



**NORTH QUEENSFERRY CONSERVATION AREA  
APPRAISAL  
and  
CONSERVATION AREA MANAGEMENT PLAN**



**ENTERPRISE, PLANNING &  
PROTECTIVE SERVICES**

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## 1.0 Introduction & Purpose

### 1.1 Conservation Areas

In accordance with the provisions contained in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 all planning authorities are obliged to consider the designation of conservation areas from time to time. North Queensferry Conservation Area is 1 of 48 Conservation Areas located in Fife. These are all areas of particular architectural or historic value, the character or appearance of which it is desirable to preserve or enhance. Fife Council is keen to ensure that the quality of these areas is maintained for the benefit of present and future generations.

It is not intended to restrict new development within the boundary of a conservation area, but rather to provide a positive service by way of guidance and example so that any new development integrates successfully with the existing landscape and architectural form. A written description of the North Queensferry Outstanding Conservation Area Boundaries and a schedule of properties within the boundaries are included in Appendix 1.



*Looking south along Main Street*

### 1.2 The Purpose of this Document

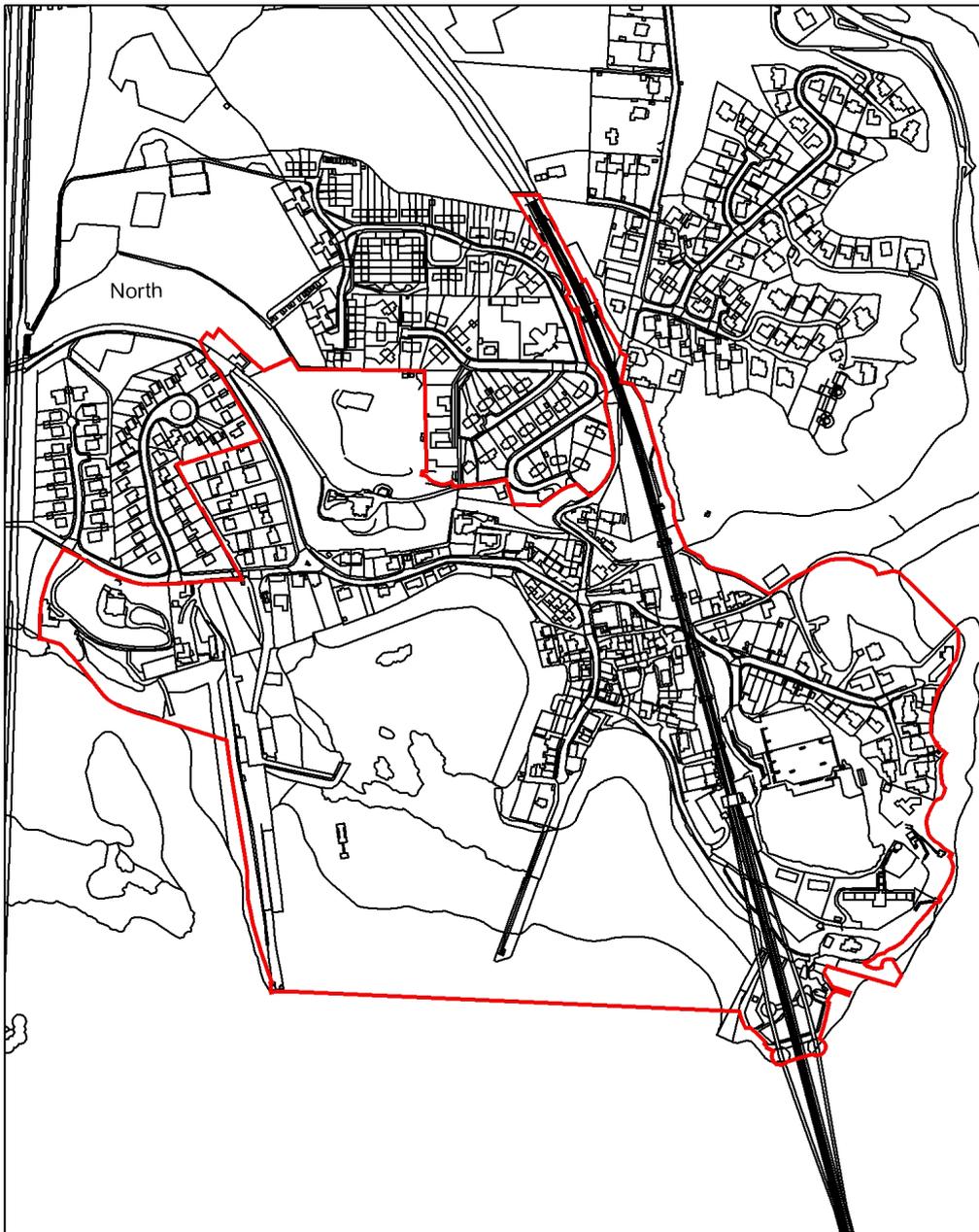
The purpose of the North Queensferry Conservation Area Appraisal is:

- To confirm the importance of the designation of the area
- To highlight the significance of the area in terms of townscape, architecture and history
- To identify important issues affecting the area

- To identify opportunities for development and enhancement
- To stimulate interest and participation in conservation issues amongst people living and working in the area
- To provide a framework for conservation area management

The appraisal provides a useful tool for assisting Development Services in carrying out its development planning and development control functions in relation to this important historic environment.

The North Queensferry Outstanding Conservation Area was designated on 8 January 1985 and extended in 2002 as part of the adopted Dunfermline and Coast Local Plan.



**NORTH QUEENSFERRY  
CONSERVATION AREA**

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Scale 1:5.000

**Fife**  
COUNCIL  
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## 2.0 Historical Development

The information contained in Section 2.1 is mainly sourced from “*Historic North Queensferry and Peninsula – the Scottish Burgh Survey*” by E Patricia Dennison and Russell Coleman (2000).

### 2.1 Origins and Development of Settlement

Situated on the south coast of Fife, for centuries North Queensferry was the landing place of the ferry across the Forth, on the main passage northward connecting Edinburgh to the Royal Palace at Falkland, leading to Perth and settlements in the north-east and also to the two most important medieval ecclesiastical centres in Scotland, Dunfermline and St Andrews.

St Andrews is thought to have already been a place of pilgrimage by the mid-tenth century. However, it was Queen Margaret (c.1046-93) who established the importance of the crossing which still bears her name. She granted free passage to pilgrims across the Forth to visit St Andrews. In 1250 she was canonised and her shrine at Dunfermline Abbey itself became an important place of pilgrimage.

It is most likely that the small settlement developed close to the ferry landing on low-lying terrain with the inhabitants primarily involved in manning the ferry and providing food and shelter to travellers throughout the middle ages. Royalty would have been a common sight in the village, given the strategic site of the village on this important route from Edinburgh to Dunfermline and beyond.

During the 16<sup>th</sup> century the ferry crossing continued to be used by royalty. Following the Reformation the Ferry Passage became part of the Lordship of Dunfermline, which James V gifted to Anne of Denmark on their marriage in 1589. The earliest map of North Queensferry was drawn by Timothy Pont some time in the 1590's, it clearly depicts a small settlement on a peninsula with two roads leading from it.

The strategic importance of the settlement continued to grow during the 17<sup>th</sup> century. In 1647 it is recorded that one of the ferry boats, “The Burgane”, transported 1,000 horses and their riders and 1,100 footmen over the crossing possibly travelling south in support of Charles I who at the time was imprisoned on the Isle of Wight. Four years later King Charles II visited both North Queensferry and Inchgarvie to inspect the garrisons in both places. The main purpose of these garrisons was to prevent Cromwell and his troops advancing north.



*The Harbour*



*The Forth Rail Bridge*



*The Forth Bridge*

By the turn of the 18<sup>th</sup> century North Queensferry was still very much a close knit-community largely dependent on the ferry and the river for its existence. However, change was to come with an influential new property owner, the Guild or Guildry of Dunfermline, exercising its power over property and its right to let out fishing beside its lands over the village. As the Guildry expanded its landholdings the village grew, quarrying was emerging as an important industry within the village, although the ferry remained the mainstay of employment throughout the 18<sup>th</sup> century.

On 19<sup>th</sup> December 1772 the *Edinburgh Evening Courant* commented that “*North-ferry consists of a few steadings of houses*”, indeed, it is estimated that as late as 1793 there were about 312 people in the village. Remnants of these ‘steadings’ remain, which include the 17<sup>th</sup> century Black Cat Inn the eighteenth century Melinkie Cottage, Heron House, Ivy Cottage and Yoll Cottage, which originally stood at the shore of St James’ Bay which was already being infilled by that time with waste from quarry workings.

Records suggest that by the 19<sup>th</sup> century the village was becoming less insular. The Sailors’ Society reconstituted itself in 1818, members included men from South Queensferry, Leith, Dundee and Greenock. In 1826 a subscription was set up for a new school house, with land being acquired in Ferry Hills to accommodate the new school, a significant mark in the development of the village as it was beginning to slowly expand northwards.

In 1867, The North British Railway Company took over the Queensferry Passage and laid down a rail connection at the North Queensferry side which opened in 1878. The service linked to an intermediary station at Inverkeithing via a tunnel through Ferry Hills, before passing to Dunfermline. This was replaced in 1890 with the opening of the Forth Rail Bridge, the construction of which resulted in major upheavals for the village. However, by the end of the 19<sup>th</sup> century the village was considered a favourite resort for sea bathing, sailing and golf.

