complexity of the project. As far as possible, the bridge design utilises natural features including the promontories and high banks at North and South Queensferry and the small outcrop of rock, Inchgarvie in the middle of the Firth.

A bridge crossing the Firth of Forth was first proposed in 1818 by Edinburgh civil engineer, James Anderson. Some engineers believed a tunnel would be a better solution and it was not until 1873 that the Forth Bridge Company was founded. The first contract was given to Thomas Bouch who designed a bridge modelled on his design for the Tay Bridge. However, after the Tay Bridge disaster of 28th December 1879, when high winds blew down the high central girders and around 75 lives were lost, the company felt it would be wiser to employ a completely new design. One brick pier of Bouch's abandoned scheme sits beneath the bridge at Inchgarvie rock - its physical survival contributing to the wider story of the bridge.

John Fowler (knighted 1885) and his colleague Benjamin Baker (knighted 1890) received the new commission. Fowler's background in railway engineering was distinguished having previously designed the

first railway bridge across the Thames in 1860, St Enoch's station in Glasgow, and he was a principal engineer of the London Underground system. In preparation for the Forth Bridge, Benjamin Baker conducted experiments on wind pressure using a set of gauges that he installed on the Forth shoreline. Their innovative cantilever design allowed spans nearly four times larger than any railway bridge previously built and it remains the world's longest bridge built on the cantilever principle. Construction was authorised by an Act of Parliament in 1883 and the bridge opened seven years later, on 4th March 1890, with Albert Edward, Prince of Wales, inserting a final inscribed gold plated rivet. The bridge has been in continuous use since then with around 200 trains passing over it each day (2013).

The bridge is known for its distinctive paint colour, called Forth Bridge Red. 7000 gallons of paint are required to cover the surface. Similar in shade to iron oxide, the colour helps to disguise areas prone to rust. The act of painting the bridge is used in conversation to refer to any task that appears to be never ending. Between 2002 and 2011, all earlier coats of paint were removed and a new hard-wearing coating system was applied. The new paint coating, originally developed for North Sea oil rigs, is expected to last for at least 20 years.

The bridge is included on the statutory list twice, both in the City of Edinburgh and Fife Council areas.

List description updated at resurvey in 2003/4, and in 2013.

FIFE COUNCIL

INVERKEITHING PARISH

Information Supplementary to the Statutory List

STATUTORY LIST

HBNUM: 43862 ITEM NO: 10

Group with Items:	CAT:	A	NORTH QUEENSFERRY, BATTERY ROAD, EAST AND WEST BATTERY PIERS INCLUDING SHORING AND VIEWING AREA BELOW FORTH BRIDGE NORTH CANTILEVER, AND BOUNDARY WALLS
Map Ref: NT 13397 80141	Date of Listing:	27-NOV-96	

John Rennie, 1810-1813; with later improvements. WEST BATTERY PIER: 98m long jetty, approximately 8m wide at narrowest point, running NS. Flanked on E by rising ground of N cantilever of Forth Bridge. Coursed rubble masonry; setts; large widely droved slabs along W margin. EAST BATTERY PIER: 70m long jetty, approximately 9m wide at narrowest point. Flanked on N by dry land, running eastward from point E of landward end of pier to W; flanked on S by short, narrow pier with rounded E end. Jetty with coursed, droved rubble masonry; setts (smaller than W pier) with later track marks (for cradle used during building of Forth Bridge); marginal slabs keyed with oblong blocks in pairs. Short pier with coursed, droved masonry blocks to end, drystone rubble, slabs keyed with single blocks. Setts extended over ground approaching both E and W piers.

SHORING: sloping coped wall shoring ground under N cantilever; coursed dressed rubble. VIEWING AREA: raised open viewing area of irregular shape to NW of cantilever, surrounded by flat-headed coped random rubble walls, straight modern railings to SW; central square-plan entrance pier with square stepped capital and commemorative plaque. BOUNDARY WALLS: long round coped random rubble walls along shore from Battery Road leading to NW end of West Battery Pier.

