

# Planning Committee

10.00am, Thursday, 19 May 2016

## Forth Bridge World Heritage Site Partnership Management Agreement

Item number 10.1

Report number

Executive/routine

Wards Ward 1 - Almond

### Executive Summary

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This report provides an update on the Forth Bridge World Heritage Management Plan Partnership Agreement, approved by Planning Committee on 27 February 2014.

This update is to reflect the change of role of Historic Environment Scotland to a statutory consultee in the listed building consent process and the consequent changes to the listed building consent process from October 2015. This is an amendment to the agreement already in place rather than a new document, as much of the information remained relevant and was carried over from the previous agreement.

The Partnership Management Agreement (PMA) for the Forth Bridge details the works that will require Listed Building Consent and outlines the processes for this that. It also sets out the type of works that can proceed without consent.

### Links

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Coalition Pledges P19 P31 P40

Council Priorities CO22 CO23 CO26

Single Outcome Agreement SO4

## Forth Bridge World Heritage Site Partnership Management Agreement

### 1. Recommendations

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- 1.1 It is recommended that committee approves the Forth Bridge World Heritage Site Partnership Management Agreement.

### 2. Background

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- 2.1 The Forth Bridge was added to the list of World Heritage Sites by United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 5 July 2015, at its 39th meeting in Bonn, Germany. It became Scotland's sixth World Heritage Site.
- 2.2 A Partnership Management Agreement (PMA) was put in place by Historic Scotland and Network Rail in February 2014. The purpose of the PMA was to streamline development application processes with Fife Council and the City of Edinburgh Council. It set out categories of development works for the bridge so that minor works could be differentiated from major works. Historic Scotland would only require to be notified of major works.
- 2.3 This update is to reflect the changed role of Historic Environment Scotland to a statutory consultee in the listed building consent process and the consequent changes to the listed building consent process from October 2015. This is an amendment to the PMA already in place rather than a new document, as much of the information remains relevant and is carried over from the previous agreement.
- 2.4 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.

### 3. Main report

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- 3.1 In order to streamline the LBC process for works carried out by Network Rail on the bridge, Historic Environment Scotland and Network Rail proposes a 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 – works that are more significant than Category 1 and will require listed building consent. These include works that would impact on the character of the Forth Bridge such as minor alterations or new additions impacting buildings within the setting of the Forth Bridge. While both City of Edinburgh Council and Fife Council are required to consult Historic Environment Scotland, no detailed pre-application advice will be provided for this category of works.
  - Category 3 – 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, with Historic Environment Scotland, where detailed advice can be provided if required. This category of works should be subject to pre-application discussions between all parties.
- 3.2 The geographical area covered is the area of 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 in Appendix 1.
- 3.3 The Management Agreement contains a Toolbox (Appendix 3) which details the roles of each organisation. The relevant policies and guidance relating to works on the bridge are attached as links and a contact officer in each authority has been identified.
- 3.4 The agreement contains a clause enabling it to be terminated 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 legal agreement that allows consents to be issued without first notifying Historic Environment Scotland issued to both Edinburgh and Fife Councils will be withdrawn.
- 3.5 The agreement will run for a period of five years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.

## **4. Measures of success**

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- 4.1 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.

## **5. Financial impact**

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- 5.1 There are no financial implications associated with this report.
- 5.2 The benefits of the working arrangement means there will be no additional strain on staff resources.

## 6. Risk, policy, compliance and governance impact

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- 6.1 There are no significant risks associated with approval of the report as recommended.

## 7. Equalities impact

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- 7.1 The aim of this agreement is to help deliver a proportionate and consistent LBC process by all parties as part of Network Rail's management of the Forth Bridge World Heritage Site and A Listed Building. This will help remove uncertainties and streamline the statutory timeframes. No negative impacts on equality have been identified.

## 8. Sustainability impact

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- 8.1 Effective management of the built environment has the potential to minimise the use of natural resources and reduce carbon emissions.

## 9. Consultation and engagement

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- 9.1 None.