With the outbreak of the First World War in 1914 the Firth of Forth became one of the most heavily defended estuaries in the UK. The Naval Base at Rosyth was nearing completion, and there was an anchorage for the fleet to the west of the rail bridge and three lines of interlinking gun batteries were developed - Inchkeith Island in the east, and the Coastguard Battery and Carlingnose Battery at North Queensferry. Although the guns were disposed of at the end of WWI in 1918 the Royal Engineers continued to use the barracks as their

base whilst dismantling off-shore fortifications.

During the Second World War the Royal Engineers once again took up residence of the barracks, but the gunsite was converted to use in an anti-enemy aircraft defence capacity. Barrage balloon crews were located at Cruicks Quarry, East Cruicks, Carlingnose Quarry, Ferry Barns and Well Dean. The interior of Battery Hill became a munitions storehouse. The extent of construction associated with the development of defences and construction of Rosyth Dockyard brought in an influx of English and Irish workers and troops to man the defences, which included Poles many of which settled in the area.

With the opening of the Forth Road Bridge in 1967 the historic Queensferry Passage closed. Since this time the Ferry has changed radically, with new housing estates spreading over the Haugh and into the Ferrybarns and Carlingnose barracks lands. Like many of Fife's coastal settlements Queensferry is now increasingly becoming a home for commuters.

## 2.2 Archaeological potential and development of the area

Most of the village was cleared and rebuilt in the 18<sup>th</sup> century. The only surviving medieval remains within the settlement today are a section of the Chapel of St James, granted by Robert I to Dunfermline Abbey in 1320 in dedication to the patron saint of travellers. The remains of the chapel are also a Scheduled Ancient Monument (see Appendix 2 for full description).

The chapel was established in connection with the ferry across the Forth, with the date of its original foundation being unknown. The chapel is thought to have been destroyed by Cromwell's troops after the battle of Inverkeithing in 1651. A wall was built around the remains of the chapel and the burial ground when it passed to the North Queensferry Sailors' Society in the 18<sup>th</sup> century.



*Remains of St James' Chapel*



*Remains of St James' Chapel*

## 2.3 Development of the Area

Margaret, wife of King Malcolm Canmore, gave her name to the ferry crossing where the Forth narrows,

which she used frequently on her travels between Edinburgh and the royal residence in Dunfermline. She also encouraged pilgrimage to St Andrews, which increased traffic across the ferry.

By the 14<sup>th</sup> century the crossing was controlled by the monks of Dunfermline Abbey. After the Reformation in 1560 the rights to the ferry passage were divided between the local landowners and sold or rented. These shares gave exclusive rights to run the ferry, and responsibilities to provide a safe service, but the system was not satisfactory. Before the 17<sup>th</sup> century the ferry boats had to land on the rocks or the beach. The ferrymen lived and worked as a community on the Fife shore, known as North Ferry or North Queen's Ferry. The town had little purpose except as a ferry terminal, though in the 19<sup>th</sup> century "previous to the construction of the Great Bridge" it was a favourite summer resort for sea bathing.

Visible relics of the ferries include the pier built between 1810-13 by J Rennie and extended for steamships in 1828. The Railway Pier built in 1877 was also used by the car ferries. The light tower is situated at the pier head built in 1817 and the signal house is to the side of the pier.

West Fife was at risk of becoming isolated in the 18<sup>th</sup> century as routes down river became more popular and in 1809 the turnpike trustees compulsorily purchased shares in the ferry and improved the harbour facilities. In 1821 steam ferries were introduced, but in the 1840's railway development led to greater use of the ferry from Granton to Burntisland, thus by passing the North Queensferry route.

North Queensferry was recognised as an important site for coastal defence during the 20<sup>th</sup> century, and a battery was erected at Carlingnose in 1904. This was later replaced with concrete structures prior to the First World War and again during the 1930's, particularly in response to the increasing threat from the air to the rail bridge and the naval dockyard.

### **3.0 Townscape Analysis**

The information, contained in Section 3.1 and 3.2 is mainly sourced from "*Historic North Queensferry and Peninsula – the Scottish Burgh Survey*" by E Patricia Dennison and Russell Coleman (2000)

#### **3.1 Setting**



*Infilled Battery Quarry – home to Deepsea World since 1994*



*Foreshore area, West Bay*



*Looking south east across the Forth*

The village is situated on the south coast of Fife on a rocky headland which protrudes into the busy sea-lane of the Firth of Forth. The headland on which the village stands forms part of the Midland Valley Sill, a sheet of intrusive rock that underlines much of central Scotland. Exposed sections of it can be seen in road cuttings along the A90 and in the numerous quarries in the local vicinity. In the 1850s there were seven quarries on the North Queensferry peninsula alone. The whinstone (or dolerite) was quarried there to provide slabs, sets and kerbs for use in pavements, roads and harbours.

To the east and west of the lower village mud accumulates on the foreshore area and low lying raised beach deposits dominate the coastal edge. This area has great ecological value and has been designated as part of the Firth of Forth Special Protection Area and Ramsar Site under European and International Convention. Here the soil is generally fertile and well drained. Away from the coast, however, the soil has high clay content. Until the improvements of the eighteenth and nineteenth centuries this land was mostly moor, bog or loch.

The Ferry Hills above North Queensferry and Carlingnose to the east (both outwith the Conservation Area) remain unimproved, the thin soils covering the rock support rare grasslands. Parts of this land are now classified as a Site of Special Scientific Interest (SSSI). The diversity of the flora and fauna is increased by the presence of Ferry Loch, small, seasonally flooded mire which is also outside the Conservation Area.

The area has an open southerly aspect with panoramic views across the Firth of Forth to the Lothians and Pentland Hills beyond. The village offers excellent views up and down the Forth Estuary.

### **3.2 Topography and Street Pattern**



*Looking north up Main Street  
from the head of Town Pier*

The historic nucleus of the village is concentrated around the head of South bay on low lying ground. On the north side the land steeply rises up to the Ferry Hills and Castlehill to the east. The natural topography of the site constrained growth of the early settlement, with Castlehill to the south and east, St James' Bay to the east and to the west, West Bay. The small, terraced gardens which are visible to the head of South Bay are a reminder of the exposed rock setting.

Main Street is the focus of the village today, starting at the head of the Town Pier and running northwards then westward around West Bay. However, in medieval times the main route through the village would have run parallel with the coastline, starting at the head of South Bay and running on an east to west alignment. This was known as the King's Way, and it led from the ferry landing place at the head of South Bay around the coast to Dunfermline. There was also a second road in the medieval period, which led from South Bay over Kirkhill to the foot of The Brae and most likely following this line onto Inverkeithing. Both routes became toll roads in the 18<sup>th</sup> century. Today little remains of these historic routes as a result of re-development and quarrying in and around the settlement.

### 3.3 Building Styles

Three distinct phases of development are evident within the settlement:

- Medieval
- Post Medieval to Early Modern
- Modern Development

An outline of each is provided below. Please note that the information contained within this section has mainly been extracted from the Statutory Listing descriptions for each of the buildings featured.



*Black Cat Inn, 26-28 Main Street*

**Medieval Development** - very little medieval development survives, what remains is to be found in the lower part of the village at **St James' Chapel**, which is a Scheduled Ancient Monument dating from the 12/13<sup>th</sup> century (see page 7).



*Melinkie Cottage, Helen Place*

The oldest surviving property in the village the **Black Cat Inn** at 26-28 Main Street. The original owners were Thomas Peastie and Bessie Cruach (or Creech), their corresponding initials are carved into the window pediment. The North Queensferry Heritage Trust plaque states: "This old tavern was constructed in 1693." The building was formerly in use as a coaching inn.



*Helen Cottage, Helen Place*



*Heron House, Helen Place*



*10 Post Office Lane*

**Post Medieval to Early Modern** – the conservation area contains some very fine examples of 18<sup>th</sup> and 19<sup>th</sup> century buildings and structures, many of which are highlighted below.

Dating from the mid-18<sup>th</sup> century **Melinkie Cottage** at Helen Place is a fine example of a traditional vernacular cottage. The building was used as the village school from 1769 to 1827. During renovations carried out in 1999 it was revealed that the site was formerly part of St James's Bay. Also at Helen Place is **Helen Cottage**. This single storey 3 bay early 19<sup>th</sup> century cottage incorporated the lower and narrow single pantiled roof dwelling to the west circa 1960s to early 1970s. It forms part of the 18th century row of single and multi-storey dwellings forming large U-plan arrangement from No 4 Post Office Lane to No 1 Helen Place (formerly known as Chapel Place).

**Heron House** also on Helen Place dates from the 18<sup>th</sup> century. This building was formerly known as Herring House, with Heron presumably a corruption of herring as this house was used for smoking and storing fish. To the rear is **10 Post Office Lane** which is dated 1776. The house formerly abutting to the east is now demolished. The traditional marriage inscription and pantiles add interest to an early village street plan.

Moving west along Post Office Lane there are three other houses which all date from the late 18<sup>th</sup> Century. These include **4 and 6 Post Office Lane** which both formerly consisted of two houses that have later been converted to one. The ground level to the rear of Post Office Lane corresponds to 1st floor level at the front where entrances to upper flats were once located. Post Office Lane was formerly known as North Lane and was the main route down to the shore of St James's Bay, now mostly in-filled from quarrying. At the corner of Main Street and Post Office Lane, is **2 Post Office Lane**. This house is in a vernacular style that is a traditional feature seen in Fife coastal towns and villages. Once characteristic of local houses, the forestairs seen here are one of the few remaining in the village. The house was formerly two dwellings and is now converted to one. The ground in the garden rises to the south which is the former site of two



4,6 Post Office Lane



2 Post Office Lane



The Old Jail, Battery Road



Fourteen Falls, Chapel Place

stables.

