



**CHARLESTOWN CONSERVATION AREA
APPRAISAL
and
CONSERVATION AREA MANAGEMENT PLAN**

Gray, Marshall & Associates
Chartered Architects
23 Stafford Street
Edinburgh EH3 7BJ
Tel: 0131 225 2123
Fax: 0131 225 8345

May 2010

CONTENTS

1.0 Introduction

- 1.1 Background, Purpose and Justification
- 1.2 Location, History and Development

2.0 Assessment of Significance

3.0 Character and Appearance

- 3.1 Setting
- 3.2 Activity and Movement
- 3.3 Street Pattern and Topography
- 3.4 Buildings and Townscape
- 3.5 Spaces
- 3.6 Trees and Landscaping
- 3.7 Character Areas

4.0 Analysis

- 4.1 Building by Building Analysis
- 4.2 Negative factors
- 4.3 Buildings at Risk Survey
- 4.4 Public Realm Audit
- 4.5 Surveys of Specific Issues
- 4.6 Sensitivity Analysis

5.0 Conservation Area Management Plan

- 5.1 Introduction
- 5.2 Strategies
- 5.3 Opportunities for Development
- 5.4 Opportunities for Planning Action
- 5.5 Opportunities for Enhancement
- 5.6 Conservation Strategy
- 5.7 Monitoring and Review
- 5.8 Summary

Appendix I Maps and Illustrations

Appendix II Selected Bibliography

Appendix III Useful References

Appendix IV Schedule of Listed Buildings

1.0 Introduction

1.1 Background, Purpose and Justification

1.1.1 Date of appraisal

This appraisal was carried out between November 2008 and May 2009.

1.1.2 Purpose of appraisal

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, section 61 describes conservation areas as "...areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". The Act provides for the designation of areas as distinct from individual buildings, and planning authorities are required to determine where this status is merited. There are currently forty-eight Conservation Areas in the Fife Council area, nine of these, including Charlestown, in West Fife.

This appraisal is being carried out to "assist owners and developers in formulating proposals and inform subsequent planning assessment and decision making." (SPP 23, 20) It will include a boundary review and Article 4 review and is intended to be a document which will guide management of the area and help to identify strategies and opportunities. Within the local authority it will be the basis for formulating proposals for future policy-making and enhancement of the area. It will also act as a tool for public consultation on development and preservation issues and could provide a basis for partnership funding applications.

The current Charlestown Conservation Area is the result of the merging in 2002 of Charlestown Green Conservation Area (designated in 1970) and Charlestown Harbour and Rocks Road Conservation Area (designated in 1985). The boundaries of these two areas were reviewed in 1985. In 1997 Charlestown Conservation Area was classified as 'Outstanding' for grant purposes.

1.2 Location, History and Development

1.2.1 Regional Context

The village of Charlestown is on the hilly north brae of the upper Firth of Forth and is one of several small villages on this linear strip west of Rosyth. Its nearest neighbour is Limekilns, just a mile to the east and also a Conservation Area. The town of Dunfermline is three miles inland to the north-east and the Kincardine Bridge lies ten miles to the west, giving access to Falkirk and the Central Belt. The Forth Road Bridge, four miles to the east, gives links to Edinburgh, the Lothians, the Scottish Borders and the north of England. The main east-west trunk road, the A985, is north of the village, well outside the Conservation Area.

The mudflats at Charlestown Harbour are designated a Special Protection Area and part of the Firth of Forth

Ramsar site¹. The inner harbour is a Site of Special Scientific Interest.

1.2.2 Geology

This area of Fife has a rich geology. It lies on carboniferous limestone that varies in colour from pale cream to deep honey colour and brown. A very extensive seam of limestone, one mile long with a thickness of between 3 and 7m, was the reason for the founding of Charlestown. The earliest organised extraction was in the vicinity of the Gellet Rock which now indicates the original level of the surface. Later quarrying moved westwards, where the strata are deeper, between 10m and 20m. The ironstone in the district, used to supply a seventeenth century iron mill at the mouth of the Lyne burn, west of Charlestown (see Blaeu's map, Appendix I), was subsequently used in the Charlestown ironworks. These were fuelled from large coal deposits west of Dunfermline.

1.2.3 Topography and Landscape

Charlestown is built on an area of raised beach between the coastal braes and the shingle bay. Visually it presents itself in two parts – upper and lower. The lower (south) part of the village is situated just above sea level, in the area of the harbour. The upper village appears atop a cliff – a former quarry face that rises to the 30m contour beyond the Sutlery. The Green is built on an open plateau below the Rocks Plantation, a wooded slope to the north-east, reaching the 40m contour beyond the Glen Quarry and nearby pond.

The entire Conservation Area, apart from the Harbour, is part of the Broomhall/Belleknowes Area of Great Landscape Value (*Dunfermline and the Coast Adopted Local Plan* (2002), 4.13). The steeply wooded cliff of the coastal brae north-east of the village is a distinctive landscape feature in this part of West Fife.



View from the east ballast bank looking north-west. The limekilns are a distinctive part of this scene.

¹ Ramsar sites are designated under the Convention on Wetlands of International Importance. The Convention was signed in Ramsar (Iran) in 1971 and ratified by the UK government in 1976.

1.2.4 Historic Pattern of Land Use

Historically land use in Charlestown has been industrial – lime-burning, saltworks, the sawmill, coke production, shipbreaking at the harbour - and residential/civic in the area of the Green. Several historic rail and tramway lines crossed the village between the various quarries, mills and the harbour.



Aerial view of Charlestown taken in 1988 (RCAHMS)



The limekilns from the west c.1930. (RCAHMS)

1.2.5 Settlement Development

An 18th century planned industrial village

In 1756, Charles Bruce (1732-71), fifth Earl of Elgin and a descendant of Sir George Bruce (1550-1625), famous as a creator of great wealth in Culross, determined to exploit the limestone outcrop which ran through his estate, close to the sea. Limestone was burned to produce lime which was used in mortar for construction, in agriculture and mining. To do so he needed workers, and they in turn needed housing, and so Charles laid out a planned village near the proposed quarries, the street pattern based on his own initials CE.



South Row facing the Green, c. 1900. Note the footpath running between the houses and gardens. Nowadays, the fences for each garden come right up to each house. (Simpson & Robertson)



Entrance to one of the 'mines' photographed in 1992 (RCAHMS)

This was probably the first planned industrial settlement in Scotland and included all the required aspects of his intended industry: quarries, kilns, wagonways, harbour, dwellings. The plan was laid out on a level area about 20m above the harbour. The uniformly designed single-storey houses were built in sets of six, ie. six houses then a close to allow access through to the next street, then another six houses etc. Each house consisted of living-room, bedroom and kitchen, with low ceilings, and each had a garden where they were permitted to keep an animal such as a pig and some hens. Easter Cottage to the east of the harbour was built in 1760 to accommodate the limeworks' manager. A school was constructed in 1768. Next door is the Granary, built two years later. In 1804 these stables were converted to the Sutlery, the village grocery store. Opposite was extensive stabling for the many carthorses needed to pull limestone to the kilns.



North Row of planned housing facing Green, c.1900. (Simpson & Robertson)



The Sutlery with the school beyond c. 1900. (Simpson & Robertson)

By 1772 nine limekilns had been built (noted by Thomas Pennant in his *Tour of Scotland*), extended to fourteen by the 1790s. Lime was produced by tipping barrow loads of limestone and coal in thick layers into the kilns from above. The firing was topped up from time to time. It could take up to two weeks for a piece of limestone to make its way from top to bottom of the kiln. The firebrick lining of the kilns had to be repaired every two or three years.



The Gin Head bridge c.1900, central part now demolished, but abutments still visible. (Simpson & Robertson)

The Charlestown quarries extended for about a mile to the north of the village, in a roughly north-west to south-east direction. Glen Hole to the east was the first quarry and was connected to the area above the kilnhead by a wagonway that ran through the village (see Appendix I, O.S. map 1856). When operations began in the West Quarry another tramway link was constructed, known locally as the Tunnel as it went underground between Limebank House and the present day Elgin Hotel and emerged at the kilnhead. From West Quarry an engine pulled trucks loaded with limestone up from the quarry, across the Jin Head (engine head) bridge over West Road and then south through a cutting and into the tunnel.



Present-day remains of the Gin Head.



Remains of Lord Elgin's railway photographed in 1975 (RCAHMS)



Ship in outer harbour c.1900. (Simpson & Robertson)

Coal for the lime process came from Lord Elgin's own collieries west of Dunfermline. By the mid 19th century these produced about 2,000 tons per week. As well as lime

production, coal was used for the brickworks, foundry, saltworks and sawmill, and was exported in vast quantities from the harbour (see Appendix 1 O.S. 1856 and 1895). The Old Salt Works were by Easter Cottage, but the New Salt Works were further west, nearer the limekilns. The Leith Salt Company Ltd was the last proprietor of the saltworks and the closure of the salt works in 1946 marked the end of the industry in Fife. Coke was also produced in the coking kilns at the east end of the kiln complex. Six tons of coal produced two tons of coke, and this was shipped to Europe and even to Boston. Trade with Scandinavia and the Low Countries flourished in the 1850s.



View down from top of cliff to the old saltworks south-east of Easter Cottage. (Simpson & Robertson)

The harbour was central to the success of the limekilns operation. The inner harbour and pier were completed by 1761 using sandstone from adjacent Todhole Quarry (see Appendix I, O.S. map 1856). The harbour edge originally came very close to the kilns, about half way across the modern road, so that lime, once cooled, could be shovelled directly aboard a ship. Timber coal 'staithe' were built in the harbour whereby coal could be taken in a wagon to the end of a staithe and the wagon upended so as to tip coal down a chute into the ship's hold. The staithe were connected to the railway by the 1820s and were still in use in the early part of the 20th century. Lord Elgin extended the harbour in 1824 to cope with the high volume of trade. Emigration was also possible from Charlestown. Destinations included various countries of the British Empire, Canada or America.



