

The Highland Council

Ross and Cromarty Committee – 25 October 2016

Agenda Item	7
Report No	RC/035/16

Seabank Tank Farm Invergordon

Report by Director of Development and Infrastructure

Summary

The purpose of this report is to highlight the work being undertaken by Historic Environment Scotland (HES) to assess whether the Seabank Tank Farm in Invergordon should be considered for listing under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. A letter has been received indicating that HES is of the view that it may meet the criteria for listing and the Council has been asked for views on the proposal to assist HES in reaching a final decision.

1. Background

- 1.1 A letter has been received by the Council indicating that work has been undertaken by Historic Environment Scotland (HES) to assess whether the Seabank Tank Farm in Invergordon should be considered for listing under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. HES is of the view that the tanks and some of the ancillary buildings are of interest and may meet the criteria for listing as buildings of special architectural or historic interest. The letter and enclosures are attached as **Appendix 1**.
- 1.2 As can be seen from the letter, the views of the Council are being sought on the proposal, to assist HES in reaching its decision. Comments have been requested by 27 October 2016.

2. The Proposed Listing

- 2.1 The Seabank Tank Farm, also known as the Invergordon Royal Navy Port Fuel Depot, is a former Royal Navy facility designed for the refuelling of ships in the Cromarty Firth. Construction on the earliest part of the facility began in 1912, and it became operational in 1913, and the site continued to expand and develop through until the 1960s. It remained as an operational naval facility until the early 1990s, when it was finally closed.
- 2.2 As Members will note from the attached report of handling in respect of the listing, HES considers that “The former Seabank Tank Farm is a unique survivor of a major strategic asset associated with the First and Second World Wars”. The buildings form a vital component of the facilities put in place to support the operations of the Royal Navy in the Cromarty Firth during both the First and Second World Wars, along with the interwar period and the Cold War. They form an important group with other surviving military buildings and sites in the area. Their function is still clearly evidenced by the machinery

contained within and around the structures and in their setting.....In our current state of knowledge, the buildings are considered to meet the criteria for listing”.

- 2.4 In addition, HES is of the view that “If listed, category A would be the most appropriate category of listing for the former Seabank Tank Farm”.

3. Highland Council Position and Proposed Response

- 3.1 Local Ward Members are very familiar with the site and have considered the proposal. They do recognise the unusual nature of the tanks and the buildings and the history associated with them. However were the full site to be listed they expressed very strong concern over the potential impact on the local community and on the potential for the town to develop and flourish. They also noted that a great deal of time and significant amounts of funding had been spent in looking at potential uses for the site and ways in which the site could be remediated and opened up for development.

- 3.2 Whilst there can be no disputing the historical significance of the tank farm, the site, which is in private ownership, has for many years been promoted for redevelopment. The current Inner Moray Firth Local Development Plan identifies the site as suitable for housing, business, tourism and community uses, subject to a number of requirements being met. The Local Development Plan states that:

“The Council intends to adopt as Supplementary Guidance a development brief for the site. This will be prepared in conjunction with the community, landowner and relevant public agencies. This should address: decontamination and removal of tanks; provision of links between Inverbreakie, the town and Tomich Road; use of the site for the following potential uses: new town park, tourist accommodation, car park, tourist interpretation centre, housing and other business uses; Transport Assessment; Contamination Assessment; Landscape Assessment supported with Landscape Plan; Historic Building Recording; Flood Risk and Drainage Impact Assessments”.

- 3.3 In addition to the Local Development Plan position, a significant amount of work has been carried out by the regeneration team within the Council to determine the development potential of the site and the associated remediation required.

- 3.4 In March 2011, Drivers Jonas Deloitte completed an options appraisal and remediation strategy for the site. The options appraisal explained that there was no one preferred end use for the site. At that time, the uncertainty in all market sectors, but particularly residential and storage and distribution sector made it difficult to say with any certainty which use or uses would be viable in Invergordon and particularly on the Seabank site in the short to medium term (< 5 years).