**Fourteen Falls** is associated with the Chapel of St James, the front garden forms part of former burial ground. This house first consisted of a single storey dwelling (built circa 1705) and in the later part of the 18th century would have been extended to include a second floor consisting of a separate dwelling. Nearby at Battery Road is the **Old Jail**, which dates from the early 19<sup>th</sup> century. This house was used as a police station and jail from 1884 until 1960, when new premises were built on the Main Road. There were formerly two separate cells and one barred cell window to the rear still remains. Both cell doors are now located in the front garden forming part of the flowerbed. This house was formerly linked to Beach Cottage attached at the NE corner as there is evidence of a former doorway now blocked once connecting the two dwellings.

Also of interest on Chapel Place is **Clifton House** (not shown) which built for Thomas Thomson, skipper, North Queensferry in 1827. This 2-storey, 3-bay square-plan plain classical house features a pilastered doorpiece and a rounded 2-storey stair tower to rear and converted single storey 1-room stone cottage adjoining to east.

The early 19<sup>th</sup> century **Albert Hotel** occupies a prominent site at the corner of Main Street and Battery Road. It is one of only two remaining hostelries in this small village where there were once thirteen such establishments catering to the vital ferry trade. Originally known as Mitchell's Inn after its owner Robert Mitchell, this building was erected on the site of Hope Tavern which traded in the mid 18th century. This coaching house changed its name to Albert Hotel in honour of Queen Victoria and Prince Albert's arrival at the Town Pier in 1842. The bowed pub windows at ground floor level date from the Edwardian period.

Dating from the early 18<sup>th</sup> century **Pierhead House** on Main Street is prominently situated on the waterfront, with a rubble sea defence boundary wall to the east. It formerly abutted to a house to the south which is now demolished. The rear of the house is virtually unaltered.

Dating from the early 18th century the 2 storey, 2



*The Albert Hotel, 25 Main Street*



*The Albert Hotel, 25 Main Street*



*Pierhead House, Main Street*



*Pierhead House, Main Street*

bay traditional house which forms **Ivy Cottage** at 18 Main Street incorporates many later additions and alterations, most recently by Watson Burnett Architects in 1990. Although complicated in plan and elevation, this is a versatile adaptation of smaller buildings (including a former stable) to form a larger dwelling house. Ivy Cottage forms an integral part of the 18th century village townscape. Evidence of blocked openings to right south elevation was found in earlier photographs.

Dating from the 18<sup>th</sup> century **10 and 14 Main Street** are the only cottages in village to maintain original separate upper and lower flat arrangement, with upper dwelling (10 Main Street) accessed via a traditional forestair. It is situated in the middle of a 2-storey row of 18th century cottages formerly known as Davidson's Buildings. This lane or close now known as Charlie Black's Close was at one time known as Sylvester's Close, which led off the King's Way, the old road running along West Bay.

The Category A listed **Lantern Tower** by John Rennie on the Pierhead dates from between 1810-1812. The tower forms an historic association with the Ferry Passage and is linked to the contemporary construction of Signal House, Town Pier East Battery Pier and West Battery Pier. 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 along with the improvements made to the existing slip landings and piers at South Bay by engineer, John Rennie, a lighthouse and signal house were also erected with the help of the Trustees. The recently refurbished tower retains its original lantern and vent pipe. The world's smallest working lighthouse, it reopened to the public in June 2010, ninety years after it was last lit.

Just across from the Lantern Tower is **Signal House**, also by John Rennie and dating from the same period as the Lantern Tower. The building originally contained a room for the boat crews in waiting on the ground floor, and a room for the accommodation of the superintendent and for



*Ivy Cottage, 18 Main Street*



*10, 14 Main Street*



*Lantern Tower, Pierhead*



*Signal House, Pierhead*

conducting business connected with the ferry passage on the first floor. The Signal House was also used for the purpose of a light-house. The existing light room on the existing tower at the head of the pier was built in 1817 by Robert Stevenson having been transferred from the top of the Signal House built in 1812. John Rennie built the Signal House itself and probably co-operated with Robert Stevenson on preparation work for the light room installation. In 1817 this may also have been the case for the transfer to the purpose built tower at the pierhead. The reason for the transfer was the original position confused the ferryboats in navigating towards the pier and also did not act as illumination for the pier itself. Stevenson also designed the twin tower on the Hawes pier in 1812 for exactly the same reason.

The first ferry superintendent was Capt John Scott (1767-1850) of Seabank Cottage, who was appointed in 1810 and retired 1838. Discarded stone from crenulated parapet is now used in garden as part of the flowerbed. Old photographs indicate that the tower once had a spired roof. The spired roof was removed sometime after 1969 and prior to 1988.

The properties known as **The Brae** are a row of 2 cottages which are situated on a prominent site near the centre of North Queensferry village. Dated 1764 and 1791 these two 2-storey, 3-bay traditional houses in row now form single dwelling. Despite the outsized extension to the attic of the northerly dwelling (visible from the west and south, but not from the east or north) these well-maintained houses contribute to the early historic fabric of the village. As with most early houses in the village, these were probably first built as single storey cottages and were later converted into 2-storey dwellings. Two different types of stonework evident on the northerly house and a 1791 date stone which is located at 1st floor level, probably indicate that the houses were heightened at this time. The gun loop found to the south elevation is an unusual feature for this type of house. It is not known whether it was intended for defensive purposes or that it was simply incorporated into the wall as a decorative feature.

The **Old School House**, The Brae was erected in



*The Brae*



*Old School House, The Brae*



*Hill House*



*Brae House & White House*

1827 as the new school house for the children of North Queensferry as the former school at Melinkie Cottage, in use since 1769, was too small. The new building was a combined school and schoolhouse and was paid for by public subscription. When first built, this school was the last building in the village on the Ferryhills Road. It was used until 1875 when the children were moved to a new building (now demolished) adjoining to the west at which time the 1827 school was used entirely as the school master's residence. The west gable was reconstructed as a plain elevation when the 1876 school was demolished.

The **Brae House** and **White House** on Main Street are dated 1771 and 1778. This row of 2 houses is situated on a prominent site near the centre of the village. Despite the modern extensions to the rear of Brae House, these houses contribute to the early historic fabric of the village. Access to the upper dwellings was probably located to the rear of each house. Ramp access is still in place at the rear of White House. The initials, "T B" at Brae House refer to Thomas Brown, shipmaster.

The **Hill House** is situated in a prominent elevated position above the Main Road. The oldest parts of the rectangular plan house date from the earlier 19th century, substantial Arts and Crafts wings projecting south from the west gable were added in 1891 by Sydney Mitchell and Wilson to form what is now an L-plan house. The house is believed to be situated on land one time called Drummond's Garden, and built, as far as the rear portion is concerned, by Alexander Chalmers, Edinburgh, sometime prior to 1833. In particular the original entrance of the earlier house has been retained in keeping with the symmetry of the first house. The early well situated within the garden grounds is similar to Willie's Well located nearby at shore level.

Dated 1816 **Waterloo Well** is strategically located at the bottom of The Brae, the Waterloo Well was reconstructed from an existing well in the same position to commemorate the Battle of Waterloo. Used mainly for watering horses and washing coaches, it was also the chief supply of water into the village prior to the introduction of Glensherup water from the Ochils, piped-in from 1883. Directly behind the Waterloo Well are the **Pump and**



*Waterloo Well, The Brae*



*Jubilee Well, The Brae*



*Willie's Well, Main Street*

**Plaque.** The pump is typical of those introduced to the village for supplying Glensherup water from the Ochils, pumped-in from circa 1883. The plaque and stone casing covering an earlier well were probably erected after July 1822 when, according to records of the local Sailor's Society, there was the need to "raise the walls and put a lock on the well." The plaque most likely masks a viewing orifice and appears to have been subject to a locking device, the figures of the foreign sailor and the local woman refer to the days, when in times of drought, the women of the village tried to drive off the crews of vessels in the Firth of Forth who sought to replenish their water stores from an already scanty local supply.

**Willie's Well** is situated further west along Main Street. This well was a long-established source of fresh water for the village of North Queensferry presumably originating at Ferryhills, it is believed to have been in situ since at least the 17<sup>th</sup> century. Its use for washing is assumed by its close proximity to the common green (as it was known in the 17<sup>th</sup> century), which was probably also used as a bleaching and washing green, this green was located nearby to the west until it was displaced by the existing highway in 1773 - the former King's Highway ran alongside the green. By the end of the 19<sup>th</sup> century the well had fallen into disuse.

**Northcliff**, mainly by Kinnear & Peddie dates from 1882. Kinnear and Peddie undertook a re-working and extension of earlier 19<sup>th</sup> century square-plan mansion house. Indeed a carved stone dated '1821' sited at the entrance to Northcliff is thought to have been removed from the earlier building during the 1882 re-working. It is believed that the original part of the house was built by John Forsyth of Edinburgh sometime before 1816. **Fernbank** (not shown) is situated opposite Northcliff, to the west. Built as part of the 19<sup>th</sup> century villa expansion towards the west from the core of North Queensferry village, Fernbank retains a large ornamental garden and coach house original to the villa, while contemporary neighbours have subdivided their properties to accommodate modern houses.

The 2 storey **Craigdhu** on Ferry Road was built around 1853 by Robert Douglas a writer from



*Pump and Plaque , The Brae*



*Pump and Plaque , The Brae*



*Northcliff, entrance detail*

Dunfermline, following acquisition of the land on which it is built from the Ferry Barns estate which was feued in 1837 by the Guildry of Dunfermline. The contemporary L-plan stables, located to the SW of the villa within its boundary walls, have been converted into a cottage dwelling called Craighdu Cottage. Craighdu is best known for the discovery in 1857 of a prehistoric burial mound from which three cists were found measuring circa 12-15m in circumference. The position of the cairn is now thought to have been NW from the main entrance of the house.