Charlestown Railway Station c.1900, dismantled 1926. Today the site is near 1 Saltpans. (Simpson & Robertson)

The Railway

In 1774 Lord Elgin began construction of a railway to

transport coal. This had wooden rails and did not follow a direct route as Elgin did not own all the land. The Roparee is the site of a steep run down to the harbour where full wagons going down pulled empty ones back up on a continuous rope. A direct route was complete with iron rails by 1812. Initially the railway carried only freight, but by the 1850s a passenger service had begun. This continued until 1938 (with an interruption between 1863 and 1894) from the Upper Station, near Camsie House. The Lower Station was opened in 1894 by The North British Railway Company (NBR) but closed and dismantled by the London and North Eastern Railway Company when passenger services ended.



Hygienic Laundry erected 1902.
(Simpson & Robertson)

The NBR Company bought the harbour in 1863 and immediately erected the East Pier and outer arm. Trade in Baltic timber continued but coal exports declined. Having peaked in 1879, the rapid decline of coal shipping thereafter can be attributed in part to the opening of the closed docks at Burntisland and Methil, which allowed loading without dependence on the tides.

Lord Elgin had built a laundry in Charlestown In 1770 opposite the Sutlery for the use of the workers. This became a private industry in 1902 and continued operating until 1970 when decline in business forced its closure. This building and the adjacent dairy and drill hall have since been demolished. Modern housing was constructed on the site in the 1980s.

Decline

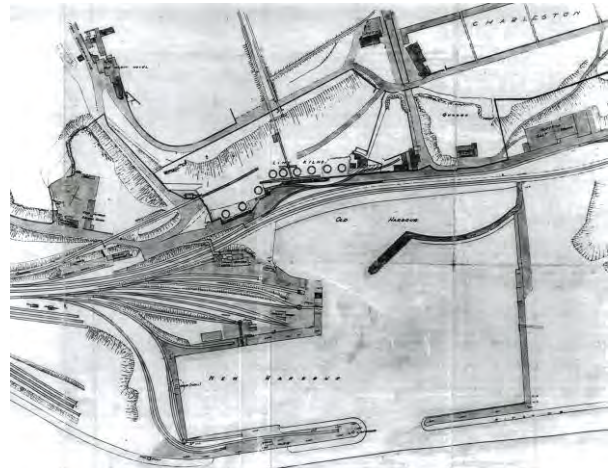
From 1935 onwards limestone was no longer quarried at Charlestown but was brought down from Roscobie, 10 miles away. The Broomhall Estate had leased out the lime complex in the late 19th century and the newly formed Charlestown Lime Company continued to operate the kilns until their closure in 1956. After this all buildings at the kilnhead were demolished and the equipment sold.

The decline in trade was such that the harbour was largely unused in the early 20th century. However, shipbreaking became lucrative after the First World War. Robert McCrone, who founded the Alloa Shipbreaking Company, could not gain permission to use the docks there, so moved operations to Charlestown. The LNER had the contract to move the scrap. Until the company's closure in 1962, 500 ships were dismantled in Charlestown, including the scuppered German fleet raised from Scapa Flow (although these were largely broke up in Rosyth and only the remaining hulks brought to Charlestown). Much damage was caused to the harbour walls at this time and the remains of the concrete bases for the cranes can still be seen on the east ballast bank. During the Second World War the harbour was requisitioned by the Admiralty for

stores and the berthing of landing craft and midget submarines.



The harbour in the 1930s when shipbreaking had begun. The saltworks is in the foreground. (Simpson & Robertson)



Map of harbour by North British Railway, 1920. The new saltworks is at the top right of the drawing. (RCAHMS)

Present day

The machinery of Charlestown's industries is no longer extant. The saltworks, the coke kilns and railways have been demolished and the west ballast bank and Saltpans developed for housing. However, the monumental limekilns and the Harbour itself still stand, inescapable reminders of the scale and extent of the village's industrial past. The Harbour remains in urgent need of repair and the limekilns also need attention.

Above the cliff the original planned village is relatively unchanged. Twentieth century building on greenfield sites has been of mixed quality, though on the whole, properties are well looked after. Two significant buildings remain in serious danger of decay – the School and the Sutlery. Imagination will be required to find appropriate and sustainable uses for these and for the Harbour area. However, Charlestown today presents a very pleasant and tranquil environment and is considered a sought-after place to live in west Fife.



North Row seen across the Green

2.0 Assessment of Significance

2.1 Location and Setting

Charlestown Conservation Area is situated on the north coast of the Firth of Forth. This marine setting is visually dramatic. This coastal zone is of major significance in terms of geology and wildlife, especially bird species and is designated a Ramsar site,² a Site of Special Scientific Interest and a Special Protected Area. The Conservation Area has the privilege and responsibility of a harbour onto this unique natural environment, which in itself is of international significance.

The entire Conservation Area is also part of the Broomhall/Belleknowes Area of Great Landscape Value.³ The tree-cover on the east slopes overlooking Charlestown has high visual significance, forming an unmistakable visual backdrop from several directions.

2.2 Historical Significance

Charlestown has significance as a planned industrial settlement, the earliest in Scotland, pre-dating New Lanark by 30 years. The village was intended as a complete entity and included housing for the workers, a school, a store (sutlery), a granary, bakery, laundry, smithy, estate workshops and village hall. Apart from the bakery, laundry and smithy, all these buildings survive, their proximity and arrangement around the Green expressing their function.

Charlestown is inextricably linked with the history of the Elgin family, the layout of the housing at the Green reflecting the initials of the founder (notionally viewed from the Broomhall side). For the past almost two hundred and fifty years Charlestown has been a 'sister village' of Limekilns. The history and significance of Charlestown cannot be assessed without consideration of Broomhall and Limekilns.

The industrial history of Charlestown is of international, national, regional and local significance. At its peak Charlestown was the largest centre of lime production in Europe. The extent and scale of the industry is witnessed today by the remarkably intact limekilns and associated features. Given that lime production has now died out in Scotland this is a highly important site.

² Ramsar sites are designated under the Convention on Wetlands of International Importance. The Convention was signed in Ramsar, Iran in 1971 and ratified by the UK government in 1976.

³ This is a non-statutory designation intended to protect zones of regional or local landscape importance from inappropriate development.

The proximity of the limekilns to the harbour is also significant, demonstrating the remains of a complete system of production and distribution. Although the railway lines have been lifted in the Conservation Area, historic maps show the routes clearly. It is of great importance that these routes are today still defined and open for pedestrian use. Rail transport at Charlestown allowed commercial links all over the east of Scotland, as far as Shetland and Orkney and even as far as Marstrand in Sweden (1783) and Halifax in Canada (1833). Charlestown's railways are also part of its social history, as the trains carried emigrants to the Harbour from where they left for a new life on other continents. The Carnegies of Dunfermline, including young Andrew, were one such family, giving the Harbour associative significance with this later renowned magnate and philanthropist.

The village is significant in the agricultural history of Scotland. The cheap and reliable supply of lime from Charlestown was used by farmers to improve land and led to higher yields, enabling, for example, the growth of the Scottish whisky industry in the early-mid nineteenth century.

2.3 Architectural Significance

The architectural significance of the Charlestown A-group of Listed Buildings is based on the early planned layout. It is an essential part of the character of the Conservation Area that there are two distinct parts. The planned domestic village round the Green is separate from the industrial area at the Harbour and limekilns. The unusual separation is visible in the topography and physical character but the two parts shared a common purpose in relation to the Broomhall estate. The response to the topography – a flat village site surrounded by quarries, with limekilns built into the cliff, allowing use at top and bottom, next to the harbour – expresses an integrated understanding of utility, convenience and even delight in the pleasant setting of the Green. Buildings in Charlestown are designed to express their domestic and civic functions and the historic hierarchy is still legible.

Of the key buildings and structures, the limekilns, listed Category 'A', are of national and international significance. The design and function of these structures was the key to Charlestown's lime industry. The limekilns are of the highest historic and architectural significance.

2.4 Archaeological Significance

Part of the Conservation Area is of national importance, as a Scheduled Ancient Monument (SAM): 'Limekilns and associated features' (see Appendix I, BMJ 02). Some features of the SAM, such as the limekilns, the viaduct and

the inner pier are visible, but some are buried. Their importance is derived from how they add to understanding of lime production in Charlestown. The SAM has intrinsic cultural significance, providing evidence above and below ground related to the limeworks. In terms of context it is a rare and relatively intact example of industrial production on this scale in Scotland. It has an intrinsic relationship to the village, expressing the *raison-d'être* of Charlestown as a settlement.

In addition, Charlestown Harbour is recorded as an Archaeological Site of Regional Importance (*Dunfermline and the Coast Local Plan 2002*, Appendix B).

3.0 Character and Appearance

3.1 Setting

3.1.1 Assessment of the landscape and surroundings

The area of Charlestown and its surroundings is defined by the relationship to the firth and to the braes behind, especially the Broomhall policies on the north-east. The principal routes run parallel to the waterfront or lead down to it. The Conservation Area boundary at the harbour reaches the Mean Low Water Springs and so this edge changes character twice daily with the ebbing and flowing of the tide over the mudflats. Skyscapes over the water affect views from the upper part of the village. The thick cover of vegetation and the trees of the Broomhall policies provide seasonal textures and colour. This relationship to natural rhythms and conditions is part of the essence of the village.

The exposed sandstone escarpment and retaining walls (of the former limeworks) above the harbour are also very strong visually. Their colour, texture and mass is the single most dominant element in views from the pier.

3.1.2 Significance of views into, across and from the Conservation Area

As for all the settlements on this coast, views across the Forth are highly significant. From Charlestown harbour the view to the east takes in the cranes and derricks of Rosyth, the Forth bridges behind and, in the distance, the Pentland Hills. The view west is to Crombie jetty and in the distance the Grangemouth chimneys.