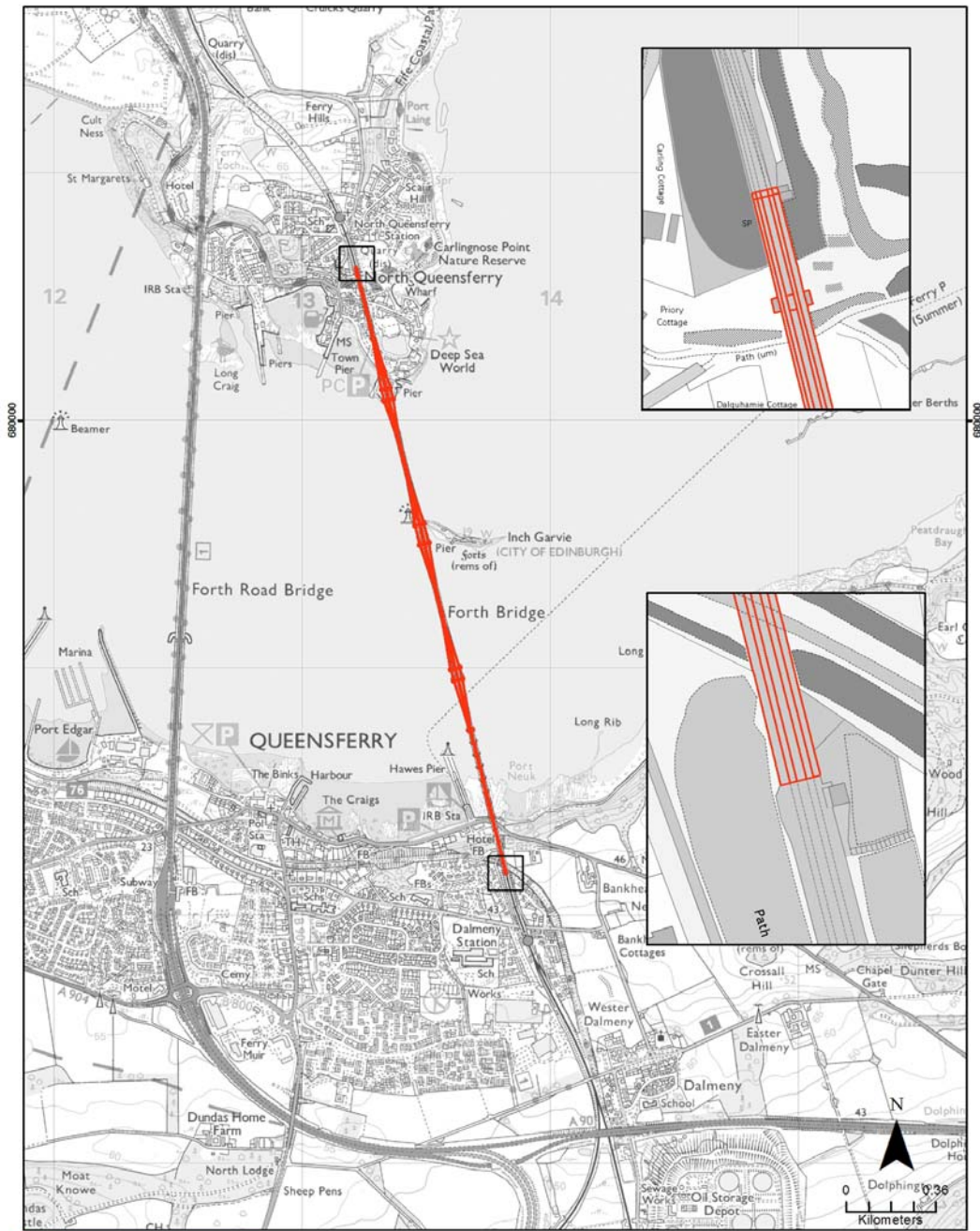
REFERENCES: Office Papers of John Rennie, NATIONAL LIBRARY OF SCOTLAND. W Westhofen, THE FORTH BRIDGE Centenary Edition (1989), first published as a supplement to ENGINEER MAGAZINE (28 February 1890). T Sharp, C Greenwood, W Fowler, MAP OF FIFE AND KINROSS (1828). 1st edition Ordnance Survey map (1856). Rev W Stephen, HISTORY OF INVERKEITHING AND ROSYTH (1921) p317. A Graham 'Archaeological Notes on some Harbours in Eastern Scotland,' PROCEEDINGS FROM THE SOCIETY OF ANTIQUARIES OF SCOTLAND, Vol 101