**Seabank Cottage**, built in 1795, is said to be the earliest existing dwelling in the W part of North Queensferry village and is situated on strategic site along the Fife Coast. It purchased by the Forth Ferry Trustees in 1810 as the private residence for the newly appointed superintendent of the Queensferry Passage, Captain James Scott (1767-1850), who retired in 1839. The house was chosen because it offered a complete view of the passage. Scott was instrumental in introducing the steamer service from South Queensferry to North Queensferry and helped design the Queen Margaret, launched in 1821.

The **Royal Naval Signal Cottages** on Battery Road are a linear range of 6 single storey cottages dating from 1882-1883. Originally built as accommodation for married Coast Guard officers, patrolmen and their families. The property was effected as a result of the Forth Bridge Railway Act of 1873, which gave the Company the right to acquire the old Coast Guard Station to make way for the building of the then new Forth Bridge. In 1899 the Royal Navy took over an area of the site and formed a gun battery which was used during the First World War. The cottages were used between the Wars to accommodate the Forth River Pilots. It is understood that there were no gun emplacements on the site during the Second World War. The existing external WCs became redundant and are now used as stores.

**North Queensferry Station** was erected by the Forth Bridge Railway Company originally as a pair of ranges on opposite platforms circa 1890. Only the East block now survives. Similar station buildings were re-built (by the North British Railway



*Seabank Cottage, Ferry Road*



*Craigdhu, Ferry Road*



*Royal Naval Signal Cottages,  
Battery Road*



*Royal Naval Signal Cottages,  
Battery Road*

Company) at Inverkeithing. The station at North Queensferry forms part of the North Approach Railway and was built as part of the Forth Bridge construction master plan. The North Approach Railway is just over 3km in length commencing from the abutment at the north end of the Forth Bridge and terminating at Inverkeithing at the former junction with the North British Railway. The northern approach also includes the large viaduct at Jamestown. In the late 1980s, the remaining station building was closed and the platform window openings boarded up. It now operates as an unmanned station.

Spanning 2.5 km across the Forth the Category A listed **Forth Bridge** by Sir John Fowler and Sir Benjamin Baker was built between 1883-90. The design of the bridge is based on the cantilever principle and was authorised by a new Act of Parliament. The Bridge took 7 years to build and the 54, 000 tonnes of Siemens-Martin open-hearth steel was erected by 5000 men. On 4th March 1890 Prince Edward of Wales inserted the last rivet, which was gold plated, and declared the bridge open. Gustave Eiffel attended the opening ceremony of this monument to engineering, which has become a famed national symbol in much the same way as the Eiffel Tower and was declared by contemporaries to be one of the wonders of the world.

The **Railway Pier** served an important role in the history of the Queensferry Passage, with particular relevance to the improvement of the train service to Dunfermline prior to the opening of the Forth Bridge, which itself had been planned from 1873. The North British Railway Company secured rights to the Queensferry Passage in 1867 as an alternative to the Granton-Burntisland crossing, extending a line from Ratho first to Dalmeny then to Port Edgar (South Queensferry) by 1868. In 1872, a railway from Dunfermline to Inverkeithing and North Queensferry was planned by the Dunfermline and Queensferry Railway Company. This line was opened in 1877 and transferred to the North British Railway Company in the same year. Sir Thomas Bouch, engineer to the North British Railway, presumably designed and constructed the Railway Pier. Bouch was responsible for designing the failed Tay Bridge and also designed the first ferry in the



*North Queensferry Station*



*Forth Bridge*



*Railway Pier*



*Town Pier*

world to transport train carriages. Dubbed the 'floating railway', this service opened in 1850, transporting goods and not passengers between Granton and Burntisland. In 1887, there were five trains per day running from Edinburgh to Dunfermline, with a ferry crossing taking ten minutes. With the opening of the Forth Bridge in 1890, the Railway Pier continued to be used as a goods pier (until 1954) and became the main landing place for road traffic until the opening of the Forth Road Bridge in 1964 when the ferry passage ceased altogether. The ferry service was taken over in 1935 by William Denny and Brothers, Dumbarton, who were probably responsible for the extension of the east slip. The Railway Pier is now used as part of North Queensferry Marina.

The Category A listed **Town Pier** by John Rennie, 1810-1813 and extended Thomas Telford between 1828-1834 forms an historic association with Ferry Passage and is linked to the contemporary construction of the Signal House, the Lantern Tower, East Battery Pier and West Battery Pier. It was formerly called North Queensferry Pier and later Signal House Pier. The Town Pier became the main landing point for the ferryboats crossing from South Queensferry. In 1820, the steam ship Queen Margaret was put into use across the Queensferry Passage and consequently a longer pier was required to accommodate this new type of vessel. The Town Pier was the arrival point for Queen Victoria and Prince Albert in 1842. With the opening of the Forth Bridge in 1890, the Railway Pier built in 1877 at West Bay became the usual pier for road traffic.

The Category A listed **East and West Battery Piers** on Battery Road (not shown) by John Rennie were built between 1810-1813. The West Battery Pier is 98m long jetty runs north/south and is flanked on the east by rising ground of north cantilever of Forth Bridge. The East Battery Pier is a 70m long jetty. 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 extent of infill developments within the historic core is evident from Battery Road*



*Modern houses on Main Road*



*East Bay*



*K6 Telephone Kiosk, Main Street*

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.

### **Modern Development -**

There are a considerable number of modern properties which have been built within the conservation area, the biggest concentration being the new houses built in the 1990's around East Bay. These vary in size and generally do not blend well with the rest of the Conservation Area. The blanket use of red roofing tiles and lack of design variation makes the development sit awkwardly within the wider setting of the village. Throughout the historic core there is further evidence of ill planned recent development which erodes the overall quality of the area. These include properties along Battery Road, Main Street, Old Kirk Road and around West Sands.

The only modern listed structure within the Conservation Area is the **K6 Telephone Kiosk** on Main Street, also known as the Jubilee Kiosk, commemorating the Silver Jubilee of King George V. It was at this time the GPO set up a committee to redesign the telephone kiosk for mass production, with a Jubilee Concession Scheme providing one kiosk for each village with a Post Office. Scott was asked to design the new kiosk in March 1935, and after approval by the Royal Fine Art Commission, the K6 went into production in 1936. The new K6 was constructed from cast-iron and painted Post Office red (in 1924 the same commission had decided on the colour red for the kiosk, as it was "easy to spot and gave an authoritative and official character.").

### **3.4 Listed Buildings**

There are a total of 34 listed buildings within the conservation area, 5 are Category A listed, 14 are Category B listed and 15 are C(S) listed. A condensed summary of all 34 listed building descriptions is included in Appendix 2.

### 3.5 Building Materials

The historic area is unified by the use of certain building materials, e.g. the use of white painted render. Sandstone is also common, mainly on the 19<sup>th</sup> century buildings next to the Town Pier and along Main Street, Inverkeithing Road and Ferryhills Road.

Twentieth century infill developments are prominently constructed of brick with a cement render. The 1990's housing development to the east of the historic core is red brick.

Many of the buildings are clad in slate, which is characterised by its dark grey appearance. Scots, English and Welsh slates can be seen cladding roofs in the historic core as well as on properties in the Victorian and 1920's expansions to the north and west. Most of the slate roofs are in good condition, indicating regular care and repair of properties within the village. Where slate has been replaced concrete tiles in various forms tend to be used.

There are a few historic examples of clay pantiles used in the village. These can be seen on the Category B listed "Black Cat Inn" on Main Street which dates to 1693, at the Category B listed "The Brae" which dates to 1764 and at 10 Post Office Lane, a Category C(S) listed building.

### 3.6 Trees and Landscape

To the east of the village, beneath the site of the battery, the land has been designated as a Site of Special Scientific Interest (SSSI) as one of the few remaining calcareous grasslands in Fife, which supports plant species more usually found in the south of Britain. On the hilltop there is a patch of heath land dominated by bell heather which is particularly unusual. The variety of herb-rich as well as tall, neutral grassland areas support a diverse site in which can be identified a number of regional and national rarities. Carlingnose is a particularly



*Junction of Main Street and The Brae*



*Wooded areas surround the village*



*Wooded areas surround the village*

good vantage point for watching sea-birds such as skua during the autumn months.

Within the densely developed core of the village trees do not feature as a major element. However, they are an extremely important part of North Queensferry's setting. The Northcliffe Tree Preservation Order protects the majority of the trees that frame the lower part of the village.

### **3.7 Activity and Movement**

Within the village envelope there are public routes and paths at the Piggery Steps and Helen's Lane and Helen's Place to Battery Yard, at Willie's Well, at Sylvester's Close (recently re-named Charles Black Close) and the old Black Cat Inn to the foreshore and to Ferrycraig House. The age and complexity of the settlement inevitably results in very complex land ownership issues. There is, however, agreed access to the majority of the village, the foreshore and to the Coastal Footpath. Because the level of visitors is quite high and being actively encouraged it is considered important to consolidate and protect these route.



*Steps to Willies Well*

The Fife Coastal Footpath currently starts at the foot of The Brae. Fife Council and Fife Coast and Countryside Trust opened a new section of path running from North Queensferry to Kincardine Bridge in 2011.