There are two prime views into the Conservation Area: from the water or the outer pier towards the kilns and cliff and from the cliff-top down onto the harbour area. Otherwise Charlestown is seen gradually on the approach from Limekilns or from West Road.



The inner harbour at ebbing tide



The inner harbour at low tide



View west from Charlestown Harbour, to Crombie Pier



View to the east, with the Forth Rail Bridge and Rosyth in the background.

3.2 Activity and Movement

3.2.1 Direction, mode, volume, circulation and levels of activity

The main axis of activity is along Main Road and West Road, linking Charlestown and Limekilns with the A985 to the north. A twenty-mile speed limit has recently been imposed along this stretch and on East Harbour Road.

Charlestown is on the no. 76 bus service between Dunfermline and Crombie, calling also at Limekilns. There is roughly one bus per hour Monday to Saturday, until 10pm and four buses on Sundays.

There is a sense that the centre of the village lies between the Sutlery (on a visual axis from West Road) and the Elgin Arms Hotel (on a corner site opposite the Green). There are pavements on both sides of Main Road and West Road. As traffic levels are low this creates a pleasant atmosphere for strolling.

Movement between the Harbour area and the rest of the village is not so obvious. Vehicles must drive back along East Harbour Road, through Saltpans and turn up Main Road. There is an unpaved pathway (former wagonway) but this is hidden, unsigned, steep and in wet weather, likely to be muddy.

Many of the routes in the Conservation Area serve as access only and are cul-de-sacs – Saltpans/East Harbour Road/West Harbour Road, Shell Road and towards the Queen's Hall.



View north along Main Road with the grounds of the Elgin Arms on the left and the Sutlery building on the right beyond the Green

3.2.2 Day and Night Variations

The village is generally quiet. Many local services are in neighbouring Limekilns – primary school, church, doctor’s surgery. Night-time recreation is centred on the Elgin Arms Hotel.

3.2.3 Seasonal Variations

There is more outdoor activity such as cycling and leisure walking in summer. Sailing brings increased activity to the harbour from late spring.

3.3 Routes and Topography

3.3.1 Changes to previous patterns and surfaces

The street pattern has remained unchanged though some routes have been obscured. The wagon, tram and railway lines all terminated in the Harbour area. The first O.S. map, 1856, shows three lines: the coal carrying line to the coke kilns at the harbour, from West Quarry to the lime kilns and the Elgin railway, a timber wagonway passing Fiddler’s Hall (north-west of the conservation area) to the harbour. By the 1914 O.S. the line to the coke kilns has disappeared, the route of the Elgin line had been altered and the Crombie Branch line along the coast had been added. There were several goods termini as well as a passenger station beyond the harbour. Today the West Quarry tramway has gone, though the route, including the tunnel and cutting is discernible. The Glen Quarry cutting is still open beyond the School House. The Crombie branch line has been lifted and the Dunfermline line is disused but the routes can be followed through woodland.



The route of the tramway west of Limebank, part of the Scheduled Ancient Monument.

Photographs from around 1900 show that most street surfaces in Charlestown were still unpaved. While the main roads are now asphalt, significant areas of unpaved surfaces still remain, especially in the area of the Green, including some footpaths with natural stone kerbs.

Pedestrian surfaces include a variety of asphalt, concrete pavers, loose stone chips but also grassy margins and the unpaved woodland paths mentioned above.

3.3.2 Ways in which streets and buildings relate to ancient, man-made and landscape features

Charlestown has been radically shaped by human intervention, in the form of quarrying and railway cuttings. Although these are now abandoned and left as natural sites, the evidence of a carved landscape is still easily seen. Human intervention at the coast is dramatically expressed in the Harbour, piers and made land at the east and west ballast banks.



View from path west of the limekilns, the route of an early wagonway (O.S. 1856).

The planned street pattern and housing layout of Charlestown Green sits on a large levelled site nestled at the foot of the brae. Lochaber and the east end of North Row back onto the steep slope.

Several buildings are on the site of a former quarry: at East Harbour Road (part of Todhole Quarry), the Cairns and Westcliffe (see historic O.S. maps, Appendix I). A steep quarry face remains exposed behind the houses at East Harbour Road.

3.4 Buildings and Townscape

3.4.1 Scheduled Monuments

There is one Scheduled Monument in Charlestown Conservation Area, entitled 'Limekilns and associated features'. Some of the monument area is empty of buildings or structures, such as the land above the limekilns - the site of the limeworks (demolished in the 1950s), and the route of the West Quarry tramway. However, this area is likely to contain archaeological traces of previous activity. A bridge of the Elgin railway to the west, outwith the Conservation Area, is also included.

3.4.2 Key Listed and Unlisted Buildings

There are 25 items with statutory listing in Charlestown Conservation Area: 1 category A, 22 category B and 2 C(S). Of these, fifteen comprise groups of houses at the Green. The listings include buildings but also the Harbour, the limekilns and a telephone kiosk. All 25 items together are listed as an A group, an indication of their value taken as a whole.

'While not altering the individual category, the group category emphasises that the merit of each building is enhanced by association with others in the group ... The A rating for this group of buildings indicates it is of national or international importance.'

Robin Evetts, Historic Scotland in *Report of the Public Local Inquiry into the Erection of 63 Dwellings and Ancillary Development at Charlestown Harbour, Charlestown, Dunfermline* (2006), precognitions, 1.3

The Limekilns, A-listed and part of a Scheduled Monument



View of the interconnecting passage at the back of the kilns

Robert Heron, author and historian, remarked in 1799 that 'the limeworks begun by the Earl of Elgin are among the greatest in Britain; situated on the shore, they supply the whole eastern coast of Scotland' (quoted in Smith, 603).

The range is built into the bank and stretches in a row from west to east, their arches facing south onto the harbour. The kilns, of coursed dressed sandstone, are about 10m high, with access on top for feeding in the limestone and four drawholes near the bottom for removing the quicklime. There was capacity for 200 tons of limestone per kiln, but kilns 13 and 14 could take up to 500 tons. A vaulted passage connects the kilns. The high retaining wall visible on the east side gives an indication of the scale of the complex and at ground level the arches, vaults, and fireplaces are an evocative reminder of this once hot, noisy and crowded site of lime production. The kilns proper are not visible and the complex is currently closed off, but limited viewing access is available on East Harbour Road.



The limekilns seen from the outer harbour

Charlestown Harbour, B listed

The Harbour is a complex of structures built in several phases, directly in front of the limekilns. The sickle-shaped (north-east) inner pier, built by the 5th Earl of Elgin, is roughly of the same date as the earliest limekilns, that is, the early 1770s. The squared quay to the west resulted from the creation of a railway embankment and provided further shelter and mooring for the inner harbour (mid 19th century). Two long round-

ended piers, from about the same period, form the outer harbour. Expansion to the east led to the building up of the east wall and the creation of the ballast bank between 1850 and 1870, forming a further harbour on the east side. At its peak the harbour was used not only for industrial transport (lime, coal, sand ballast) but also for passenger steamers between Granton and Stirling, Leith and Bo'ness. Some indication of the extent of use can be seen in the number of mooring posts on O.S.1856 and 1895.

The Harbour is constructed of undressed stone as a core, with coursed or dressed sandstone blocks as facing, laid either horizontally or vertically, sometimes in battered courses. The quaysides are now mostly rough underfoot, with part paving/infill, a mixture of broken rock and soft topping. The Harbour is part of the Broomhall Estate.



Aerial view of the harbour, 1988 (RCAHMS)



Cottage at Lochaber



One of the closes looking towards the firth on South Row



4 North Row, with a raised ground floor and attic



The south elevation

1-90 Charlestown Green, excluding 36-37 and 52-55

This includes 80 dwellings, B listed – grouped as 15 items in the statutory listing.

The houses are the core of the planned village, beginning at Double Row (1756). South Row, Lochaber and part of North Row were complete by 1771. The other streets were finished by the early 19th century, the end of North Row being the final stage. The cottages were renovated in the early years of the twentieth century, with a gas supply in 1908 and toilets added in 1930. After 1935 many of the houses were sold to sitting tenants.

The cottages are mostly single-storey, three-bay with a central door and two flanking windows. The finish is rendered sandstone, though a few have a roughcast render. A few have an attic storey and just four have a raised storey with attic, added in the 1850s. Most have some form of extension, in many cases, doubling the depth of the original at the back, forming an M-roof. Some more recent extensions are flat-roofed.

Roofing is red clay pantiles, some glazed black to resemble slate, some with slate easing. Several now have slate roofing or replacement (red) pantiles, Chimneys are ridge stacks and gable end stacks with round cans.

Alterations to the original details include windows, doors, means of enclosure and the addition of porches. These will be discussed further in Chapter 4.

The Sutlery, B listed

This rectangular building, dating from 1770, was originally the Broomhall Estate stables (ground floor), railway manager's flat (first floor) and granary (second floor). It was converted in 1804 as the village grocery, known as the Sutlery. The arches, now partly blocked, (cart entrances) and hoist doors are reminders of the earlier uses. Still in commercial use as a shop and post office, it remains an imposing three-storey volume in the centre of the village. The upper floors, previously in residential use, are now vacant and unused. Its west elevation (five bays, symmetrical, with a pedimented central section), terminates the view down West Road.

The principal elevation (west) is of coursed dressed sandstone with ashlar surrounds to openings. The back is harled. The south gable is prominent on the approach from Main Road and has a replacement external stair and porch giving access to the residential upper floors. There is an external stair also on the north side. The window openings are varied: round-headed, square, rectangular

and the fenestration includes 12-, 4- and 8-pane sash-and-case and an unusual 4 over 3 to the post office. Some of the upper openings have external timber shutters. The upper level openings on the south elevation are blind.



Left: The west elevation of the Sutley. This had a bell (to call the workers) on top of the central section until the 1930s. Right, top: The groove for the bell-rope can be seen in the stonework left of the central door. Right, bottom: The belfry is seen in this historic photograph (no date, Simpson & Robertson).