## 10. Background reading/external references

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- 10.1 Forth Bridge World Heritage Site Management Plan: <http://www.historic-scotland.gov.uk/forth-bridge-management-plan.pdf>
- 10.2 Forth Bridge World Heritage Site Action Plan (see Management Plan)
- 10.3 Committee Report Thursday 27 February 2014- The Forth Bridge - World Heritage Nomination and Partnership Management Agreement:  
[http://www.edinburgh.gov.uk/meetings/meeting/3233/planning\\_committee](http://www.edinburgh.gov.uk/meetings/meeting/3233/planning_committee) (Item 8.1)

### **Paul Lawrence**

Executive Director- Place

Contact: Chloe Porter, Planning Officer

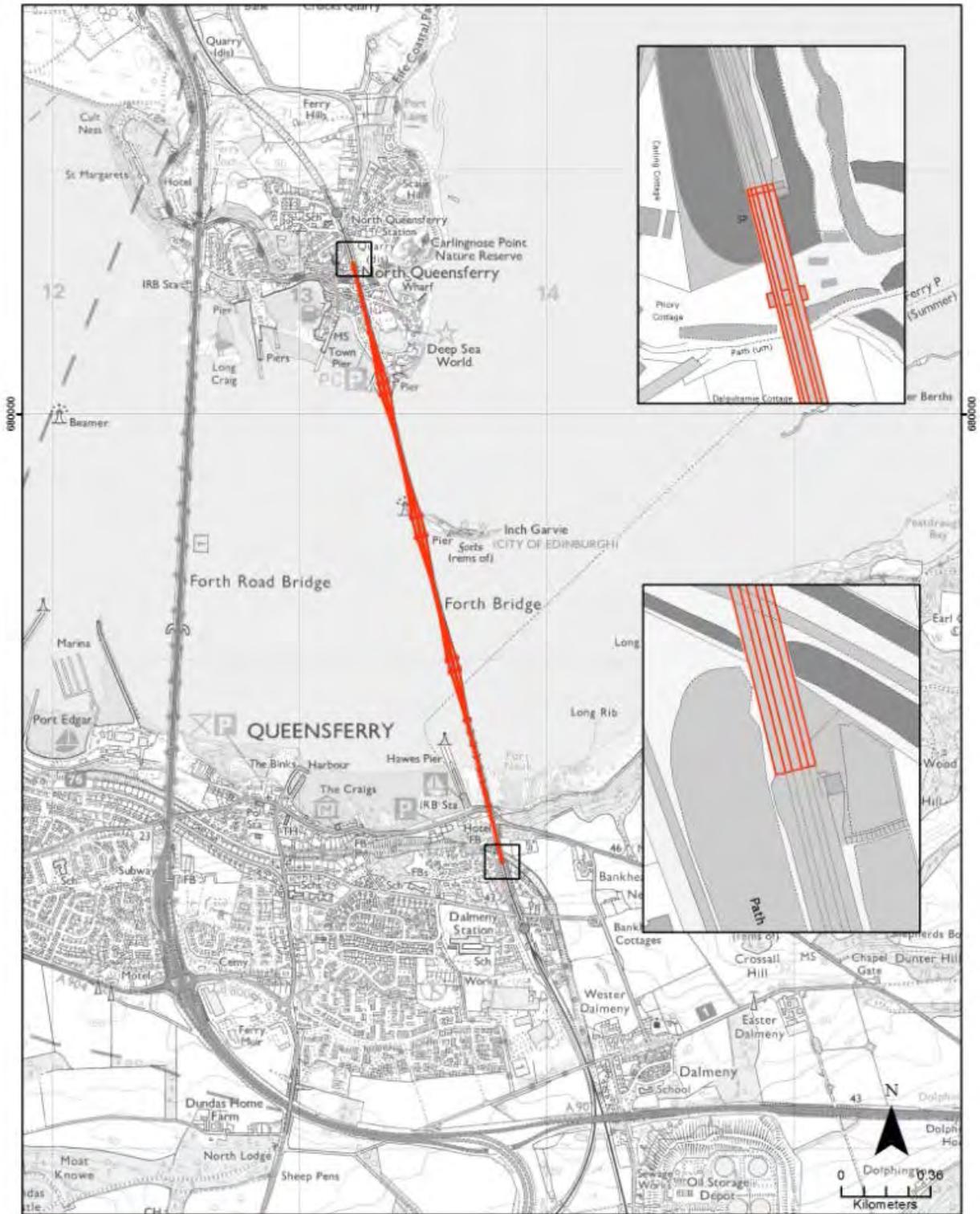
E-mail: [chloe.porter@edinburgh.gov.uk](mailto:chloe.porter@edinburgh.gov.uk) | Tel: 0131 529 6235