- 3.5 In addition to the lack of market interest in the site, remediation costs were estimated to be anything between £1.3m and £3.6m.
- 3.6 Since commissioning the study, there has been positive economic growth in Easter Ross with the reopening of Nigg and the expansion of the Invergordon Service Base. As a result of this activity, the Council has recently obtained Scottish Government approval to invest additional VDLF monies in the site. It is proposed to refresh the options appraisal, explore the feasibility of developing the site in a phased manner and undertake a demonstration project that could involve the demolition of a small number of tanks and implementing temporary greening. The Council remains committed to working with the landowner to realise the development potential of the site.
- 3.7 In recognising the heritage significance of the site, the Council would wish to balance this with environmental improvements and 'unlocking' some development potential within the discussed area. Relative to the regeneration blight that the site imposes upon the town, as well as safety and environmental concerns, the Council would suggest that specific elements and 'zones' are considered for listing and not the entire site. An example of this could be retaining/listing the west pump house, central boiler house, generator room (former east pump house) and main boiler house, along with an indicative selection of the tanks. The remainder of the site could then be considered for a sensitive re-development, with interpretation and landscaping to indicate the holistic area history. This approach would allow for the most architecturally significant elements of the site to be retained, along with a zone of tanks to evoke the historic use, whilst allowing the remainder of the area to make a more positive impact to the townscape and local environment/economy.

4. Implications

- 4.1 **Resource**
There are no direct resource implications for the Council, but it is important to recognise the efforts that have been input to the redevelopment of the site thus far, and to work with HES to achieve a compromise which would mean that such input has not been abortive.
- 4.2 **Legal**
None
- 4.3 **Equalities**
None
- 4.4 **Climate Change/Carbon Clever**
None
- 4.5 **Risk**
The site remains an area of blight, and there are potential risks to the wider community if the site remains in such condition, albeit the site is in private ownership.

4.6 Gaelic
None

4.7 Rural implications
None

Recommendation

The Committee is invited to agree the response to HES, as suggested in Section 3 of the report.

Designation: Director of Development and Infrastructure

Date: 13 October 2016

Author: Malcolm Macleod, Head of Planning and Environment
Alan Webster, Regeneration Officer

Mr Malcolm MacLeod
Highland Council

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Our ref: HGH/B/HF/68
Your ref:
6 October 2016

Dear Mr MacLeod

Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 Buildings of Special Architectural or Historic Interest

Seabank Tank Farm, Invergordon

You may recall that we visited the Seabank Tank Farm at Invergordon in 2015 to assess it for designation.

We have found that the tanks and some of the ancillary buildings are of interest and may meet the criteria for listing as buildings of special architectural or historic interest. Your council has made us aware of the potential for future development of the site. We would therefore like to understand more about the site owner's aspirations for the future of the site and have approached them in consultation about possible designation.

I would emphasise that we will consider the issues with the site before taking a final view – including the potential for housing and issues related to decontamination – and that this consultation with you may not necessarily result in a listing designation.

The attached assessment against the criteria explains why we have reached our view on the architectural and historic significance of the site. The designation criteria is published in the Historic Environment Scotland policy statement June 2016, Annex 2, pp. 51-53. <https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/historic-environment-scotland-policy-statement/>.

The assessment will be published on our website following the conclusion of this case.

We welcome your views on this proposal as they will assist us in reaching our final decision. Using the criteria, it would be helpful if you could set out the factors which you consider support or weaken its case for listing. We are also seeking comments on the accuracy of the information in the assessment.

Please submit any comments you may wish to make by 27 October 2016. We do not issue reminders but if you need longer to reply then please get in touch as soon as you can. If we do not hear from you we will presume you are content.

Please bear in mind that we may be asked to make your comments available to interested parties.

More information about listing can be found on our website at <https://www.historicenvironment.scot/advice-and-support/listing-scheduling-and-designations/listed-buildings/> and in our booklet *Scotland's Listed Buildings*. A downloadable copy is available here <https://www.historicenvironment.scot/scotlands-listed-buildings> and in Gaelic <https://www.historicenvironment.scot/scotlands-listed-buildings-gaelic>. If you would prefer a paper copy I will be happy to post one to you.