The Old School, B listed

The Broomhall Estate opened this school in 1770, paying for the building, the schoolmaster and equipment, though a 1d/week contribution was deducted from workers' wages. Attendance by all children was encouraged. The highest number of enrolled pupils was 238. Due to falling numbers the school closed in 1968.



The Old School, Rocks Road elevation

The building is a rectangular plan, of two storeys, five bays, sandstone rubble with slaister harling and harled at the rear. One can imagine the impact of the tall ground floor window openings on the principal elevation (and how well they must have lit the interior). Unfortunately profuse ivy growth now covers much of the masonry and the boarded-up windows of this unused building.

Camsie House, B listed

This 18th century house, two-storey with attic, is of historical and architectural significance. For over a hundred years it was the Elgin Arms Inn (1790-1811). It also housed a bakery and was the Broomhall factor's house. The 1856 O.S. map gives a sense of its importance in relation to the nearby wagonway and station. Although the station has been demolished, the footprint is still visible from the path on the west side of Camsie House.



Camsie House from the south-west



The site of the former station is visible in the clearing.

Architectural features include mullioned tripartite and bipartite windows, a flagpole on the polygonal stair tower, a corniced and droved stone doorpiece (west) and corniced chimney stacks with round cans. The house is harled with ashlar surrounds. Various outshots on the north and the office wing on the south make it somewhat difficult to read the earlier layout – the principal elevation, not publicly visible, is on the east side. However, the house, best glimpsed on the southern approach through woodland, has an imposing presence on the west of the Conservation Area.

3.4.3 Buildings considered to be of townscape merit

All Charlestown's listed buildings form an A group and are all essential elements of the townscape. Some are described below. Some unlisted buildings are also of townscape merit and are included in this section.



The Queen's Hall, west elevation

The Queen's Hall, B listed

By Rowand Anderson (1887). The detailing of this building is 17th century Scottish – harled (north part), ashlar surrounds, crowstepped gables, pitched roofs, carved window pediments and lintels. The carvings give the historical context, depicting the Earl of Elgin's coronet, the initials MLE (Mary Louise, Countess of Elgin), the name 'The Queen's Hall' and 'Erected in the Jubilee year of Queen Victoria'.

This community building was a gift of the Dowager Countess of Elgin to the village, built in honour of Queen Victoria's Golden Jubilee. It originally housed a library and reading room, a hall and bowling green. The last two of these are still in use as such.

Easter Cottage, B listed

Single storey, three-bay. It is thought that this distinctive house, in *orné* style, may have been built for the manager of the limeworks. Several features are notable, including the hood-shaped section of slate roof forming an entrance canopy, the slender interlacing columns, the three Gothick pointed-arch windows with Y tracery, the diagonally-set chimney stacks with linked shafts. The glass conservatory to the east appears on the 1914 O.S. map.



Easter Cottage, principal elevation



The School House

The School House, C(S) listed

Following the Education Act of 1861 conditions improved for teachers and so this school-house was built in the late 19th century, on a large site behind the school, to accommodate the local schoolmaster. It is owned by the Broomhall Estate.

Set on slightly raised ground, at the end of a curved driveway, the house is just visible from Rocks Road and so feels discreetly linked to the centre of the village. It is two-storey, three-bay, harled with ashlar margins and quoins and external timber detailing such as corniced bargeboards, finials and pendants.



The Scottish Lime Centre, entrance

The Scottish Lime Centre (Charlestown Workshop), C(S) listed

This early 19th century single storey building is the former estate workshops for joiners, glaziers and slaters. Restored in 2000 according to traditional methods, using local limestone slaked and burnt by the Scottish Lime Centre and with a new extension by Stephen Newsom, it now houses the workshops of the Scottish Lime Centre Trust. The building is roughly L-shaped with a courtyard not visible from the street. In townscape terms its most distinctive feature is the large expanse of windowless curved harled wall on the north-west.



Limebank from the south-east

Limebank

Although unlisted this house is of historic and townscape merit along the lane running to Camsie House and Westcliffe. It is shown on the earliest O.S. map and marked as having a Sun Dial in the grounds. The line of the West Quarry tramway is adjacent.

The house is two-storey, L-plan, with the entrance on the east elevation and a canted bay on the south. Harled with ashlar margins and quoins and hoodmoulds to the main door and some upper windows. The lying window panes are distinctive. The house should be considered for listing.

1 and 3 West Road

Despite some repairs and alterations these two modest cottages (post 1914) have maintained their form and architectural details. With their low-walled front gardens they add character to this stretch of West Road.



1 West Road



3 West Road

3.4.4 Distinctive architectural style and detailing

Roofs

Roofs are typically pitched, with either traditional slate roofs or clay pantiles, slate easing and clay half round ridge and hip tiles. The pantiles were sometimes glazed black to resemble slate, still seen on several cottages (eg. on South Row). Gables to the terraces are mostly piended. Open verges are more common here than on the vernacular houses in neighbouring Limekilns. Some of the larger buildings have plain skews (eg. Camsie House). Nineteenth century houses such as the Old Schoolhouse and Limebank have timber bargeboards and exposed rafters, a typical period detail. Otherwise bargeboards are not a traditional detail in this area.



Black glazed clay pantiles with slate easing on South Row



76 South Row

14 North Row

Doors

There are few surviving historic timber doors in the Conservation Area. The List Descriptions mention extant boarded doors with two-pane fanlights at 14 North Row, 70 , 71 and 76 South Row (single pane fanlight).

Windows

Traditional windows in Charlestown Conservation Area are predominantly vertical timber sash-and-case, with horns. Those at the Green are two-pane or four-pane with some two-pane bipartite windows. The larger buildings have mostly twelve- or sixteen-pane windows. Limebank has lying panes.



1 Hall Row

Dormers and Rooflights

There are relatively few dormers and rooflights in Charlestown. Large areas of uninterrupted slate or pantiles is the norm (see view of North Row below). Dormers form part of the original design and Gothick styling of the Schoolhouse. Traditionally proportioned and

detailed pitched dormers are seen on the upper storeys at 4 and 9 North Row and the Old Inn (south elevation). Box dormers are not traditional. The catslide round-headed dormers of Easter Cottage are unusual and form part of its charm.



View along North Row, east end

Examples of roof, dormer and window details:



The Schoolhouse



4 North Row



The Old Inn



Corner of North Row and Rocks Road

Chimneys and chimney cans

Chimney stacks and chimney cans form a distinct part of the skyline in the Conservation Area. These are commonly coped wallhead, ridge or, at the end of a terrace, slender gable stacks. The tall harled stacks at the corner of North Row are dramatic in proportion to the height of the houses. Some have been re-built in brick, to a lower level (notably the east blocks of North Row), but most are harled. Cans (pots) are mostly plain circular, in traditional buff fireclay.



The chimneys are an important element of the view towards Double Row.

External Walls

The walls of the Charlestown workers' cottages and the estate workshops (now Scottish Lime Centre) are

traditionally harled and limewashed, mostly white or off-white, with dressed stone margins. Larger residences tend to be harled with dressed/painted stone margins. Civic buildings such as the Sutlery and the School are rubble sandstone at the front (west), with slaister harling and ashlar surrounds to some windows. The back elevations are harled in the traditional manner.



The flat-roof extensions at the back of North Row, seen from the elevated garden plots.



Crenellation to top of rubble wall opposite Limebank, overlooking the site of the former limeworks.

Porches and Extensions

Extensions have been added to many of the houses at the Green. Because of the layout, fronts and backs of dwellings are exposed in most cases, so these extensions have high visibility. Extensions to the back of North Row are flat roofed and follow a common building line. On other rows extensions are parallel to the cottages, the two forming an M roof. South Row has many outshot extensions.

Rubble boundary walls

Rubble walls are the dominant boundary material, for example on Main Road, Rocks Road (opposite the Green), West Road (south side), in front of the Old School, on the laneway north of Camsie House and on both sides of the lane in front of Limebank – that on the south side forms the boundary to the (demolished) limeworks and has an unusual crenellated top. Where these surround listed properties in Charlestown they are included in the listing eg. Easter Cottage, the Old Schoolhouse.

3.4.5 Building Types and Uses

Dwelling houses are by far the dominant building type nowadays. The original use of several buildings has been lost or is redundant – granary, school, schoolhouse. Only the Charlestown Workshops of the Scottish Lime Centre and the small shop/post office have typical uses in their respective buildings.

3.4.6 Materials

Traditional and historic materials such as slate, pantiles, timber windows, harl, dressed sandstone and rubble, predominate in the Conservation Area. However there is also a wide range of modern materials and finishes – clay and synthetic pantiles, synthetic roof tiles, cement render and dry dash, timber cladding, uPVC window frames and rainwater goods.

3.5 Open Spaces

3.5.1 Types of public and private open space

Charlestown has a wide range of open spaces.

- Large open spaces:
 - Charlestown Green
 - Charlestown Harbour
 - the Cairns
- Smaller open spaces:
 - Main Road south (next to no.1)
 - grassy area at the Old Inn (south side)
 - at Rocks Road housing
 - behind the School and Sutlery
 - in front of Lochaber and Hall Row
- Unbuilt open space (not gardens), visible but not publicly accessible:
 - the site of the limeworks, on top of the limekilns
 - along Main Road, west side
- Historic tram or rail routes:
 - east of Limebank (part of the Scheduled Ancient Monument)
 - west of 10 East Harbour Road
 - east of Westcliffe
 - west of Westcliffe
 - west of Camsie Cottage and Camsie House
- Pedestrian routes:
 - around Charlestown Green rows
- Children's playspace:
 - at Charlestown Green
- Sports spaces:
 - the Bowling Green
 - the cricket ground (just outwith the CA)

All the houses within the Conservation Area have private grounds, typically both back and front. Several are set in large sites with generous private space all round. At the edges of the Conservation Area are several significant wild spaces: West Quarry, the path to the old Glen Quarry and the Rocks Plantation.