## 11. Links

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<b>Coalition Pledges</b>	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. P31 Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure. P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage.
<b>Council Priorities</b>	CO22 Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible. CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community. CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
<b>Single Outcome Agreement</b>	SO4 Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices -</b>	Appendix 1 Forth Bridge Area covered by the agreement Appendix 2 Forth Bridge Partnership Management Agreement Appendix 3 Toolbox Forth Bridge Partnership Management Agreement

Appendix 1: Forth Bridge Area covered by the agreement



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

**Key**



## Appendix 2:

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



**NetworkRail**



• EDINBURGH •  
THE CITY OF EDINBURGH COUNCIL

**Fife**  
COUNCIL

**Partnership Management Agreement between Network Rail Infrastructure Ltd, City of  
Edinburgh Council, Fife Council and Historic Environment 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 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. 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.
2. A schedule of works will then identify if listed building consent is required (categorisation of works) and the procedures that are to be followed.

## 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 listed building consent. While both City of Edinburgh Council and Fife Council are required to consult Historic Environment Scotland, no detailed pre-application advice will be provided for this category of works.
- 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 with Historic Environment Scotland, where detailed advice can be provided if required. 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	<p><b>Owner.</b> Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.</p> <p><b>Historic Environment Scotland</b> – Historic Environment Scotland is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the LBC and planning processes.</p> <p><b>City of Edinburgh Council and Fife Council.</b> 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).</p>	
Named Contact Officers	Organisation	Officer Contact Details
	Network Rail Infrastructure Ltd	Sandra Heberton
	City of Edinburgh Council	Elaine Campbell
	Fife Council	Alastair Hamilton
	Historic Environment Scotland	Ian Thomson
Relevant Policy, Guidance and Links	Organisation	Documents
	Historic Environment Scotland	<a href="#">Scottish Historic Environment Policy</a>
	Historic Environment Scotland	<a href="#">Managing Change Guidance Notes</a>
	City of Edinburgh Council	<a href="#">Rural West Edinburgh Local Plan</a> (this will be out of date can we put reference in to the LDP)
	City of Edinburgh Council	

	Fife Council	<a href="#">Listed Buildings and Conservation Areas Guidance</a>  <a href="#">Dunfermline &amp; West Fife Local Plan</a>
Lifespan of this agreement	The agreement will run for a period of 5 years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.	
Submission of works by Network Rail	<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 1<sup>st</sup> April each year. A copy of the list will also be sent to Historic Environment Scotland. 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>	
Ending the agreement	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.	

## World Heritage

The international significance of the Forth Bridge has been recognised by its inclusion on the World Heritage List by UNESCO. [The Forth Bridge Management Plan](#) describes the Outstanding Universal Value (OUV) of the property and aims, among other things, to support the future management needs of the bridge. While the primary purpose of the PMA is the LBC process, this agreement will also help ensure protection of the bridge's integrity, authenticity and specifically, it's Outstanding Universal Value.

The parties to this agreement are also part of the World Heritage Steering Group. The contact officers in this agreement will therefore be able to report to the Steering Group on matters relating to the management of the property as required.

Note: The World Heritage Site does not include Pier Lighthouse, East and West Battery Piers in North Queensferry and the viewing area under the north cantilever.

**Signature Page**

Organisation	Name	Signature	Date
			
			
			

## **Statement of Importance**

The Forth Bridge, designed by Sir John Fowler and Sir Benjamin Baker in 1882, is an internationally-important triumph of engineering, at once structural and aesthetic. It represents the pinnacle of 19<sup>th</sup>-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>