Owners, occupiers or tenants have a statutory right of appeal for new listings. An appeal can be made on the grounds that the building is not of special architectural or historic interest and should be removed from the list. Appeals must be made to the Planning and Environmental Appeals Division (DPEA) within three months of the date of the letter we send you telling you that your property has been listed. **This is a consultation letter and we have not yet made a final decision about this case.** More information about appeals can be found on our website <https://www.historicenvironment.scot/>. Please note that we may be asked to release to DPEA addresses of who we consulted and whether they responded and/or objected to the proposal if the case is appealed.

If you have any questions about listing, please contact Kevin Munro, the Senior Designations Officer on 0131 668 8825 or kevin.munro@hes.scot.

I look forward to hearing from you.

Yours sincerely
David Fraser | Designation Support Officer

Encl. Assessment against the criteria
Historic Environment Scotland policy statement June 2016, Annex 2, pp. 51-53

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Case information

Case ID	300018133		
File Reference	HGH/B/HF/66		
Name of Site	Seabank Tank Farm, Invergordon		
Local Authority	The Highland Council		
National Grid Reference	NH 71079 68934		
Designation No. (if any)	LB52397		
Designation Type	Listed Building	Current Category of Listing	N/A
Case Type	Designation		
Received/Start Date	2015		
Decision Date	Pending		

1. Proposed Decision

In our current state of knowledge, the Seabank Tank Farm may meet the criteria for listing at category A. It is proposed that the building will be designated (listed).

Previous Statutory Address	N/A
New Statutory Address	Former Seabank Tank Farm, including 45 oil tanks, west pump house, central boiler house, generator room (former east pump house) and main boiler house to southeast excluding connecting pipework, earthwork banks, sumps and ancillary buildings, Invergordon

2. Designation Background and Development Proposals

2.1 Designation Background

There is no known previous assessment of this site.

2.2 Development Proposals

The site is noted in the Inner Moray Firth local development plan, adopted July 2015 (see pp. 84 & 86). The plan notes an intention to adopt as Supplementary Guidance a development brief for the possible future development of the site.

This consultation will seek comments about proposed development plans before taking a final view on designation.

3. Assessment

3.1 Assessment information

The Seabank Tank Farm was considered for designation as part of the 2015 Highland area project and as part of the programme to review of sites related to the First World War.

The Seabank Tank Farm was visited on 06/05/2015.

The exteriors and interiors of the west and east pump houses, the central and southeastern boiler rooms and the interior of one of the tanks were seen during the visit.

3.2 Assessment against designation criteria

An assessment against the listing criteria was carried out. See **Annex A**.

The designation criteria are published in the Historic Environment Scotland policy statement June 2016, Annex 2, pp. 51-53.

<https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/historic-environment-scotland-policy-statement/>

Elizabeth McCrone

Head of Designations
Heritage Directorate
Historic Environment Scotland

Contact	Kevin Munro, Senior Designations Officer, Kevin.Munro@hes.scot , 0131 668 8825
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ANNEX A – Assessment Against the Listing Criteria*

Former Seabank Tank Farm, including 45 oil tanks, west pump house, central boiler house, generator room (former east pump house) and main boiler house to southeast excluding connecting pipework, earthwork banks, sumps and ancillary buildings, Invergordon

1. Description

The Seabank Tank Farm, also known as the Royal Navy Port Fuel Depot, is a large complex for the storage and distribution of furnace fuel oil, and later diesel, for the refuelling of Royal Navy ships. The complex was begun in 1912, and was maintained by the Royal Navy until the 1990s. The site consists of 45 oil tanks and the principal buildings related to the operation of the fuel depot, comprising the generator room, (the former east pump house) and two boiler houses. In accordance with Section 1 (4A) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 the following are excluded from the listing: all connecting pipework, earthwork banks, sumps and ancillary structures.