*Footpaths at Chapel Place and Helen Place*



*Footpaths at Chapel Place and Helen*



*Fife Coastal Footpath*



*Main road into North Queensferry*

### 3.8 Public Realm

The earliest public paths and road surfaces are likely to have been formed from the residue of the construction industry. Hardcore comprising of many different materials will have been used to stabilise the surfaces adjacent to buildings. Formalisation of roads and pavings will have been improved with the introduction of dry bound macadam surfaces. These were essentially crushed and rolled stone laid with a high dust content. It is likely that this surface will still form the base for some of the modern “blacktopped” roads. Areas such as the harbour side where traffic was most intense, together with the steeper roads, will have been the first to be constructed from setts. Drainage channels at the roadside were also formed from stone setts at an early stage. It is likely that early sett work will have been sandstone, whin setts being introduced later. The setts were laid in random pattern. Kerbs were whin stone and evidence remains which suggest that some of the pavements were cobbled.

Modern materials creeping into more frequent usage include concrete block paviors, concrete slabs and pre-cast concrete kerbs. Traditional materials have been used extensively in recent conservation projects albeit in non-traditional forms. The use of Yorkstone paving on the Battery Road seating area with traditional railings and bollards and more modern curved benches enhances the environment significantly. Other areas improved in



*The Brae seating area*



*Battery Road seating area*



*The neglected West Sands seating area*



*Lantern Tower, Pierhead*

the late 1990's include Post Office Lane, Main Street and the Town Pier.

### **Furniture**

Evidence of street furnishings prior to the use of photography is difficult to find. Hand-rails tended to be simple unembellished wrought iron, unless they had a more civic role e.g. around a church, where they might be cast iron and highly ornamental. Generally posts would be timber or stone and cast iron bollards, where they existed, were based on traditional patterns. The harbour areas would have been "fitted" with basic industrial quality furnishings, all functional.

Early public street lighting was gas, lanterns supported on cast iron columns and there were also wall mounted lanterns. Lighting patterns remained remarkably constant for many years. From the sixties onwards there has been constant renewal and updating and the range and form of light fittings became extensive. "Conservation" quality fittings are a relatively recent arrival; late eighties onwards. There are a variety of styles of lighting columns of differing quality in use within the conservation area today.

Until fairly recently there would have been little provision in way of seating or bins in areas other than parks or places where people were expected to congregate, such as the railway station. Civic provision of these items appears to have started in earnest within Fife in the early 1950's. Prior to this period the park furniture was predominantly wrought iron or rusticated cast iron.

### **3.9 Negative Features**

The extent of loss, intrusion and damage in the area is significant, with a number of negative features adversely affecting the overall historic character of the area. This includes:

- Unsympathetic developments at West Sands, Main Street, Old Kirk Road and Battery Road
- incremental changes to the historic fabric (eg. replacement windows, roofing materials, exposed cabling, satellite dishes, cement renders, etc)
- Poorly maintained public realm. In addition a



*Pierhead Buildings – a variety of window designs and varying types of slate detract from the quality of these buildings*



*Battery Road – poorly maintained public realm and inappropriate infill developments within the historic core*



*An example of an inappropriate windows and roofing tiles seen on an historic building within the historic core*



*Flats on Old Kirk Road – satellite dishes, an over scaled building generally lacking in build quality and character*

lack of cohesion exists with a variety in quality and style of lighting, paving street furniture being used which detracts from the overall impact of the area.

#### **4.0 Character Areas**

The village has a variety of outstanding characteristics which stand alone – such as the Forth Bridge and the various piers and bays which surround the settlement. However, for the sake of simplicity the village can be divided into two separate areas of development the oldest part of the settlement are generally concentrated on the flatter land in the **lower village** with later expansion seen on higher ground, which is referred to in this document as the **upper village**. A summary of each of these areas is provided below:



*East side, Main Street*

#### **The Lower Village**

The lower village is effectively split in two by the piers of the Forth Bridge which dominate the setting of this part of the village. These two sections of the lower village fall to the east and west, as outlined below.



*Davidson's Buildings, 10-14 Main Street*

To the west side is the core of the village clustered around South Bay the lower section of Main Street, Post Office Lane, Helen Place, Chapel Place, Battery Road and the old Town Pier. Characteristics in this part of the lower village



*Looking south east along Battery Road*



*Looking south east along Main Street*



*Looking west up Forthside Terrace*



*Looking east along Forthside Terrace*

include tight urban form, with many areas only accessible by foot. Garden ground tends to be limited, with developments from various periods tightly packed into the limited space available – especially around the remains of St James' Chapel most likely the heart of the medieval settlement. It also functions to a degree as the commercial centre of the village (there are two hotels and a limited number of other small businesses operating there). Moving south along Battery Road the ground begins to rise, leading to the Battery Road car park and further along up to Castlehill the site of the Royal Naval Signal Cottages. Nestled below on the south side are the remains of the West and East Battery Piers, and to the north side is situated the former Battery Quarry now home to Deepsea World Sealife Centre.

To the east Old Kirk Road passes under the Forth Bridge and links to Forthside Terrace and more recent residential developments at Helen Lane, East Bay and Deep Sea World. The characteristics of this area are harder to define with the exception of some late 19<sup>th</sup> and early 20<sup>th</sup> century cottages along Forth Side Terrace the remainder of the area is late 20<sup>th</sup> century 'blanket' development. Deep Sea World is situated in the former Battery Quarry.

### **The Upper Village**

This area comprises of the Railway Station, leading down The Brae and west along Main Street to Ferry Road, Ferry Lane and the B981. With the exception of the Railway Station which is at the highest point in the conservation area the remainder is residential development of varying periods. The oldest buildings being found at the foot of The Brae and on Main Street overlooking West Bay, the properties vary in age throughout this character area. Unlike the lower village, where land is at a premium, plot sizes are more generous within this character area the trade off being the steeply sloping ground on which many are built. Large villas such as Hill House and North Cliff give an indication of how great an incline there is in the surrounding land on the north and west sides of the conservation area. Many properties enjoy spectacular views across the West Bay towards the Forth Rail and Road Bridges and beyond. Terraced gardens, dense woodland with a mix of whin and sandstone retaining walls feature along north side of Main Street onto B981.



*Looking south towards Castlehill, across Deepsea World carpark entrance*



*Looking east along Helen Lane*



*Private drive to Hill House*



*Main Street and The Brae junction*



*Varying roof heights*



*Retaining wall along the B981*

## **5.0 Conservation Management Strategy**

### **5.1 Development and Enhancement Opportunities**

North Queensferry Community Council and other community groups in the village have expressed an interest in taking possession of the harbour area with a view to implementing a programme of works to regenerate the area. These would include repair and improvement to the piers and other infrastructure to allow their full re-use including possible construction of a new Bridge Interpretation Centre and linkages to the Fife Coastal Path. They anticipate accessing various funding streams, some of, which are not available to the Council including Heritage Lottery Fund and Historic Scotland monies.

### The Forth Bridge as a potential World Heritage Site

World Heritage Sites are places of outstanding universal value for their cultural, natural or combined qualities inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) under the World Heritage Convention. In 2011 there are 936 sites globally, with 28 in the UK and 5 of these located in Scotland.

Individual governments are responsible for nominating sites in their countries and this is done, in the case of the UK, via the Department for Culture, Media and Sport. Nominations are drawn from national Tentative Lists prepared by each country. The Scottish Government, (Historic Scotland acting for cultural sites), is responsible for nominations and in collaboration with local stakeholders, most notably local authorities, is answerable for assuring the continued outstanding universal value of sites. UNESCO has asked that regions (e.g. Europe and N America) and types already well represented in the lists should slow down the rate at which they are put forward, in order to give priority to under-represented countries.

The UK Tentative List (published in 2011, and the preceding one, in 1999 see [http://www.culture.gov.uk/news/media\\_releases/7968.aspx](http://www.culture.gov.uk/news/media_releases/7968.aspx) and <http://whc.unesco.org/en/tentativelists/1324/> ) already include the Forth Bridge but the list is reviewed every 10-14 years to determine which sites still deserve inscription and which may need to give way to new proposals. An important consideration for inclusion in the list is that the

relevant authorities fully endorse the site being given this status. In the case of the Forth Bridge, those authorities are Fife and City of Edinburgh Councils as local authorities, both of which have formally agreed to support the inclusion of the Forth Bridge in the list.

This Conservation Area Appraisal aims to demonstrate the safeguards given by the planning authority to the setting of the bridge. It also offers a means for communicating local community support and interest in its historic environment. The slight enlargement of the Conservation Area in 2002, as was indicated would happen in the tentative list text, has helped to further strengthen the buffer zone, or setting.

## **5.2 Boundary Refinement**

The current boundary was extended in 2002 and there is no further proposal to either extend or refine the boundary at present.

## **5.3 Planning Policy**

The policies contained in this management strategy compliment the conservation area appraisal, and comply with:

- Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997
- Town and Country Planning (Scotland) Act 2007
- Planning etc (Scotland) Act 2006
- Ancient Monuments and Archaeological Areas Act 1979
- Town and Country (General Permitted Development) (Scotland) Order 1992
- Scottish Historic Environmental Policy (SHEP) – October 2008
- SPP 23 Planning and the Historic Environment – 2008
- Planning Advice Note 71: Conservation Area Management – 2005
- The Finalised Fife Structure Plan 2006-2026 – Adopted by Fife Council April 2006
- Fife Council Dunfermline and The Coast Local Plan – Adopted April 2002
- Draft Dunfermline and West Fife Local Plan (December 2009)
- Article 4 Directions (Article 4 of the Town and

Country (General Permitted Development) (Scotland) Order 1992)

- Fife Council Urban Design Guidelines
- Fife Masterplans Handbook
- Fife Council Design Guidance Notes - Various

The Fife Structure Plan seeks to safeguard Fife's heritage and natural environment by encouraging the re-use of buildings of historical or architectural interest; prioritising the use of brownfield sites for housing or other appropriate development; and encouraging development which would assist in urban regeneration. Policy SS1: Settlement Development Strategy puts the onus upon Local Plans to focus future development within existing settlements, and amongst other things the policy states that "the Council will have regard to the protection of built heritage or natural environment". Although the Structure Plan has no specific policy relating to built heritage it does recognise the importance of Fife's historic environments and for the need to preserve and enhance these environments. Once again the Structure Plan puts the emphasis upon the Local Plan Policies to provide for protection for the built and historic environments and for archaeology.