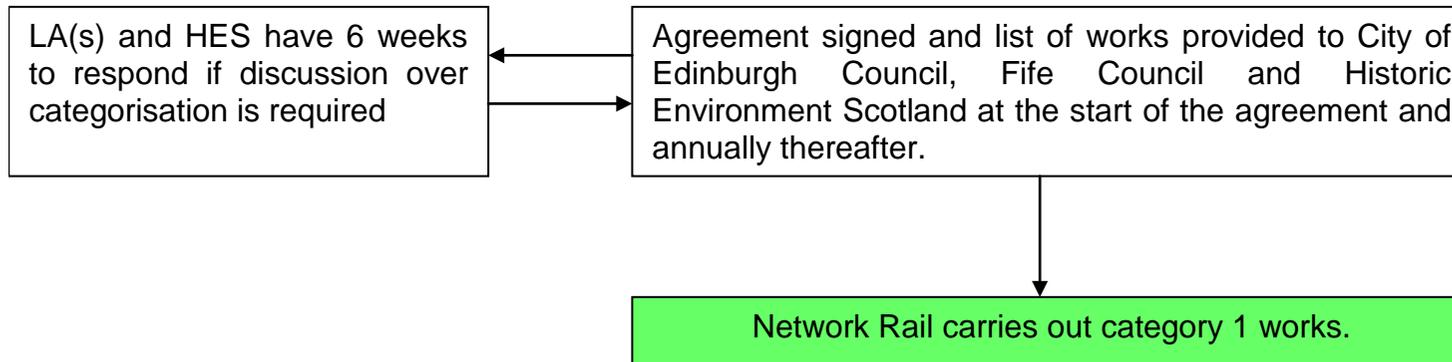
8	Forth Bridge Visitor Experience	2015	3
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**Appendices**

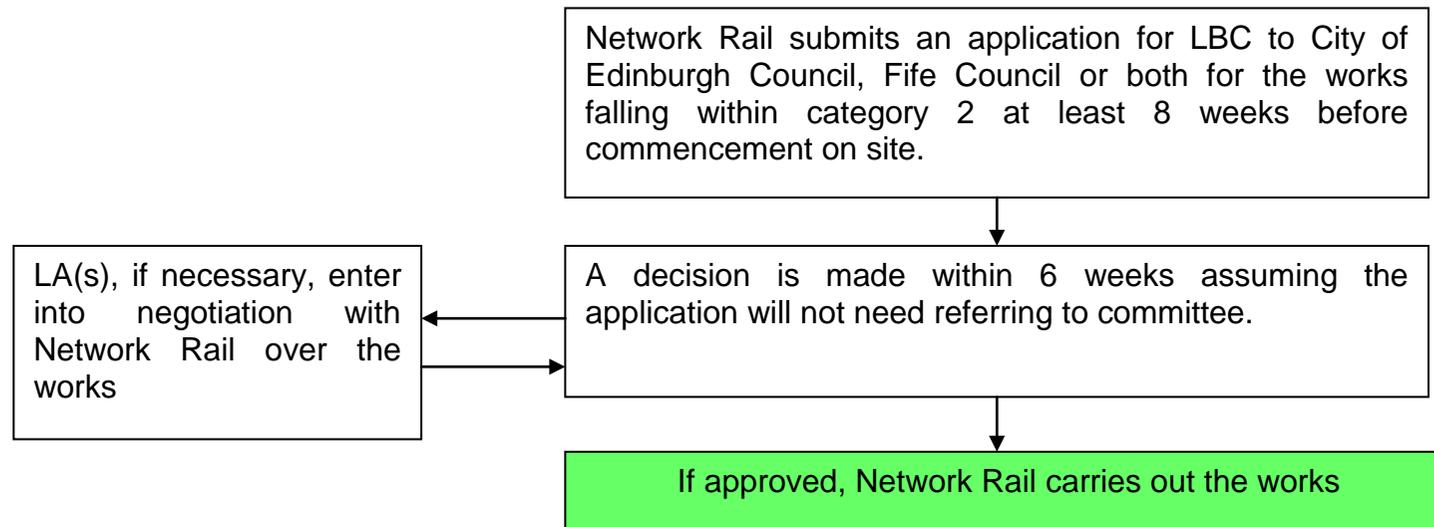
- Appendix 1 Process Flowcharts
- Appendix 2 Listing Descriptions
- Appendix 3 Area Covered by this Agreement
- Appendix 4 Project Supplements