3.5.2 Characteristics of each area of open space

Charlestown Green: This large grassed space is characterised by its openness, barrier-free edges and level ground, with long views, especially to the tree-line of the Rocks Plantation and middle distance views to the single-storey cottages on three sides. Part of its character relates to the unusually long gardens in front of the houses. These set the building line of the houses quite far back so that the green space seems to extend beyond the Green proper to the gardens belt.



Charlestown Green from the south-west, with the distinctive (deciduous) tree-line in the distance



View out from East Harbour Road



View showing narrow access on the west inner harbour



View north from the outer west pier, with the distinct frontage of the limekilns

Charlestown Harbour:

This is a large and varied area, with easiest access and use along the grassy area at East Harbour Road, narrow and difficult access on the west side, wider areas on the piers (though with very damaged surfaces underfoot) and the broad expanse of the east ballast bank with a grassy track all round and wild area in the centre. In the Local Plan the ballast bank is designated as a brownfield site rather than an open space (the result of a Local Plan inquiry in 2000, Local Plan policy BE7), due to the presence of chrysotile and amosite asbestos. However there is no sign or information in this regard at the site and the recreational walker is free to roam all over. The west piers are also easily accessible (with parking) from the housing at West Harbour Road.

The form of the harbour is such that it affords a wide range of angled views and allows long views back to the village and out into the firth. The views into and across the harbour are picturesque, especially into the inner harbour. There are also dramatic views back to the village with the backdrop of the limekilns and the cliff-face. The former signal station (now 1 Main Road) is prominent on the skyline and nos. 4 and 5 Main Road, the public toilet block, the top of the Old Inn and the Elgin Hotel can also be seen. The houses at Saltpans are part of the view from the east side of the ballast bank. Tidal movement means the harbour is constantly changing character. The comings and goings of pleasure craft in season also add colour and interest to the harbour.



View across the outer harbour with the Pentland Hills, the Forth Rail and Forth Road Bridges and Rosyth dockyards in the distance

The Cairns

This is a level grassed area overlooked on three sides by houses, unbounded except on the north side where there is a low rubble wall with half round coping. Paving stones mark a path diagonally across the space. The space seems to be modelled on Charlestown Green, though it lacks the expansive long views.

Main Road (south)

This grassy space on top of the cliff has open views towards the south. It has some shelter from an area of trees on the east side. Planning permission has recently been granted for development on part of this site.



Part of the open space at The Cairns



The approach along Main Road

Grassy area at the Old Inn

This is a sheltered slope in front of the Old Inn, with the wall of the old lime works to the south, Limebank Lane to the west and the rear of 4 and 5 Main Road and the tramway cutting to the east. The area is not part of a route but rather a quiet, well-lit corner space.

Area in front of Rocks Road housing

This is a small grassed 'patch' with a few young trees, in front of the Rocks Road houses, visible inside the narrow opening on Rocks Road. It serves as amenity space for the residents and feels quite private.

Area behind the School and the Sutlery

This is a level grassed space, raised above the lane behind the School, and in front of the Schoolhouse grounds. Partly enclosed by a high rubble wall to the north, with a distinct tree-line beyond, it is overlooked by the Schoolhouse and the unused upper floors of the Sutlery and feels private but also isolated.



Space in front of the Old Inn



Within Rocks Road houses



View behind the Schoolhouse



View across the area towards Hall Row

In front of Lochaber and Hall Row

This is an area in two halves, left unbuilt as part of the planned layout. The area has timber garages and garden sheds, bin storage and parking. The ground surface is unpaved, partly gravel, part grass. Parking and other uses are not formally marked out. The southern part has an electricity substation. The tree-lined roadway in-between is on a central axis with the Green and a gated entrance to the Broomhall estate. Its formality contrasts with the domestic informality of the space on either side.



Axial view towards the Broomhall entrance



The southern part of the space, Double Row in the background



View from footpath towards the old limeworks site

The site of the limeworks, on top of the limekilns

This space has been left wild, closed off to public access – although the fence has been breached. It has high visibility from the harbour area.



Strip of open space behind low rubble wall opposite the Green

Along Main Road, west side

This strip of open space is in what feels like the centre of the village. Along with the land behind it is marked on the 1895 O.S. as Allotment Gardens. It has some mature trees and is grassed. The edges are strongly defined by an evergreen hedge on the west and a low rubble wall next to the pavement. The site includes an electricity sub-station, painted dark green.



View into the space from Limebank Lane

East of Limebank (part of the Scheduled Monument)

This narrow track is overgrown with vegetation and the entrance next to Limebank is easy to miss. The other end, at the demolished Jin Head on West Road, is even less visible.



View north along the cutting

West of 10 East Harbour Road

This narrow cutting, part of the Scheduled Monument, is the route of the tramway from the West Quarry known as the Tunnel. It rises steeply from East Harbour Road. No buildings are visible from the path but the water can be seen on the way down.



View south from the end of Limebank Lane

East of Westcliffe (on the current boundary of the CA)

There is a steep incline on this path which follows the line of an early railway (see 1856 O.S. map). There is extensive woodland on both sides, sheltering the space. The views and sounds are those of the woods. This is a little world apart, with few visual connections to the village or the firth.



View back down towards West Harbour Road

West of Westcliffe (outwith the current CA), known as Shell Road

Part of this path follows an old rail line to 'Coal Yard' (see 1856 O.S. map). Both this rail line and the one described above had been lifted by the 1895 O.S. map. Most of this path is through mature woodland. Light is filtered through the trees and the path bridges a deep glen with a tidal pond. A few houses are visible at certain points but generally this feels rural and isolated. Arrival out onto the roads at either end comes as a surprise. This path and the one above provide interesting contrast to the other open spaces in Charlestown.



Looking towards Camsie House. The garden sheds are at the rear of The Cairns houses.

West of Camsie Cottage and Camsie House (on the boundary of the current CA)

This is a short path but with several distinct parts. It starts off as a gravel lane at the back of the Cairns housing, bounded by a low rubble wall and with views towards the cricket pitch. The row of wooden garages is a quirky feature along this stretch. It is not very apparent where the next section leads but its grassy surface and the trees and undergrowth make it feel like another woodland path. Arrival at Camsie House is a surprise, especially as the space in front of the west elevation presents itself as part of the curtilage of the house. The path changes to become a surfaced laneway around Camsie Cottage.



A 'vannel' off South Row, with strong edges. The tall chimney stacks and the distant view of the water lead the eye forward.

Around Charlestown Green rows

The variety of access around the terraces of Charlestown Green is a distinctive of this area. Passages mostly occur between groups of six houses. The back lanes are themselves open spaces, overlooked from the cottages on one side and bordered by garden strips on the other (eg. North Row, Double Row). They unify the houses around the Green, provide interesting visual links and maintain permeability.



Back lane at North Row



Path behind South Row



The play area looking towards North Row

Children's Play Area

At the Double Row end of the Green there is a tarmac area with two benches and a few items of children's play equipment. It is unbounded and despite the change in ground texture, the space naturally extends onto the Green.

Bowling Green

This space is clearly part of the Queen's Hall, which provides shelter to the north. The green is a small level area, nestled into the steep slope to the east that is dramatically outlined by the trees.

West Quarry (outwith the current Conservation Area)

The disused quarry has been left to grow wild. Vegetation now covers the quarry floor and only part of the quarry face is visible. Remains of the engine house and the base for the steam engine give hints of past industrial use on the site. The Cairns housing and West Road can be seen through the trees in winter. This is a peaceful natural space.

Path towards Glen Quarry (outwith the current Conservation Area)

This is another wild space, in the cutting of the former tramway. Vegetation and trees have colonised the area but it is still legible as a route. An impressive single arch stone bridge remains as evidence of past uses. Outcrops of rock protrude along the path and a column of unquarried rock (marking the original height of the land) provides a startling silhouette on the cliff-top. This path is more difficult to negotiate underfoot than any of the other paths described but offers the strongest sense of drama.



View of the rock column



The Bowling Green in winter light



View of part of the engine house at West Quarry with the Cairns beyond



View north-east along the path to Glen Quarry. A single arch stone bridge is visible in the distance.

3.6 Trees and Landscaping

3.6.1 Tree Preservation Orders

All trees within the Conservation Area are protected and require permission for felling or lopping.

3.7 Character Areas

3.7.1 Within the existing Conservation Area

The topography of the Conservation Area naturally forms two areas – the lower and the upper village. The lower area comprises the Harbour and Limekilns and includes East Harbour Road and Saltpans. The upper village is centred on Main Road/ Rocks Road.

The Upper Village: This has three 'zones' of architectural

interest: 1. the area around Camsie House and grounds
2. the area around the Sutlery and 3. the Green area.
The first of these is characterised by low density building, extensive grounds around houses, mature woodland and abundant natural habitats. Movement is by way of narrow lanes and paths so traffic is only for access. The atmosphere is peaceful and walking in this area is very pleasant. No.2 is the former civic hub of Charlestown. The convergence of roads (West Road and Rocks Road) and the dominant position of the Sutlery building mean that this still feels the centre of the village. The coherence of the historic buildings here in terms of scale and function (although only partly used now) is reinforced by their location near to one another. 3. The Green area is iconic of Charlestown. Its architectural cohesion and historic integrity is still clearly legible. It has a distinct and attractive identity but also allows visual connection to the surrounding context. Routes are narrow so vehicle traffic is limited. It is a very pleasant space for pedestrians and the amenity space of the Green is of major significance.

The Lower Village: This area is dominated on the one hand by the large harbour and ballast bank and on the other by the quarry face and the limekilns. Both are impressive in scale and visually very strong. Buff sandstone is the predominant material. Movement is primarily east-west, along the coastal edge. The steep lanes that run north-south provide interesting links to the upper village.