(1968-1969) pp259-260. A Murray, THE FORTH RAILWAY BRIDGE: A CELEBRATION (1983) p49.

NOTES: A-group with Town Pier, Lantern Tower and Signal House (see separate listings). These piers were crucial in allowing easy access to the Forth Bridge during construction, 1881-1890. They also form an historic association with the Ferry Passage as a possible landing point during the medieval period and are linked to the contemporary re-construction of the Town Pier (see separate listing). In 1809, the Forth Ferry Trustee Company was established and subsequently an Act of Parliament was passed in 1810 by which the former proprietors of the Ferry Passage were compelled to sell their rights to the Government at the price of £10,000. Facilities related to the landing at North Queensferry were in much need of upgrading and engineer, John Rennie, was commissioned to provide improvements to the existing slip landings and piers at North and South Queensferry at a final cost of £33,825. The building of the West Battery Pier, at a cost of £4,206-19-6, also consisted of a home for boatmen to wait in and a shed for the shelter of foot passengers together with a road of communication from this pier to the turnpike road. Although the Town Pier became the main landing point for the ferryboats crossing from South Queensferry, the East and West Battery Piers were used during low tide conditions. The jetty of the East Battery pier also functioned as a pilot boat slipway for the Coastguard whose post was originally located on the site of the Fife cantilever and was removed to Battery Hill (Castle Hill) once the construction of the bridge commenced in 1883. Remains of tracks in setts (now in disrepair) indicate the site of a former cradle on the East Battery Pier, which would have been used to assist in the construction of the Forth Bridge. With the opening of the Forth Bridge (see separate listing) in 1890, the Railway Pier (see separate listing) built in 1877 at West Bay became the usual pier for road traffic. The ferry passage ceased altogether with the opening of the Forth Road Bridge in 1964. Photographs contemporary to the building of the Bridge show the walls surrounding the present viewing area formed an enclosure where temporary buildings related to the Bridge construction stood (Murray).

Appendix 4 Area Covered by this Agreement

The Forth Bridge is identified as that contained in the original contract drawings and covers the masonry and steel elements. The bridge on both sides starts and ends with the stone parapet piers. This area is identified in red on the map.



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Title: Forth Bridge	Key
Scale: 1 : 200,000 @ A4	
Projection: British National Grid	





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Arrows indicate the start / end of the Forth Bridge where the parapet piers terminate.



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Pier Lighthouse. Located beneath the central cantilever it is considered to be within the City of Edinburgh Council area for administering this agreement.



For the purposes of this agreement, the boundary between Fife and City of Edinburgh Council has been established on the bridge, indicated by the arrows. It has been agreed that the logical divide is at the junction between the central cantilever and northern suspended span.



The red area indicates the furthest extent of the listed elements under the north cantilever. This includes; East and West Battery Piers, walls, shoring and viewing area.



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Title:
Forth Bridge
Scale:
1 : 200,000 @ A4
Projection:
British National Grid

Key



Appendix 5 Project Supplements

Project Supplement 2



Typical condition of cess walkway



Cess walkway exposed steel and timber lids before preparation and coatings



Cess walkway exposed steel and timber lids after preparation and coatings

Project Supplement 3



South Portal



North Portal

Project Supplement 4



Unpainted



Painted

Project Supplement 5



Project Supplement 6



Typical housing elevation



Compressor and interior of housing

Project Supplement 7