**Appendix 1 – Process Flowcharts:**

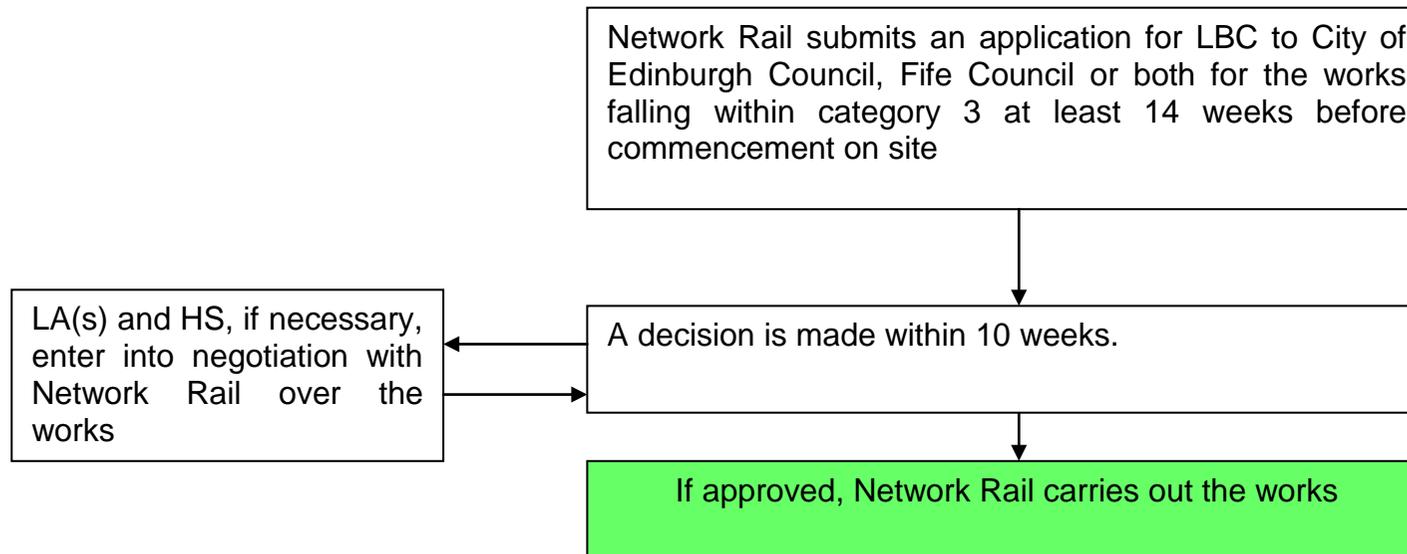
**Works falling into category 1 (no consent required)**



**Works falling into category 2 (LBC required; consents issued without detailed advice from Historic Environment Scotland)**



**Workflow for Works within Management Agreement Classified at category 3 (LBC required; where detailed advice can be provided from Historic Environment Scotland if required)**



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.

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 GAZETTER 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/](http://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.

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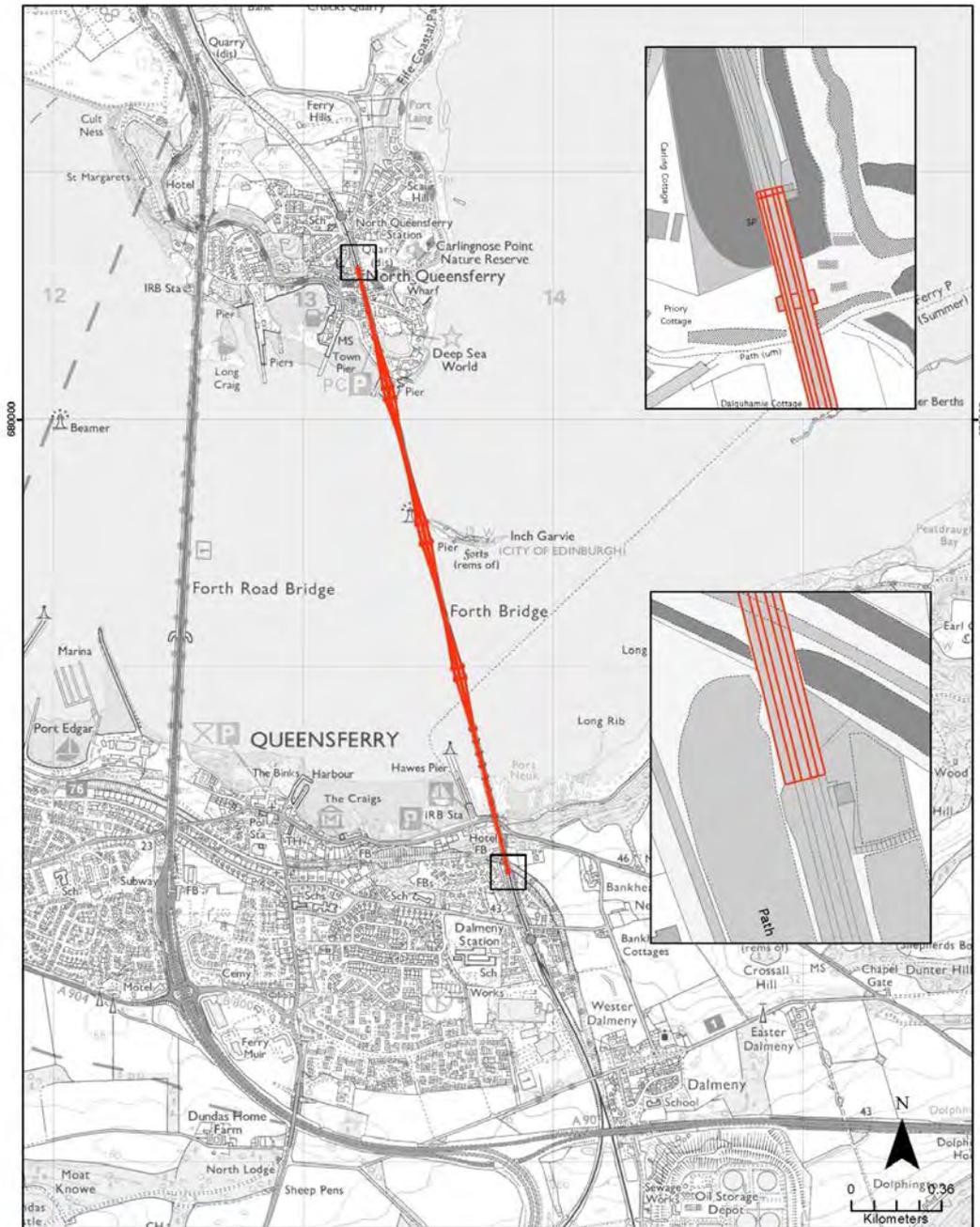