The earliest part of the site was in operation by 1913, when the first shipment of fuel arrived, and the complex was expanded over the years until its final closure in the 1960s. The main element of the complex is the 45 oil storage tanks. These are large circular tanks, built of riveted steel and present in two different sizes, with 40 tanks, dating to the first phase of construction from 1912-1916, measuring 30m diameter and the remaining 5 later examples, 4 built in 1936 and the fifth and final tank in 1946-7, all of which are slightly larger at 35m diameter. Two of the tanks retain a brick outer skin which was added to them during the Second World War, and a heating system, which was added to the complex in 1956-7, is located across the bottom of each tank's interior, with a central column to circulate the heat more widely,.

The **west pump house** is located at the west entrance to the site. It is a large red brick building with large multi-pane glass windows and two entrances with pairs of large double sliding doors in the west wall and a door in the south wall. Inside the building there are two surviving water tanks mounted on the south wall, a roof mounted crane and the pumps and valve gear.

Towards the middle of the site, amongst the tanks themselves, and close to the five largest examples, is the **central boiler house** of red brick construction with large multi-pane glass windows. The interior of this building contains pumps and valves relating to its use.

To the southeast of the tanks is the **generator room** (former east pump house). This building is constructed of grey brick with a flat roof, square 12 pane windows and a large vent adjacent to the entrance in the south wall, and inside it contains the generating equipment and control room. To the northeast of the generator room

is the **main boiler house**, a concrete building with a flat roof, and containing the two large boilers and related pipework and machinery, added at the same time as the heating system.

2. Assessment Against the Listing Criteria (HES Policy Statement, 2016) Annex 2, pp. 51-52

Criteria for determining whether a building is of 'special architectural or historic interest' for listing under the terms of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 [www.legislation.gov.uk/ukpga/1997/9/contents]

To be listed, a building need not meet all the listing criteria. The criteria provide a framework within which judgement is exercised in reaching individual decisions.

2.1 Age and Rarity

The Seabank Tank Farm, also known as the Invergordon Royal Navy Port Fuel Depot, is a former Royal Navy facility designed for the refuelling of ships in the Cromarty Firth. Construction on the earliest part of the facility began in 1912, and it became operational in 1913, and the site continued to expand and develop through until the 1960s. It remained as an operational naval facility until the early 1990s, when it was finally closed.

During the First World War, the Cromarty Firth served as one of three major naval anchorage within Scotland, alongside Scapa Flow and the Firth of Forth. The town of Invergordon saw a substantial amount of new development and construction to support the operations of the anchorage, including the Seabank Tank Farm for the storage of fuel.

At the beginning of 20th century the Royal Navy used coal to power their fleet. However, at around this time they began to transition to furnace fuel oil, a heavy and thick crude oil, as an alternative power source. Furnace fuel oil had several advantages over coal, including a reduction in engine room crew, as oil could be pumped around the vessel as required, whereas coal required physical manpower to move and use, and more efficient refuelling, as "coaling" a ship was a dirty and unpleasant task requiring several hours of hard manual labour. Oil could also be more flexibly stored within tanks in different areas of the ship than coal, which had to be stored close to the furnaces themselves, which in turn allowed for more efficient ship designs. The first Royal Navy ships to be solely oil powered were smaller vessels like destroyers and submarines, although many larger ships utilised oil mixed into coal to improve the efficiency of their furnaces and boilers. Beginning in 1912 with the design of the new *Queen Elizabeth* class battleships, the change to the use of oil power for all ships began, although the process would take several decades to be completed across the entire fleet.

The adoption of furnace fuel oil more widely meant new facilities needed to be constructed to store the fuel at all major Admiralty naval bases in the UK. The fuel required purpose built tanks in large depots, onshore equipment, pump houses and power sources. The viscous nature of furnace fuel oil at normal UK temperatures also created a requirement for heating systems within the storage and pipes to raise

the temperature of the fuel, which reduced its viscosity and so made it more suitable for pumping.

At Invergordon the first 40 tanks were built in phases from 1912 throughout the First World War. By the Second World War five additional tanks had been added, slightly larger in size, and the increased threat of aerial attack led to all of the tanks receiving a brick outer skin for additional strength. However, this did nothing to prevent the destruction of tank number 13 when the site was bombed by a lone German aircraft in February 1941.