The Dunfermline and the Coast Local Plan (April 2002) provides the main policy framework for North Queensferry. The first policy contained in the Plan sets the tone for the document. Policy S1 indicates that Fife Council will ensure that all development proposals are undertaken in a manner which is consistent with the principles of sustainability. The Local Plan provides the framework which will secure, for the long-term. It is this statutory framework which will ensure, also, that all the improvements are carried out in a fashion most appropriate to the sensitive and imaginative conservation of the area. In summary, this framework is as follows:

Policies BE8 to BE14, covering Conservation Areas, alterations and extensions to listed buildings, demolition of listed buildings, setting of listed buildings, window policies and changes of use of listed buildings and Historic Gardens and Designed Landscapes;

- Proposal PR4 indicates that Fife Council, in

partnership with communities, will prepare conservation plans for Conservation Areas in the Local Plan Area.

- Proposal PR7 directs that Article 4 Directions for Conservation Areas will be updated and revised within the Plan period;
- Proposal PR8 states that Fife Council will promote the rehabilitation and repair of historic buildings at risk
- Proposal PR9 indicates that Fife Council will promote interpretation of important townscape and historic features of the built environment;
- Proposal PR15 states that Ancient Monuments and Archaeological sites and their settings will be protected and conserved in-situ.
- Proposal PR16 makes provision for the promotion and interpretation of ancient monuments and archaeological sites.
- Proposal PR17 directs that provision for archaeological investigation and recording will be required in certain circumstances and that developer funding may be sought to help facilitate such work.

Provision of interpretation as outlined by Proposals PR9 and PR16 of the Local Plan will be guided by Fife Council's "Fife Interpretation Strategy".

#### **5.4 Long Term Management**

The Draft Dunfermline and West Fife Local Plan (December 2009) replaces the Dunfermline and Coast Local Plan (April 2002) and the West Fife Villages Local Plan (October 2002). The policies contained within the replacement plan provide a continuing commitment to regeneration and enhancement of the built heritage up to 2018. A list of relevant policies is outlined below:

- Policy E2 Development Within Town and Village Envelopes
- Policy E3 Development Quality – Environmental Impact
- Policy E4 Development Quality – Design
- Policy E5 Housing Development and Open Space
- Policy E7 Conservation Areas
- Policy E8 Listed Buildings

- Policy E9 Demolition of Listed Buildings
- Policy E10 Protection of Orchards and Riggs
- Policy E11 Historic Gardens and Designed Landscapes
- Policy E12 Ancient Monuments and Archaeological Sites
- Policy E24 Tree Preservation Orders

The Local Plan illustrates development boundaries up to 2026 consistent with the Fife Structure Plan. Detailed 10 year allocations commencing from 2011 are provided alongside a strategic development framework and thereafter masterplan.

### **5.5 Supplementary Planning Guidance**

In addition to the statutory plan framework outlined above, Fife Council has a series of Planning Customer Guidelines which supplement the adopted policy framework and provide general and specific guidance and set design standards for conservation areas. Relevant Planning Customer Guidelines from the series include:

- Windows in Listed Buildings and Conservation Areas
- Display of Advertisements
- Creating Better Places – The Fife Urban Design Guide
- Shopfront Design
- Painting the Exterior of Listed and Non Listed Buildings in Conservation Areas

Fife Council also takes enforcement action against unauthorised development. In particular, it has a track record of ensuring that the quality and attractiveness of historic buildings and areas are not eroded by unauthorised or inappropriate development. This is further supplemented by the use of urgent and full repair notices that are most commonly applied under Building Regulations legislation. Where necessary the Council is also committed to the use of Compulsory Purchase to secure the repair or redevelopment of buildings and sites.

### **5.6 Article 4 Direction**

In order to properly ensure that the character of a conservation area is not affected by inappropriate

alteration or development additional controls are generally used by making what is known as an Article 4 Direction (Article 4 of the Town and Country (General Permitted Development) Scotland, Order 1992). Article 4 Directions are in place in all existing conservation areas in Fife and they can be varied according to the particular needs and character of an area.

The North Queensferry Outstanding Conservation Area was designated on 8 January 1985 and extended in 2002 as part of the adopted Dunfermline and Coast Local Plan. An Article 4 Direction under the Town and Country (General Development) (Scotland) Order 1981 covers the original conservation area. It is proposed to replace this Direction with the Article 4 Direction outlined in Appendix 3 which will apply to the whole conservation area.

### **5.7 Grants and Funding**

There are no grant schemes available or planned for North Queensferry Conservation Area in the foreseeable future. Limited grants may be available from Historic Scotland for listed buildings in need, such as buildings at risk, and these are assessed competitively. Historic Scotland support for conservation areas is channelled through local authorities and target those conservation areas that are most in need of regeneration. Refer to <http://www.ffhb.org.uk/>

### **5.8 Monitoring and Review**

The Conservation Area appraisal will be periodically reviewed in keeping with long term management agenda set out for the Local Plan which covers the area, as outlined in Section 5.4.

### **5.9 Further Advice**

For general advice and advice on grants contact:

Planner (Built Heritage)  
Fife Council  
Enterprise & protective Services  
Town House  
1 Wemyssfeild  
Kirkcaldy  
KY1 1XW

Telephone: 08451 555 555 (X476998)

### **5.10 Recommended Reading and Other Resources**

The following books, reference library and websites are recommended:

- E Patricia Dennison and Russell Coleman, 2000 **“Historic North Queensferry and Peninsula – the Scottish Burgh Survey”**
- Gifford, J, 1988 **”The Buildings Of Scotland – Fife”**, Penguin Books, London
- Pride, G.L, 1999 **“ The Kingdom of Fife – An Illustrated Architectural Guide”**, Inglis Allen, Edinburgh

Contact **Dunfermline Reference Library** to view an extensive photo archive which covers many parts of Fife.

[www.fifedirect.org.uk](http://www.fifedirect.org.uk) The Fife Council website offers general information on listed buildings and conservation areas.

[www.historic-scotland.gov.uk](http://www.historic-scotland.gov.uk) The Historic Scotland Website is good for general advice on maintaining listed buildings but it also provides full listing details of all of Scotland’s listed buildings.

## **APPENDIX 1 BOUNDARY DESCRIPTION AND SCHEDULE OF STREETS WITHIN THE CONSERVATION AREA**

Starting at the southern point of Railway Pier, the boundary heads north following the foot of the sloping masonry of the west-side of the pier for a distance of approximately 250m. It then turns due west across the mud flats to meet and then follow the Mean High Water Level until approximately 25m east of The Forth Road Bridge, where it then turns north along the boundary wall to the west of 'Criagdhu House'.

On meeting Ferry Road, it turns at right angles eastwards along the boundary wall of 'Craigdhu House and along the south side of Ferry Road, then turns north-north-west and follows the boundary wall between 'Fernbank' and 'Hope View'. It then turns 90 degrees north-north-west along th4e wall to the west-side of the Main Road and continues in a straight line as it crosses Main Road to meet the north-west corner of the boundary wall of 'Northcliff House'. The boundary proceeds in an east-north-east and easterly direction till the 'Northcliff House' boundary takes a right turn south. It then follows this wall for approximately 100m including the curve eastward and then along the north edge of the driveway to 'Northcliff House' until it meets Mount Hooly Crescent. It then heads south along the wall for approximately 25m before turning left and following the boundary wall which curves northwards to the junction of Mount Hooly Crescent and Whinny Knowe.

It then crosses the road and turns right to follow the boundary wall of Ferryhill Road southwards for 25m until the railway bridge, then turns east. The boundary continues to follow the wall for a further 12m, then follows the eastern edge of a footpath south-east, then south for approximately 75m. It then follows the bottom of the railway embankment south-south-east for a further 75m approximately.

The boundary then heads south-south-east for 25m to join the north edge of a path, at the bottom of an embankment. The boundary then continues to follow the foot of the embankment for approximately 105m until it joins Helen Lane. It then heads due east across a path until it joins St. James' Bay, then turns north following the Mean High Water Level. It then turns due east until it meets the Mean Low Water Level, then heads south-east across St. James' Bay to the end of the southern wharf.

The boundary then proceeds southwards along the Mean High Water Level for a distance of approximately 475m, till it meets the Pilot Boat Slipway. It then follows and afterwards the boundary continues to follow the Mean High Water Level around the Forth Rail Bridge foundations, until the most westerly point is reached. Then heads in a direct line westward across South Bay and West Bay until reaching the starting point at the southern-most end of Railway Pier.