3.7.2 Adjacent to the existing Conservation Area

The path and woodland area west of Westcliffe and Camsie House form a natural part of the upper village described above and share its leafy secluded character. West Road is the northern edge to this area

4.0 ANALYSIS

4.1.1 Building by Building Analysis

Apart from the Sutlery and the School the buildings within the Conservation Area are generally in good repair. The main threat to the area retaining its character is unsympathetic alteration to individual properties, affecting the appearance of the buildings themselves, the streetscape and impacting adversely on the overall cohesion of the character areas previously described. Owners need to repair or 'improve' their properties, but issues regarding scale, materials and details as well as the current planning legislation relating to Listed Buildings and Conservation Areas, should be addressed in a satisfactory way.

The table below summarises a general survey of the houses at Charlestown Green, carried out at ground level with the help of photographs.

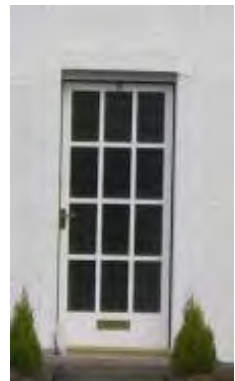
	Historic detail	Change noted	Comment
Chimneys	Stone, harled or brick chimney stacks, stone or lime mortar copes, clay cans	Cement rendered chimneys with concrete copes and haunching; iron straps to stack in some cases; variety of clay cans, including ventilator tops.	The form of chimneys is relatively unaltered but cement coatings will cause harmful build-up of moisture.
Roofs and flashing	Red clay handmade pantiles, black glazed pantiles with lime mortar or Scotch slates and lead flashing. Lochaber is entirely black glazed pantiles,	New machined pantiles, red mixed into existing black glazed; cement mortar; roof-space ventilators and other ventilation chimneys; slipped and loose slates, zinc flashing, patched in places.	A range of new pantiles is to be seen, some better quality and colour-match than others. Roof-space ventilators are visually obtrusive and now unnecessary.
Rooflights	Not common	Still not common.	Those that are found are on inner pitches of M-roofs or on extensions. There is only one rooflight on the front pitch of a cottage on the Green.
Dormers	Not common, small, traditionally proportioned and detailed.	Overscaled box dormers, very few.	Visually intrusive where they occur.
Rainwater goods	Cast-iron	Some replacement in galvanised steel.	Generally well-maintained, likely to be due to easy accessibility for cleaning and maintenance.
Wall types and finishes	Roughcast lime-based harl; slaister harl; rubble; lime mortar; ashlar	Dry dash, cementitious mortar, cement-based render and paint	Relatively few houses have adopted these unsuitable finishes, also

	margins.		found on the unlisted infill cottages (eg Double Row).
Windows	Timber vertical sash-and-case, single glazing, various glazing patterns, stone margins almost flush with harl.	uPVC replacement windows, incorrect matching of original glazing patterns, projecting concrete sills.	There has been a lot of window replacement at the Green, seriously changing the composition and balance of materials and effect of light on the elevations.
Doors	Timber boarded, small fanlights.	Replacement doors of modern 'off-the-shelf' design, timber and uPVC, some with large glazed panels. Modern ironmongery.	Almost all doors have been replaced in the houses on the Green. Only a few examples remain of earlier boarded doors.
Elevations in general	Relatively small windows in one wall plane	Radical alteration of opening sizes; addition of bays and porches.	Where window openings have been enlarged and the window pattern changed this is visually prominent. Front extensions are relatively few but also very prominent, disrupting the building line of the row.
Fences, Railings Boundaries and Gardens	Picket fences and hedges fronting the Green, no vertical boundaries between the gardens of the houses – 'open plan' vegetable patches.	Boundaries extended to enclose gardens, still using picket fences and hedges. Plots treated as ornamental gardens with a wide variety of hard and soft landscaping and planting.	
Other issues		White plastic gas meter boxes	These have been placed on the front elevations. They would have been better placed on back elevations.
	Unsurfaced paving	Pink and grey stone chips; tarmac, in damaged condition	Vehicle use is relatively light. It should be possible to repair and maintain surfaces appropriately. Suitable drainage of surface water is essential in order to avoid dampness build-up around the base of the buildings.

		<p>Satellite dishes and aerials have been erected, albeit not on front elevations. The layout of the Green means the cottages are visible from many angles. TV aerials are fixed to many chimney stacks, though they are much less visually intrusive than satellite dishes.</p>	
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A range of inappropriate replacement windows, not matching original opening sizes, materials or design.



A range of unsuitable replacement doors and ironmongery, not matching original patterns, materials or styles.



Compare this elevation with that of the neighbouring house (right)



This house has been extended up into the roofspace and the window openings heightened.



Compare the original style windows on the right with replacements on the left. Note also the two prominent meter boxes.



Roof ventilators in a pantile roof

4.1.2 Analysis of other Historic Buildings

The Queen's Hall

Blocked gutters and water seepage into the wall was noted on the north elevation. The timber windows need re-painting. Annual routine maintenance and checks should be carried out on a building such as this, including the rainwater goods and wallhead copes.

The fine front elevation of the Queen's Hall – with the tripartite window centrepiece and inscribed tympanum and lintels - is marred by the dense evergreen bush growing in the parking area (see photograph below). Wheelie bins along here also detract from the setting. A little re-organisation of the open space would improve this area.



The west (principal) elevation of the Queen's Hall



A ground floor window at the Sutlery

The Sutlery

The condition and future of this building is cause for serious concern. See Building at Risk section. Although part of the ground floor remains in use routine maintenance remains to be carried out, eg painting of timber windows and rainwater goods.

The School

The condition of this unused building is cause for serious concern. See Building at Risk section.



The Scottish Lime Centre: north-east wall

The School House

This appears to be reasonably maintained and appears unaltered externally. Annual routine maintenance and checks should be carried out.

The Scottish Lime Centre

The thick lime harl on the curved wall, now emblematic of this building and its use, is a recent addition. The roof ventilators, fitted in as 'catslides,' also date from the conversion.

Camsie House

Only part of this house is visible from the public path. Annual routine maintenance and checks should be carried out on a building such as this.



The Old Inn, south roof pitch

Easter Cottage

From the distance of the road this seems well maintained. Annual routine maintenance and checks should be carried out.

The Old Inn

Although extended on the north side, this has remained unaltered in recent times. The materials and details are historic. Annual routine maintenance and checks should be carried out. The photograph (left) shows an area of roof with slipped and loose slates.



The Elgin Hotel seen from Main Road

The Elgin Hotel

Built in 1911, this has been radically altered and extended to the north and the west. The east elevation towards Main Road is entirely new, bearing no resemblance to what existed at the time of the historic photograph (see 4.2.3). Given the strategic position of this building, it is unfortunate that the quality of the alterations is poor.

4.1.3 Analysis of Historic Structures

The Limekilns

A detailed examination of the limekilns was not possible, but clearly conservation work is necessary. Heavy growth of vegetation on the masonry was noted. Roots will have disturbed the pointing and allowed moisture to penetrate. Archaeological remains are likely to be extensive on this site



View from East Harbour Road

and safe access is also a key consideration. Conservation work to Kiln 11 was undertaken in recent years under the auspices of the Scottish Lime Centre and Historic Scotland. “The project has secured the fabric of Kiln 11 and improved access, but, at present, the other kilns remain in a derelict condition.”

(*Charlestown Limeworks: Research and Conservation (2006)*, 50)

Interpretation panels were erected as part of this project. These remain but need renewal. There is great scope for further interpretation material. It is disappointing and inappropriate that the Jinhead tramway and bridge remain unmarked and somewhat overgrown.

Charlestown Harbour

See Buildings at Risk section.

4.1.4 Analysis of More Recent Buildings

Generally the recently built houses in Charlestown are well maintained. Materials include concrete tiles, sandstone cladding, dry dash, timber windows and doors, uPVC windows and doors. Some have traditional style roof dormers.



Single storey house at the Cairns

The Cairns

This post-war development of houses is inspired by the rows at the Green, with details such as a ‘green’ in front, open verges, pantile roofs, pedestrian access to the back, gable chimney stacks. The layout too is logical and the proportion of the single storey dwellings at the end is similar to that at the Green. Some of the detailing is drawn from International Modern eg. casement windows, the geometric door surround. This is a unified group, with character and distinct local identity, formally unaltered on the front elevations. The main change has been in replacement windows and doors, along with some re-roofing and the addition of roof ventilators (see left).



A satellite dish at Rocks Road

General Issue: Satellite dishes

Satellite dishes are, in many cases, fixed to gables and front elevations, some close to listed buildings such as the School and the Sutlery. They are a visual intrusion on the streetscape and should be located on rear elevations or other hidden positions (with planning permission). Consideration should be given to shared dishes, in order to avoid unsightly proliferation.

4.2 Negative Factors



The housing at East Harbour Road seen from the west outer pier



Some of the housing on West Harbour Road seen from the west outer pier

4.2.1 Buildings in the Harbour Area

The houses at East Harbour Road form the land edge to the Harbour and are an important part of the view back to Charlestown from the outer piers. Two built-up areas of reclaimed land form the east and west edges to the Harbour – Salt pans and West Harbour Road respectively. These also are part of very significant views - from the Ballast Bank towards the Broomhall estate and from the Inner and Outer Harbour towards Crombie Point. These houses are located in spectacular natural settings, always seen against a backdrop of sea, sky, rock and woodland. It is most unfortunate therefore that the buildings do not respond particularly well. Contributory factors include incoherent rooflines, garish roofing materials and boxy volumes that are inappropriate in relation to the strong topography.



Saltpans seen across the water from the east ballast bank with the Broomhall estate as backdrop

4.2.2 Design Quality

Poor or indifferent design quality in the buildings of recent decades is a significant negative factor in the Conservation Area. Various aspects of these designs show little or no response to context or understanding of the details that comprise the character of local building. This includes: layout in relation to the street, massing, appropriate volume, the use of mass-produced and synthetic materials (roofing, cladding, boundaries) that have no precedent in the village; poorly proportioned elevations and openings, inappropriate placing and sizing of window openings, dormers, mansards and balconies. It is unfortunate that several examples are found directly adjacent to B listed structures, detracting from their setting. Good contemporary design, sensitive to context, would be preferable to poorly detailed imitation historic. Achieving a “high standard of development and design whilst conserving the pattern of towns and villages” ... is stated as a key objective of the Dunfermline and the Coast Adopted Local Plan (2002), (2.2).