Fuel storage facilities of this type existed at all major naval anchorages within the UK. Elements of the tank farm at Lyness on Orkney survive today (listed at category A – LB50533), and the Thanckes Oil Fuel Depot near Plymouth (not listed), first opened in the 1920s, remains in use by the Royal Navy today, however several of the tanks at the site have been demolished.

In this context, the Seabank Tank Farm at Invergordon is a uniquely well preserved surviving example of this building type. Of the many constructed around the United Kingdom, the Seabank site is the only one that remains substantively intact. This site was strategically vital throughout the First and Second World Wars, along with the interwar and Cold War periods, remaining in use by the Admiralty until the 1990s.

The immense scale of the complex is a monument to British military engineering, and to the scale of efforts undertaken to support the operations of the Royal Navy during the two World Wars (see *Architectural or Historical Significance* below).

2.2 Architectural or Historic Interest

Interior

The interior infrastructure remains largely intact throughout the complex. There are many surviving features and equipment related to the operation of the tank farm still in place.

The interior of the tank which was seen contains only a few interior features, primarily the heating system, comprising a series of pipes which span the base of the tank and with a central spiral column to distribute the heat more evenly.

The interiors of the other buildings that were seen contain a range of machinery and equipment relating to the operation of the tank farm, including pumps, valves, boilers, generators and pipework.

Plan form

The circular plan form of the oil tanks is standard for a fuel depot like Seabank. The overall plan layout of each depot was defined by the nature of the site it was constructed on, in this case stretching along a site between a railway line and the town of Invergordon. The plan form of the site is largely unaltered since the end of the Second World War and is of interest in listing terms.

Technological excellence or innovation, material or design quality

Seabank Tank Farm was constructed to same design as other fuel depots built at this date, with some variation in layout to account for the available space on the sites chosen. The installation was used to pump fuel to and from the tanks and ships at

Invergordon East Pier. The surviving elements include boilers, steam pumps, pipework and valves, generators and associated plant.

The tank farm is a substantial feat of construction, built to a high standard and requiring a substantial amount of building resources. The immense scale and ambition of these structures is an example of outstanding British military engineering and a testament to the scale of efforts required to undertake the First and Second World Wars.

Fuel depots of this nature are built to a generally standardised form, but it is currently unclear which individuals or groups were responsible for the design or construction of the Seabank tank farm, other than the overall operational responsibility of the Admiralty for the site.

Setting

The tank farm and its associated buildings are located within an urban setting, in the centre of the town of Invergordon, and is close to the shoreline of the Cromarty Firth. The tank farm forms part of a wider group of associated military structures near Invergordon. This setting has not changed substantially from the time the tank farm was first installed and as a prominent industrial landmark along this stretch of coastline it is a reminder of the area's former strategic importance in the naval defence of the United Kingdom.

Regional variations

There are no known regional variations. Fuel depots like this were built using standard structural patterns, although the layouts at individual sites vary based upon the specific needs of the site, and some of the supporting structures display a degree of variation between the different depots.

2.3 Close Historical Associations

The Seabank Tank Farm is directly associated with nationally important events from the First World War and Second World War. The anchorage of the Cromarty Firth is nationally and internationally significant as one of the major naval bases of the Royal Navy during this significant period in UK history.

3. Working with the Principles of Listing (HES Policy Statement, 2016)

Annex 2, pp. 53

In choosing buildings within the above broad headings particular attention is paid to:

- a. special value within building types*
- b. contribution to an architecturally or historically interesting group*
- c. the impact of a grouping of buildings*
- d. authenticity*

When working with the principles of listing the Seabank Tank Farm has particular interest under a, b and d.

- a. This is the most complete surviving example of all the former furnace fuel oil depots within the United Kingdom.
- b. The tank farm forms part of an outstanding group of associated military structures in and around Invergordon. Nearby, and separately listed, are the underground oil storage tanks at Inchindown (LB52317), while other structures surviving from the area's military past include the East Pier, from where fuel was transferred between the tanks and ships, the former Officer's Housing and the former machine shop.
- d. In terms of authenticity, the physical structures of the former tank farm are almost entirely intact. This and the surviving machinery in the various buildings clearly evidence its former function as fuel oil depot.