## **STREET INDEX**

### **Battery Road**

Odds 1-3  
Bayview  
Beach Cottage  
The Chalet  
Fair Winds  
Hampton Cottage  
Laurel Cottage  
Lynheath  
New House (not named yet)  
North Craig Cottage  
Signal Station

**Chapel Place** – all

**East Bay** – all

### **Ferry Lane**

Nos. 1-5

### **Ferry Road**

Craigdhu House

### **Ferry Hills Road**

No properties in this area

**Forthside Terrace** – all

### **Helen Lane** –

All except sewage works

**Helen Place** - all

**Main Street** – all

**Old Kirk Road** – all

**Pierhead** – all

**Post Office Lane** – all

**The Brae** – all

**West Sands** - all

### **Main Road**

Odds 15-21  
Bankton Cottage  
Bankton House  
Bowis Hill  
Craigmhor  
Craig Mhor

Dean Cottage  
Fernbank  
The Gatehouse  
Jaytu  
Kintore  
Laundry Cottage  
Lower Bankton  
Newhaven  
Newhaven House  
North Cliff Cottage  
Northcliff  
Northcliff Lodge  
Northcliff Mansion  
Rod-lin  
Rosewell  
Scotts Brae  
Seabank Cottage  
Shoreland  
White House  
Whitehouse

**APPENDIX 2**

**LISTED BUILDINGS WITHIN THE CONSERVATION AREA**

**Item No.      Address                      Description and Listing Category**

06	Forth Bridge	<p>Sir John Fowler and Sir Benjamin Baker, 1883-90; Sir William Arrol and Joseph Phillips, contractors. Steel railway viaduct connecting southern and northern shores of Firth of Forth. Constructed on cantilever principle; 2 main spans flanked by 2 side spans; 3 cantilevers connected by girders' central cantilevel rests on Inchgarie rock (Dalmeny Parish); piers of concrete and masonry. The length of the bridge is 2.5km. Listing includes surviving pier of bridge designed by Thomas Bouch under construction when Tay Bridge collapsed in 1879 and subsequently abandoned. Brick pier now supports lighthouse with cast-iron columns, bracketed gallery and sectional cast-iron lantern with diamond and triangular-paned glazing.</p>	A
	St James Chapel	<p>The chapel was established in connection with the ferry across the Forth, though the date of its original foundation is unknown. In 1320x22 Robert I granted the chapel to Dunfermline Abbey, with instructions that it was to be served by two chaplains. These chaplaincies had apparently ceased to be appointed by 1479, when Abbot Henry Creichton of Dunfermline established a new chaplaincy, with provision for a manse to the north of the chapel and two acres of ground, apparently to the west of the village.</p> <p>After the Reformation the chaplaincy appears to have been regarded as a perquisite that could be granted out, and although a vicarage was established in 1582 this was evidently a sinecure.</p> <p>The chapel is traditionally said to be have been destroyed by Cromwell's troops after the battle of Inverkeithing in 1651. In the eighteenth century the remains of the chapel and the burial ground passed to the North Queensferry Sailors' Society, who built a wall around it. This work is commemorated in a tablet inscribed THIS IS DONE BY / THE SAILERS IN / NORTH FERRIE / 17 52.</p>	Scheduled Monument

10	North Queensferry, Battery Road, East and West Batter Piers including shoring and viewing area below Forth Bridge North Cantilever and boundary walls	John Rennie, 1810-13; 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 to end, drystone rubble, slabs keyed with sing blocks. Setts extended over ground approaching both E and W piers.	A
11	North Queensferry, Battery Road, Old Jail	Early 19 <sup>th</sup> century. 2-storey, 3-bay rectangular-plan house (formerly village jail); later central projecting square stair tower to rear. Coursed and snecked rubble; stone cills; hammer-dressed ashlar dressing and quoins.	C(S)
12	Battery Road, Royal Naval Signal Station Cottages, including gatepiers and boundary walls	1882-1883. Linear range of 6 single storey cottages and studio flat; advanced central cottage to front; advanced outbuilding to rear, arranged in cruciform plan. Rendered; painted base course; stone cills; segmental-arched openings interspersed with square-headed blind shallow panels throughout. Raised concrete pavement surrounding entire building.	B
15	North Queensferry, Chapel Place, Clifton House	1827. 2-storey, 3-bay square-plan plain classical house with pilastered doorpiece, rounded 2-storey stair tower to rear and converted single storey 1-room stone cottage adjoining to E. Droved snecked and square sandstone to front, random rubble to sides and rear with part rendering to W elevation; base course; stone cills; painted margins.	B
16	Chapel Place, Fourteen Falls including boundary walls	Later 18 <sup>th</sup> century. 2-storey, 3-bay rectangular-plan house with ground floor as raised basement. Random rubble; painted entrance elevation. Painted margins stone cills. Modern single storey extension to front left; modern single and 2-storey extensions to rear.	C(S)

17	Ferry Road, Craigdhu, including boundary walls and gatepiers	Circa 1853. 2-storey and attic irregular-plan Italianate villa with central 3-stage piended stair tower, rusticated conservatory to principal entrance to E. Central gabled 3-storey section to S elevation with flanking 2-storey dormered single bays. Rendered; painted margins. Hoodmoulds over ground and 1 <sup>st</sup> floor windows; canted bay windows S and W. Arcaded bipartite windows to upper stage of tower. Overhanging eaves with double bracketed gables and finials.	B
19	Ferry Road, Seabank Cottage including boundary walls	1795. 2-storey, 3-bay, rectangular-plan house; later 20 <sup>th</sup> century flat roofed extension to N. Random rubble, stone cills. Sited on ground falling to S.	B
23	Ferryhills Road, North Queensferry Station including fence and footbridge	Circa 1890. Single storey, rectangular-plan station and timber footbridge to s over railway. Later 20 <sup>th</sup> century single storey flat-roof rectangular plan shed (to W of rail line) with commemorative Forth Bridge centenary mosaic (1990) to W elevation. Timber-built station on brick base. E elevation; 8 blind painted windows and cill course. S elevation; 2-leaf timber boarded doors with moulded architrave and large round-arched fanlight. W (platform) elevation; 3 timber panelled doors, timber framing (former central windows boarded up); full-length cantilevered awning with decorative valance; triangular roof ventilators to left. Pitched roof; graded grey slates; overhanging eaves with exposed rafters; coped brick ridge stacks; circular clay cans. Timber picket fencing along railway lining E and W platforms. Timber and steel-trussed footbridge to S.	B
24	Helen Place, Helen Cottage	Early 19 <sup>th</sup> century. Single storey, 3-bay cottage, additional single bay adjoining to left incorporating former single-room dwelling, piended and flat-roofed extensions to rear. Rendered; painted margins.	C(S)
25	Helen Place, Heron House	18 <sup>th</sup> century; 20 <sup>th</sup> century alterations. Single storey and attic, 2-bay square-plan house (former smoke-house). Random rubble, harl pointing, painted to E, rendered to N; painted margins.	C(S)
26	Helen Place, Melinkie Cottage	Mid 18 <sup>th</sup> century. Single storey, 4-bay rectangular-plan traditional cottage. Harled; stone cills.	C(S)

27	Hill House including boundary walls and well	Earlier 19 <sup>th</sup> century rectangular-plan house with substantial Arts and Crafts wing projecting S from W gable, Sydney Mitchell and Wilson, 1891 to create L-plan. Earlier 19 <sup>th</sup> century section: 2 storey and abasement, 3 bay. Squared and snecked rubble to S; rendered to E and N; stone cills; hammer dressed ashlar quoins; eaves course. 1891 wing: coursed rubble, harl pointing, ahslar margins; straight moulded quoins; base course. Half-timbering; bracketed roof; decorative windows to S and E.	B
28	Main Street, Brae House and White House	Dated 1771 and 1778. Row of two 2-storey, 3-bay traditional rectangular-plan houses (Brae House to E; White House to W). Brae House; rendered; painted margins; inscribed lintel above door "TB 1771". Non-traditional dormers to front; late 20 <sup>th</sup> century pitched and flat-roofed extensions to rear. White House; rendered to S; harled to N and W; blue painted margins. 3-faced sundial corbelled from party wall, dated 1778. Ground sloping to S.	C(S)
28a	Main Street, K6 Telephone Kiosk	Sir Giles Gilbert Scott, 1935; produced 1936-1968. Standard K6 telephone kiosk comprising 3 sides of lying-pane glazing (8 high) with narrow margin lights (one glazed side with cup handle aligned with 4 <sup>th</sup> /5 <sup>th</sup> pane forming door) and a blind cast-iron panel to rear holding telephone and shelf. Rectangular glass opal with TELEPHONE in black lettering to each side with vent below and central embossed crown surmounting; rising into 4 segmental-headed pediments terminating in a saucer dome. Cast-iron, painted Post Office red.	B
29	Main Street, Willies Well	Possibly 17 <sup>th</sup> century. Barrel-vaulted well set into random rubble wall; 20 <sup>th</sup> century commemorative iron gate with decorative lion rampant casting. North Queensferry Heritage Trust plaque to right.	B
30	25 Main Street, Albert Hotel	Early 19 <sup>th</sup> century. 2-storey, attic and basement (to rear), 3-bay hotel with wide 3-bay return elevations. Coursed squared rubble to N and W; random rubble to S and E; stone cills; tooled dressings to front and N elevations; long and short droved quoins; base course to N and W; eaves course to N and W. Pilastered doorway; Edwardian pub windows to ground floor.	C(S)
31	10,14 Main Street (Davidson's Buildings)	18 <sup>th</sup> century. 2-storey, 3-bay rectangular plan mid-row tenement. Rendered; painted margins; stone cills. Ground sloping to W.	B