The Elgin Hotel, no date (RCAHMS)

4.2.3 Inappropriate Alterations

Inappropriate changes can lead to serious loss of character, both for the individual building and also for its setting. While change and adaptation are necessary, a sustainable approach also requires maintenance and upgrading of the existing. Extension of living space to meet modern requirements must be balanced against the limitations inherent in owning a historic building in an Outstanding Conservation Area.

The Elgin Hotel, built in 1911, has been altered beyond recognition. This is a key site within the townscape and the building’s function is socially very significant. While the elevation seen in the historic photograph is not of particular



The Elgin Hotel now

merit, its replacement is even less pleasing. An extension and re-build such as this presents an opportunity for the best of contemporary design and an appropriate response to context in terms of materials, proportions and composition.

Harbour Cottage, the former Customs House on East Harbour Road, has been radically altered. Replacement of natural slate and traditional lead flashing with concrete tiles may have been regarded as a 'modern approach' at one time, but is now considered as less satisfactory. The chimney stacks are conspicuous by their absence. The greatest changes have been to the size and position of the openings. These were originally fairly small, vertically proportioned sash and case windows, spaced regularly across the front. This has been radically altered and now the openings are neither vertical, sash and case, nor regularly placed.



Harbour Cottage, no date (RCAHMS, no date)



Harbour Cottage 1967 (RCAHMS)



Harbour Cottage now

House Extensions, Porches and Conservatories

Fortunately few porches have been added on the front elevations in the Green area. One unsympathetic example is shown on the left. The area with the most examples of extension is on the south side (back) of South Row and Hall Row. At present these are only partly visible from Main Road, due to a thick, high hedge. They are all of different sizes, materials and form, an ad hoc collection. Further building is envisaged on the basis of recent permissions granted for rear extensions and a conservatory.



A front porch on South Row



An extension on South Row



Back extensions, South Row

4.2.4 Replacement windows and doors

Within the hierarchy of the elevation of a traditional house, window frames are perhaps the most unobtrusive element, just noticeable at the edge of the opening but not intended to distract from it. Shiny PVC and the thicker widths and depths of the components of most replacement windows often have the opposite effect. In Charlestown there are several examples of non-compliant replacement windows in the vicinity of the Green. Some of these pre-date Fife Council's Supplementary Guidance on Windows but some appear to post-date it. In addition, some of the openings have been enlarged, seriously altering the appearance of the house. Every effort should be made to inform owners of current Supplementary Guidance and the opportunity taken to re-instate well-designed vertical timber sash and case windows as well as timber panelled doors.

4.2.5 Changes to roofscape

Relatively few dormers have been added to the historic buildings in Charlestown, and as a result the visual balance is, for the most part, intact. On several houses where re-roofing has been carried out, ventilators have been added. These are unattractive and unnecessary. Ventilation standards can now be met by a high performance breather membrane laid under the slates or pantiles. The manufacturers and Building Control section of the Council should be contacted for further advice on the specification.



Wheelie bins outside the Scottish Lime Centre

4.2.6 Bins

Some thought should be given to less conspicuous storage of plastic wheelie bins, especially in the vicinity of listed properties.

4.3 Buildings at Risk Survey

4.3.1 Vulnerable Structures

Charlestown Pier

The condition of Charlestown Pier, B listed, and of high historical, archaeological and social significance, is given as 'Very Poor' in the Register of Buildings at Risk. The damage to the stone faces and embankments seems to date from the peak period of ship-breaking in the 1920s and '30s. The condition of the east bank and inner harbour is described in detail in the Report of the Public Local Inquiry (2006) into development at the Harbour, section 5.3, ... "significant parts of the harbour and Ballast Bank were showing significant signs of deterioration, and if overtopping and washing out of the core were not addressed, in time this would lead to the total collapse of the structure." The Building at Risk Register specifically excludes the Inner Harbour from the At Risk entry. Historic Scotland has advocated a 'conservation based repair

scheme' for the entire harbour (*Charlestown Harbour Planning Appeal* (2006) Precognitions, 4.3) and Fife Council has stated its support for repair and improvements:

"Fife Council will seek to protect and enhance harbours and piers that are listed as being of special architectural or historic interest ... Many of the older structures are falling into disrepair. The Council will, therefore, identify problems and opportunities and work with owners to identify solutions that secure the long-term future of the most important harbours and piers."

(Local Plan PR17/ 4.41)

The School, Charlestown

This B listed building has been on the At Risk Register since 1991, categorised as 'Moderate' risk. There have been several proposals for conversion but none of these has come to fruition and so the building remains unused. Issues which are contributing to ongoing decay include the condition of the roof, the flashings and the rainwater goods, vegetation covering the masonry, and broken windows. Two extensive areas of cracking are to be seen in the east and south elevations and would need to be assessed by a structural engineer.

The Granary (Sutlery)

This category B building at the heart of the village was placed on the At Risk Register in 2006. Apart from the shop and post office on the ground floor it remains vacant and therefore vulnerable to deterioration. There have been various proposals for conversion of the upper floors but these appear to have stalled.

4.4 Public Realm Audit

4.4.1 Appropriateness of paving



Damaged road surface in front of the Sutlery



Patched road surface in front of the Elgin Hotel

Paving is tarmac or unpaved earth with loose gravel. In general the condition of the tarmac is reasonable. However road surfaces are in poor condition, with several areas of potholes and patches in front of key buildings. This impacts on visual amenity and makes crossing more difficult for pedestrians. The road surface needs to be repaired, possibly using the latest infra-red technology. (Nu-phalt has recently won a Green Business Fife Award.)

Historically the access lanes and the informal open area at the Green were unsurfaced. Heavy use by vehicles could render these very muddy in wet weather. It may be desirable to spread loose pea-gravel at the start of the winter. Grey chips are preferable to pink, a shade which is visually obtrusive in this context.

Paving on the Harbour piers is in extremely poor condition. The design of new paving for the piers should emerge as part of a study of their condition, repair and enhanced future use.

4.4.2 Appropriateness of street furniture

Street furniture is minimal in Charlestown. Just one of the existing bus stops has a shelter and there are a few small litter bins. There are two public benches near the bus stops outside the Elgin Hotel. There is an old-fashioned shelter and toilet block at the corner of Main Road. This is a very strategic site and the function of the shelter and toilets is important. (There are no public toilets in Limekilns). It is a pity that the little building and the area in front is rather grim.

The B listed K6 telephone kiosk is situated at the Green, forming part of the townscape.

Benches and cycle parking racks should be included as part of a repair/ renewal scheme for the Harbour area. These items should be well crafted and the material suitable for a marine environment. The design should not be fussy or pastiche, but rather something simple and classic.



The listed telephone box at the Green



The shelter and public toilets on Main Road

4.4.3 Appropriateness of signage

In contrast to the clutter of signage found in most towns and cities signage is minimal in Charlestown. The Sutlery has a sandwich board outside during opening hours. The Elgin Hotel has signboards fixed outside and also fixed round a mature tree. There are small signs indicating cycle routes.

There are some interpretation panels at the limekilns. These will soon need maintenance and renewal. In a village of such historic significance improved provision is highly desirable. A small number of well-designed and well-written information boards and signs would enrich the Conservation Area for inhabitants and visitors alike.

4.4.4 Appropriateness of lighting

Street lighting in Charlestown is of a standard design.

Lighting along the piers should be considered as part of a repair/restoration scheme, enhancing the amenity potential of the Harbour.



Interpretation panel at the limekilns



Guard rails on West Road

4.4.5 Effect of traffic engineering

There is little traffic engineering in such a quiet location, apart from the recent creation of a 20 mile speed zone. The necessity for unattractive guard rails on the north side of West Road is questionable.

4.5 Sensitivity Analysis

4.5.1 Proximity to Scheduled Monument

The various elements that make up the 'limekilns and associated features' as a Scheduled Ancient Monument and category A structure run through much of the west half of the village. Several properties bound the Monument and the limekilns are highly visible from a distance. The greatest care needs to be taken to protect and enhance this setting.

4.5.2 Proximity to Listed Structures

Charlestown Harbour as a category B structure, has high historic significance. The essential visual relationship between the Harbour area, the limekilns and the cliff-face makes this a highly sensitive context. Because of the topography few spaces are hidden from public view, so all changes and development should be scrutinised carefully to ensure that they have a positive impact on the Conservation Area.

'...the peninsulas and open spaces should be kept open and free of development as this would be conspicuous, inappropriate and interrupt the flow of the coast and obstruct views of the Forth from the coast road.'

(David Tyldesley and Associates, 1995, *Scottish Natural Heritage, Dunfermline District Landscape Assessment*, p51, quoted in *Report of the Public Local Inquiry, Charlestown Harbour*, 2006, 9.2.26)

4.5.3 Fragility of Open Spaces

There is a danger that the significance of Charlestown's wagonway/railway path infrastructure could be neglected and forgotten and eventually encroached upon. These historic routes, once noisy industrial tracks, are now enchanting green spaces, largely reclaimed by nature. Conservation of both of these aspects is important and requires sensitivity and careful management.

5.0 Conservation Area Management Plan

5.1 Introduction

Charlestown as a planned village and harbour is still largely intact, retaining its characteristic layout of housing, network of paths and open spaces and the two key structures of the Harbour and the limekilns.

These are the core of its international and national historical significance. However, the implications of Conservation Area status, now over thirty years old, need to be re-appropriated and a programme of positive action undertaken. Enhancements to the Conservation Area will bring social, environmental and economic benefits for all.

This review of Charlestown Conservation Area is one in a programme of Conservation Area reviews currently under way in West Fife. Of these, the Limekilns Appraisal is directly relevant to this one as the two villages have close ties of physical proximity, shared history and land ownership. In several aspects, the management of these areas requires a joint approach.