4. Summary of Assessment Against the Listing Criteria**

The former Seabank Tank Farm is a unique survivor of a major strategic asset associated with the First and Second World Wars. The buildings form a vital component of the facilities put in place to support the operations of the Royal Navy in the Cromarty Firth during both the First and Second World Wars, along with the interwar period and the Cold War. They form an important group with other surviving military buildings and sites in the area. Their function is still clearly evidenced by the machinery contained within and around the structures and in their setting.

In our current state of knowledge, the buildings are considered to meet the criteria for listing.

5. Category of Listing

Categories of listing are non-statutory and buildings are assigned a category (A, B or C) according to their relative importance following the assessment against the criteria for listing.

Category definitions are found at: <https://www.historicenvironment.scot/advice-and-support/listing-scheduling-and-designations/listed-buildings/what-is-listing/>

These buildings are of national importance as they are part of the infrastructure provided to serve the Royal Navy based in the Cromarty Firth during the First and Second World Wars, which had a major strategic role in those wars. It is a remarkably complete and almost entirely unaltered complex, the majority of which dates to the First World War. If listed, category A would be the most appropriate category of listing for the former Seabank Tank Farm.

6. Other Information

The town of Invergordon and its surrounding area were substantially altered by the large military presence, mostly naval, for a significant part of the 20th century. While a large amount of the military structures and remains have been cleared or repurposed, the area is still quite recognisable as a naval base, and continues in use as a harbour and industrial workings for the oil industry.

7. References

Canmore: <http://canmore.org.uk/> CANMORE ID 174883

The National Archives, *Acquisition of additional land for Oil Fuel storage at Invergordon*, ADM 1/8371/73

Collection, Selection of plans of the Invergordon Fuel Oil Depot, private collection.

The Highland Council (2016). *Highland Council HER*. [online] Available at: <http://her.highland.gov.uk/SingleResult.aspx?uid=MHG36549> [Accessed 8 Jul. 2016].

They Work For You. (2016). *17 Aug 1991: House of Commons debates* [online] Available at: <http://www.theyworkforyou.com/debates/?id=1991-08-17a.353.9> [Accessed 8 Jul. 2016].

8. Images



* This assessment is based on our current state of knowledge and has been prepared for the purpose of consultation or to provide a view on the special interest of a building. This assessment is a consultation document and will form the basis of any new or updated listed building record should the structure be listed. The content of this assessment may change to take into account further information received as a result of the consultation process.

** A building may be found to meet the listing criteria but in some circumstances may not be added to the list. See 'When might Historic Environment Scotland list a building' at <https://www.historicenvironment.scot/advice-and-support/listing-scheduling-and-designations/listed-buildings/what-is-listing/>

Criteria for Selection of Buildings of Special Architectural or Historic Interest and Listing Category Definitions

1. The criteria can only provide a framework within which professional judgement is exercised in reaching individual decisions
2. To be listed, a building need not be functioning for the purpose originally intended. For example, a redundant railway viaduct may have continued its life as a walkway or cycle path, even a wildlife sanctuary.
3. The principles of selection for statutory listing are broadly:
 - a) age and rarity
 - b) architectural or historic interest
 - c) close historical association

Age and rarity

4. The older a building is and the fewer of its type that survive the more likely it is to present a special interest. Age is a major factor in the evaluation process but its weight differs across the building types. Period definitions are given to facilitate the assessment but these are not intended to be watersheds or cut-off points.
5. All buildings erected before 1840 (pre-Victorian and the arrival of the railways) which are of notable quality and survive predominantly in their original form have a strong case. The year 1840 was selected because of the change which followed, in terms of the greater standardisation of materials and design, improved communications and the birth of the architectural press.
6. Buildings put up between 1840 and 1945 which are of special architectural or historic interest and of definite character either individually or as part of a group may be listed. As the survival rate increases after 1914, greater selectivity will be applied to take account of lesser rarity and relative age.
7. Those erected after 1945 may merit inclusion on the lists if their special architectural or historic interest is of definite architectural quality.
8. The listing of buildings less than 30 years old requires exceptional rigour because those making the judgement do not have the advantage of a long historical perspective. Threats to building types are often a trigger for advance consideration of buildings from this period.