NOTES: A-group with Town Pier, Lantern Tower and Signal House (see separate listings). These piers were crucial in allowing easy access to the Forth Bridge during construction, 1881-1890. They also form an historic association with the Ferry Passage as a possible landing point during the medieval period 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).

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## 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  
**Scale:**  
1 : 200,000 @ A4  
**Projection:**  
British National Grid

### Key



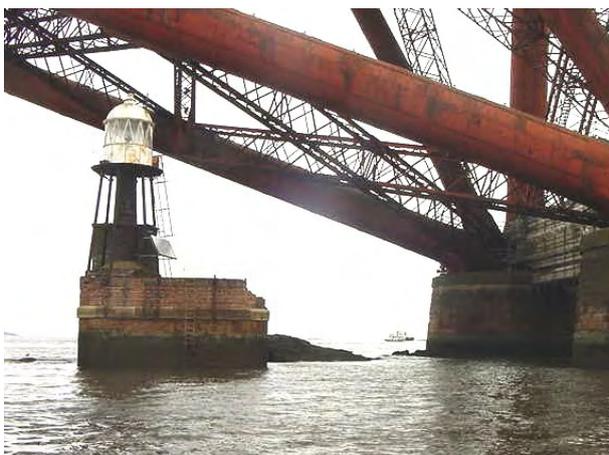


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Arrows indicate the start / end points of the Forth Bridge, where the masonry parapet piers terminate, for Fife (above) and Edinburgh (below).