32	12 Main Street, (Davidson's Buildings)	18 <sup>th</sup> century. 2-storey, 3-bay, rectangular-plan end of row house. Rendered; stone cills to N. Chamfered arris to SE. Ground steps down to W.	C(S)
33	North Queensferry, 16 Main Street, Weston House (Davidson's Buildings)	18 <sup>th</sup> century; late 19 <sup>th</sup> gabled dormers; late 20 <sup>th</sup> century single storey addition to N. 2-storey, basement and attic, 2-bay, square-plan end-of-row house. Rendered. Half-timbered dormers to N and S. Crowstepped gable to W. Ground sloping down to W.	C(S)
34	18 Main Street, Ivy Cottage	Early 18 <sup>th</sup> century; later additions and alterations, Watson Burnett Architects, 1990. 2-storey, 2-bay traditional house linked to single storey former stable, now forming substantial dwelling house of irregular plan, with gable ends to street. Harled and painted rubble; painted margins; stone cills.	C(S)
35	26,28 Main Street (Black Cat Inn)	1693. Two 2-storey houses (formerly an inn), 3-bays to No 28 (to S), 2-bays to No 26 (to N), rectangular-plan. Rendered, random rubble to S: stone margins to front, painted margins to rear. Inscribed pediment above ground floor window.	C(S)
36	Main Street, Pierhead House	Early 18 <sup>th</sup> century; later alterations. 2-storey, attic and basement to rear, 3-bay traditional house and former shop. Rendered; painted margins. Timpany gable. Sited on ground falling to the E.	B
38	Pierhead, Lantern Tower	John Rennie, circa 1810-1812. Small hexagonal lighthouse (5m high, 1.22m wide per side) standing above the landward end of the Town Pier (see separate listing). Dressed sandstone ashlar; projecting circular base (35cm high); string course above door; semicircular recess centred above door; string course above recess; banded and ovolo moulded eaves course; stone parapet above. Timber boarded door. Octagonal, ribbed copper dome with cruciform metal vent pipe, lower half glazed, 4-pane metal framing to each side.	A

39	Pierhead, Signal House, including entrance gates and boundary wall	1810. 2-storey octagonal-plan tower signal house (now residential) with projecting 3-stage stair tower to SW; substantial later 19 <sup>th</sup> century 2-storey rendered and slated rectangular-plan addition encapsulating half of tower house to N; small, flat-roofed, single storey mid-20 <sup>th</sup> century extension to SW. Dressed and coursed ashlar; moulded string course above windows to ground floor and to 1 <sup>st</sup> and 2 <sup>nd</sup> stage of stair tower; coped and crenellated parapet; diagonal buttresses (3 buttresses transposed to N elevation of later addition).	A
40	2 Post Office Lane	Late 18 <sup>th</sup> century. 2-storey, 3-bay rectangular-plan cottage, large single storey lean-to modern extension to S, forestair to N. Rendered; painted margins; stone cills.	B
41	4,6 Post Office Lane	Late 18 <sup>th</sup> century. Row of 2 symmetrical 2-storey, 3-bay square-plan houses, modern extensions to rear. Rendered; painted margins; stone cills.	C(S)
42	10 Post Office Lane	Dated 1776. 2-storey, 3-bay square-plan traditional house with modern 2-storey extension and conservatory to rear. Painted harling; dressed stone margins.	C(S)
43	Railway Pier including Associated Goods Yard Pier and Disembarkation Pier	Possibly Thomas Bouch, 1877; E slip extended circa 1935. Long jetty and pier-head, with associated former goods yard pier to E. Large squared concrete blocks in courses, hammer-dressed sandstone coping; sett and concrete surfacing; steel buttresses along lower slipway; steel mooring bollards to lower and upper jetties; sloping masonry to W with ferry moorings. Entire structure partially covered by concrete render and tarmac. Square raised signal cabin, partly derelict, standing on upper level. GOODS YARD PIER: sloping coursed masonry and random rubble, tarmac surface. Associated timber and steel square disembarkation pier off shore to E, gangway now missing.	B

46	The Brae	Dated 1764 and 1791. Two 2-storey, 3-bay traditional houses in row (now forming single dwelling). House to S: random rubble to E; rendered to S; painted rubble to W. Stone cills; broached and tooled rybats to original openings; concrete margins to renovated openings. Marriage lintel inscribed "17—HM 64" (2 initials obscured). Forestairs. House to N: random rubble to lower half of E elevation, Aberdeen bond to upper half; rendered to N and W. Stone cills; broached and tooled rybats to original openings; concrete margins to renovated openings. Circular forestairs. Late 20 <sup>th</sup> century cantilevered attic extension to rear.	B
47	The Brae, Old Schoolhouse	Dated 1827. 2-storey, 3-bay rectangular-plan former school house with square stair tower to N (rear); modern garage to W. coursed hammer-dressed sandstone ashlar to S; rendered to W; painted rubble to S; stone cills; hoodmoulds; eaves course. Advanced pilastered doorpiece with original school bell and dedication inscription and date. 1 <sup>st</sup> floor windows of square dimension.	C(S)
48	The Brae, Pump and Plaque	Blenfield and Kennedy, circa 1883. Fluted cylindrical late-19 <sup>th</sup> century cast-iron pump; decorative bucket-rest; lion-head spout; ball tap to right; bud finial. Circa 1822, cast-iron plaque set in stone casing directly to rear of pump, depicting legend of Europa and Bull and struggle between foreign sailor and local woman above.	C(S)
49	The Brae, Waterloo Well	Dated 1816. Rusticated bell-shaped gable shaped well with large ball finial; carving of traditional ferry boat set within recessed triangle to upper part of well; spout hole to middle; indentation for former trough centred below. Tapered and rounded sides of random rubble.	B

50	Town Pier	<p>John Rennie, 1810-1813; extended Thomas Telford, 1828-1834. Long jetty and pier running SSW. Jetty paved with setts and bordered by large slabs, extending 165m in length, wrapping around end of pier, returning landward W of pier wall as narrow low-level quay. Raised pier flanking jetty to W; coursed droved sandstone blocks to E wall ending mid-way in pier-head from which steps descend shoreward N to water and another set of steps descend towards Forth to S; longitudinal extension beyond pier-head runs on in form of parapet-wall terminating with tapered circular base for beacon with date stone, 1834. Surface of pier keyed with small oblong blocks arranged in pairs.</p>	A
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### APPENDIX 3: The North Queensferry Conservation Area Proposed Article 4 Directions

The North Queensferry Conservation Area was originally designated on 8 January 1985 and subsequently extended in 2002. Article 4 Directions under the Town and Country (General Development) (Scotland) Order 1981 cover the area in Use Classes I (i); II (ii). It is proposed that the following Article 4 Directions under the 1992 GPDO update and replace the existing Directions for the area.

USE CLASS	SUMMARY DESCRIPTION OF USE CLASS	REQUIREMENT FOR USE CLASS
Part 1 Class 1	The enlargement, improvement or other alteration of a dwellinghouse.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 1 Class 2	Any alterations to the roof of a dwellinghouse including the enlargement of a dwellinghouse by way of an alteration to its roof.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 1 Class 3	The provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse, or the maintenance, improvement or other alteration of such a building or enclosure.	To protect the historic fabric, special character and visual amenity of the area.
Part 1 Class 4	The provision within the cartilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse.	To prevent indiscriminate loss of garden ground that may compromise the overall character of the area.
Part 1 Class 6	The installation, alteration or replacement of a satellite antenna on a dwellinghouse or within the curtilage of a dwellinghouse.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 2 Class 7	The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.	To prevent indiscriminate repair of the historic fabric (boundary walls) through use of inappropriate building methods and materials or inappropriate alteration or new build within garden ground boundaries.
Part 2 Class 8	The formation, laying out and construction of a means of access to a road which is not a trunk road or a classified road, where that access is required in connection with development permitted by any class in this Schedule other than Class 7.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.

Part 2 Class 9	The stone cleaning or painting of the exterior of any building or works.	To prevent indiscriminate stone cleaning or painting to buildings within the area.
Part 9 Class 27	The carrying out on land within the boundaries of a private road or private way of works required for the maintenance or improvement of the road or way.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.
Part 11 Class 29	Development authorised by any order made under section 14 or 16 of the Harbours Act 1946 (a).	To protect the harbour against development which may compromise its listed status and the adjoining site of Special Scientific Interest to meet with the EU Birds Directive criteria.
Part 12 Class 30	The erection or construction and the maintenance, improvement or other alteration by a local authority of certain buildings, works or equipment.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 12 Class 31	The carrying out by a roads authority on land outwith but adjoining the boundary of an existing road or works required for or incidental to the maintenance or improvement of the road.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where applicable.
Part 12 Class 33	The carrying out within their own district by a planning authority of works for the erection of dwellinghouses; any development under the Housing (Scotland Act 1987 (b)); any development under any enactment the estimated cost of which does not exceed £100,000.	To protect the townscape and aesthetic integrity of the area by ensuring that new development is sympathetic in design, layout, fabric and character.
Part 13 Class 35	Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings.	To protect the harbour against development which may compromise its listed status and the adjoining Site of Special Scientific Interest to meet with the EU Birds Directive criteria.
Part 13 Class 37	The use of any operational land by statutory undertakers in respect of dock, pier, harbour, water transport, canal or inland navigation undertaking the spreading of dredged material.	To protect the harbour against development which may compromise its listed status and the adjoining Site of Special Scientific Interest to meet with the EU Birds Directive criteria.
Part 13 Class 38	Development for the purposes of water undertakings.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 13 Class 39	Development for a public gas supplier required for the purposes of its undertaking.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13	Development by statutory undertakers for the generation,	To protect the historic fabric of the area and ensure the replacement and repair of

Class 40	transmission or supply of electricity for the purposes of their undertaking.	such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 41	Tramway or road transport undertakings.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 43	Development required for the purposes of the Post Office.	To protect the townscape from indiscriminate installation of boxes, pouches or machines.
Part 13 Class 43A	To allow permitted development rights to East of Scotland Water for development consisting of the erection, construction and maintenance in relation to their statutory functions.	To protect the townscape from indiscriminate installation of pipelines and equipment and cabins, antennae and other plan machinery or equipment.