Architectural or historic interest

9. Selection for architectural or historic interest is assessed under a range of broad headings, summarised below.

10. *Interior:* Interior design and fixed decorative schemes of houses or business premises in all their variation can add to the case for listing. Examples include skirting boards, plasterwork, dado rails, chimneypieces, staircases, doors and over-door panels, ornate radiators, floor grilles, sanitary ware, the existence of box-beds, vaulted basement or wine cellar divisions, slate shelving, servant bell systems, shop or pub fittings and fixed internal machinery.

11. *Plan Form:* The internal planning of buildings is instructive and can be ingenious although it may not be evident on the exterior. For example, the original flatting arrangement in terraced houses and tenements may not be obvious from the street and the plan of a farm steading, hospital or prison may reflect the latest theories in the design of each of these structures and therefore give the property additional significance.

12. *Technological excellence or innovation, material or design quality:* Evidence of structural or material innovation adds weight to a decision. Exceptional structural form can be significant and is found across the wide variety of building types from a cruck-framed barn to an early iron-framed jute mill or steel-framed office block. Exceptional use of materials or use of fine material may be a factor. Style will be considered against relevant conventions particularly for its quality or exceptional interest.

13. *Setting:* The context in which a structure sits can be a critical factor in its evaluation. It invariably accounts for its form and should not be under-rated. A structure whose setting has changed adversely, removing the original contextual character, or which has been removed from its context, has one less factor in support of its case for designation.

14. *Regional Variations:* The best examples of local vernacular buildings will normally be listed because together they illustrate the importance of distinctive local and regional traditions. It is important to ascertain distinctive regional variations in type, material and form.

Close historical association

15. Close associations with nationally important people, or events whose associations are well-documented, where the physical fabric of the building is also of some quality and interest, can be a significant factor. In consideration of such cases the association must be well authenticated and significant. The fabric should reflect the person or event and not merely be a witness to them. Local traditions are not always trustworthy. In most cases the building in question will have other qualities which combine to give it special interest, such as Walter Scott's house in Castle Street, Edinburgh, which forms part of a fine classical terrace. Where architectural interest is weak the case for listing on historical association must be strong. The building must be well preserved in a form and condition which directly illustrates its historical associations with the person or event in question. The transient association of short term guests, lodgers and tenants, however eminent, will not usually justify listing.

Working with the principles

16. In choosing buildings within the above broad principles:
- a. particular attention is paid to the special value within building types, either for architectural or planning reasons, or as illustrating social and economic history;
 - b. a building may be listed for its contribution to an architecturally or historically interesting group, such as a planned burgh, town square or model village as well as its intrinsic merit considered in isolation;
 - c. the impact of vernacular buildings in particular is often made not only by individual buildings but by their grouping . At the other end of the spectrum, a major country house may well be enhanced by adjacent buildings such as stables, lodges, gatepiers and bridges in its curtilage, and vice versa;
 - d. authenticity, that is a building's closeness to the original fabric and therefore its ability to convey its significance, and levels of integrity, carries weight. It need not be the case that a building is as originally built, because changes made to it may have added to its significance. What is added or taken away will be considered for the overall benefit or detriment to its character.
17. It is important to stress that when buildings are being considered for listing, no factors other than architectural or historic interest as defined above can be taken into account. The condition of a property, for example, is not a factor in the evaluation unless it detracts significantly from the architectural or historic interest so that it can no longer be defined as special.

Definition of Categories

- A** buildings of national or international importance, either architectural or historic, or fine little-altered examples of some particular period style or building type;
- B** buildings of regional or more than local importance, or major examples of some particular period, style or building type;
- C** buildings of local importance; lesser examples of any period, style, or building type, as originally constructed or altered; and simple, traditional buildings which group well with others.