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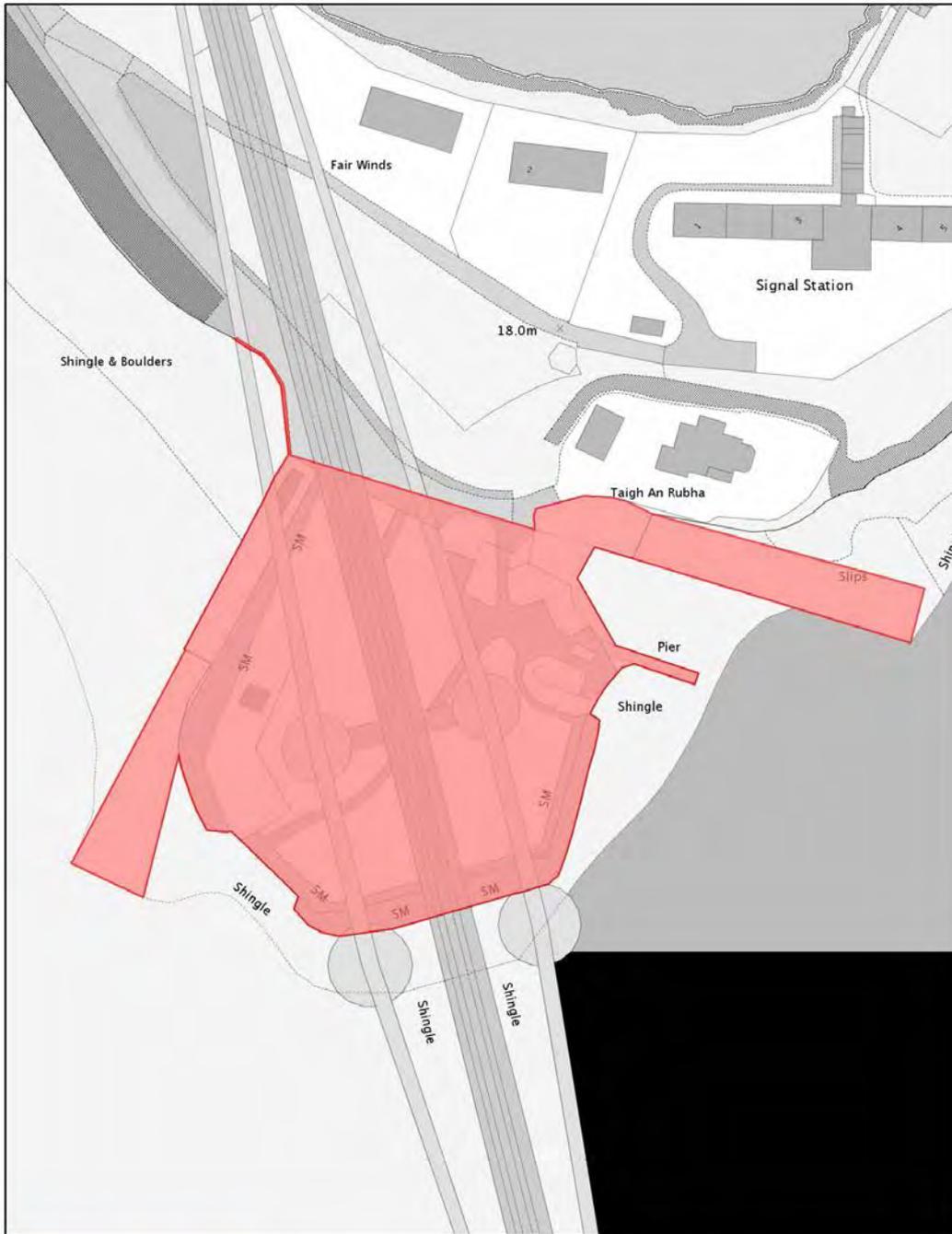
Pier Lighthouse. Located beneath the central cantilever it is considered to be within the City of Edinburgh Council area for administering this agreement.



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.



**HISTORIC SCOTLAND**  
ALBA AOSMHOR

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

**Key**



### Appendix 3- Partnership Management Agreement Forth Bridge 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	<b>Owner.</b> Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.	
	<b>Historic Environment Scotland</b> – Historic Environment Scotland is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the LBC and planning processes.	
	<b>City of Edinburgh Council and Fife Council.</b> 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	Elaine Campbell
	Fife Council	Alastair Hamilton
	Historic Environment Scotland	Ian Thomson
Relevant Policy, Guidance and Links	Organisation	Documents
	Historic Environment Scotland	<a href="#">Scottish Historic Environment Policy</a>
	Historic Environment Scotland	<a href="#">Managing Change Guidance Notes</a>
	City of Edinburgh Council	<a href="#">Rural West Edinburgh Local Plan</a> (this will be out of date can we put reference in to the LDP)
	City of Edinburgh Council	
	Fife Council	<a href="#">Listed Buildings and Conservation Areas Guidance</a>

		<a href="#">Dunfermline &amp; West Fife Local Plan</a>
Lifespan of this agreement	The agreement will run for a period of 5 years commencing on the date of the last signature and may be extended thereafter with the agreement of all the partners.	
Submission of works by Network Rail	<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 1<sup>st</sup> April each year. A copy of the list will also be sent to Historic Environment Scotland. 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>	
Ending the agreement	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.	