5.2 Strategies

The future of the Conservation Area relies on positive action, at the level of the village taken as a whole and in terms of individual streets and buildings. Doing nothing is in itself a negative action - neglect leads to decay and buildings are eventually altered beyond recognition or demolished. Minimal maintenance and uninformed repair gives only short term gains. It is preferable that a longer term strategy be adopted, for the benefit of all and as an exercise of statutory duty by owners and local authorities. The following strategies are recommended:

1. Conservation Strategy

Charlestown has an outstanding group of historic structures and buildings in a unique setting. These need continuing care if the character of the Conservation Area is to be sustained into the future. A positive programme of repair of historic fabric should be implemented. Opportunities to offer grants to owners should be sought.

2. Boundary Adjustments

The boundary of the existing Conservation Area should be amended to include an area of historic merit. The new west boundary would lie on a historic route at the edge of the village.

3. Excellent Design Standards

Design for proposed new development or 'intervention' in historic buildings or structures should be of the highest standard. Design guidance should be prepared and made

widely available.

4. Heritage Management Strategy

A Heritage Management Strategy should elaborate a vision for Charlestown in terms of identifying its significance and heritage values and should set out a framework for the sustainable conservation, management and presentation of heritage assets. Cultural tourism would be included in all considerations. See 5.5 and 5.7. Charlestown is of such significance that it should merit national and international attention. Great potential exists to develop a heritage strategy for this area of West Fife, best conceived as a joint venture with Limekilns. The sustainability of the village would be greatly enhanced by the resultant cultural, social and economic benefits.

5. Public Realm Enhancements

The public realm is integral to the character of Charlestown's open spaces and the setting of its buildings and structures. Improvements should be carefully undertaken, with a view to enhancing this character. Overtly urban schemes do not seem appropriate for this context. Rather, the existing fabric points towards a modest vernacular aesthetic. New features should be a contemporary response, not imitation.

6. Control and Enforcement

In the first instance, measures should be taken to make sure that owners and occupiers are aware of the issues regarding building repair and maintenance in a Conservation Area, including work to the curtilage. The procedures for Conservation Area Consent and Listed Building Consent should be clearly set out, along with a list of guidance and information available through the Council as well as from bodies such as Historic Scotland. This advice could be in the form of leaflets, readily available, free, possibly through the local shop or by annual postal distribution. Local schools and the nearest library would provide another possible point of contact.

Repair notices and enforcement procedures should be followed where necessary.

“Local authorities should consider a more proactive approach including monitoring development activity and ensuring compliance with the terms of planning permissions. A positive and active approach to enforcement will help to reduce the number of contraventions and secure sustained improvements in environmental quality.”

(PAN 71, 7)

5.3 Opportunities for Development

5.3.1 Sites where development could enhance the special qualities of the area

There are no vacant or derelict sites in the Conservation Area

that could suitably be used for development. There should be a presumption against the amalgamation of two houses into one unit or the creation of an additional building plot in the garden of an existing dwelling.

5.3.2 Opportunities in the development plan

No suitable brownfield sites have been identified in the course of this study or in the Local Plan. A planning application for housing on the east ballast bank was refused on appeal, following a planning inquiry in 2006.

Much of the land to the east of Charlestown is a designated Area of Great Landscape Value and therefore any proposed development “*must maintain or enhance the character of the landscape through the highest standards of design and finish*” (Local Plan, Policy COU4). Charlestown’s proximity to Rosyth, earmarked for ongoing development “*as an international port, transport hub and economic growth area*” (Structure Plan 2006-2026, 1.16) should mean that there will be buoyant demand for high quality residential areas such as this village.



View across the cricket pitch towards the Cairns



The path at the corner near the cricket pitch

5.4 Opportunities for Planning Action

5.4.1 Need for boundary refinement

This study identified one area which it would be beneficial to include in the existing Conservation Area (see Drawing BMJ 03).

*The principles of selection for designation as a conservation area are broadly as follows:...b. areas of significant architectural or historic interest in terms of building groupings, which may or may not include listed buildings and/or **ancient monuments**, and **open spaces** which they abut.* (Scottish Historic Environment Policy (2008), Annex 3, 3, bold added)

The proposed extension is the area of woodland west of Camsie House, as far as Shell Road (the path which runs north-south, from the corner of the cricket pitch to the West Harbour Road, west of Westcliffe, further description included in 3.5.1). The new boundary would be on the west edge of Shell Road. The following points highlight the significance of the area:

- This area is historically part of the village infrastructure. Two railway lines ran through it, one towards Fiddler’s Hall and one to a Coal Yard. An early railway station was also situated here – see O.S. map 1856, below.
- The area had two historic quarries – see O.S. 1895. The cricket pitch has been laid over one of these.
- Shell Road is the route of the early Elgin railway and includes the Elgin viaduct, part of the ‘Limekilns and Associated Features’ Scheduled Ancient Monument.

As well as recognising the rich history of this portion of land, designation would protect the context of the Scheduled



View along Shell Road

Monument and category B Camsie House. Topographically, Shell Road forms a natural boundary on the west of the village.



View west to the glen below the Elgin viaduct



O.S. 1856 (left), 1895 (middle) and 1914 (right). The proposed Conservation Area boundary is shown in red.

5.4.3 Effects of Permitted Development

Several General Permitted Development rights under Article 3 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 are restricted in Conservation Areas, either through an exclusion clause in Article 3 or through Article 4 Directions of the local authority.

At the Green there are a few examples of Class 7 Permitted Development (alteration of a boundary fence to more than one metre height within twenty metres of a road), carried out in a way that is detrimental to the house itself and to the setting. An Article 4 Direction should address this issue.

Satellite dishes (microwave antennae) have been erected on or near listed buildings, detracting from the elevations and roofscape. These are not Permitted Development (Class 6 exclusion) so residents need to be kept informed and

statutory controls enforced.

5.4.4 Review of Article 4 Directions

An Article 4 Direction has been in effect in Charlestown since 1981. This needs to be updated to include more recent designation of classes.

The following classes are unnecessary for inclusion in an Article 4 as they already carry an exclusion of permitted development in conservation areas:

Classes 1-6, 9.

The following classes do not carry special provision for conservation areas and it is recommended that they be included in an updated Article 4 Direction:

- Class 7 (the erection, maintenance or alteration of fences, walls etc);
- Class 8 (formation of access to a road);
- Classes 10-13 (Changes of Use)
- Class 27 (Repairs to Private Roads and Private Ways)
- Class 69 (Amusement Parks).

Provision might be refined so as to include other relevant classes, eg. classes 37 - 40, undertakings related to harbours, gas suppliers and electricity undertakings. In practice statutory undertakers consult the Council regarding works in a conservation area and it is a generally agreed principle that planning permission is required for all changes to the external building envelope or hard surfaces or to means of enclosure within a conservation area.

An amended Order, concerning domestic microgeneration came into effect in March 2009, containing special provision for the erection of microgeneration equipment on buildings, under Class 6. Certain exclusions are already included for conservation areas (ie. if the equipment is visible it is not permitted).

5.4.5 Design Guidance and Training

A good start has been made in the publication of several documents of design guidance by Fife Council:

- *Creating a Better Fife: Fife Urban Design Guide* (Dec 2005)
- *Fife Masterplans Handbook* (2007)
- *St Andrews Design Guidelines* (2007).

Many of the principles identified in these documents – eg. character, identity, high quality new development - are applicable also to a historic maritime village such as Charlestown. However considerable skill and judgement is needed to interpret the application of these principles. As design is now a material consideration, training in design is essential for those who guide and make local planning decisions. The provision of such training is national policy:

“Local authority officers need to become more skilled and more aware of how design can help fulfil their corporate aims. A number of councils already support their staff in taking design courses. Every planning authority needs, ideally, to have an urban design team with a range of skills, including landscape architecture. At the least, it should have one member of staff with an urban design qualification or skills. Training should also be provided for councillors to help them become aware of the importance of design and the impact of their decisions.”

(Designing Places, a Policy Statement for Scotland, 2001)

5.5 Conservation Strategy

The following series of actions is recommended:

Heritage Management Strategy

“Fife Council will encourage Broomhall Estate to repair Charlestown’s historic industrial architecture and to create appropriate visitor, heritage and educational attractions.”

(Local Plan PR10)

1. Investigate the possibility of setting up a heritage trust.

Contact should be made with other industrial and planned villages and models sought as to how a trust could work. Comparison villages could include Falkland, Bournville, Saltaire. This would aim to increase awareness and promote Charlestown’s (and Limekilns’) natural and built heritage, for residents and visitors alike. The villages of Charlestown and Limekilns have potential for a variety of cultural and recreational activities, linked commercial uses and education and training opportunities.

2. Investigate how Charlestown could be promoted at national/international level. Explore U.S./Canadian interest in Charlestown as an emigration port from Fife. Invite statutory bodies such as Historic Scotland, Visit Scotland, the Scotlandspeople Centre and Scottish Natural Heritage to advise.

3. Develop signage and interpretation of Charlestown Conservation Area. If at all possible, the project should be done in collaboration with the local community, eg.the Community Council, the Gellet local history group, the local primary school. The Fife Coastal Path could be extended to take in Charlestown and Limekilns. A Limekilns-Charlestown heritage trail could be conceived and signed. Information boards and plaques should be durable and well-designed. The signs could be free standing, on a slim pedestal or, perhaps, carefully fixed to a building. The latter solution would reduce street clutter but would require Listed Building Consent in the case of listed buildings. For all structures, signs and fixings should be carefully thought out. High quality

materials should be used.

4. Improve provision of information for visitors to the area, in liaison with Visit Scotland and other relevant bodies. Maps, leaflets and other printed information could be distributed through the Sutlery and the Hotel. Add information about Charlestown to the Visit Scotland website and ensure that this is kept updated.

5. Contact Historic Scotland regarding the possible listing of Limebank. This house and its setting is of considerable architectural merit and should be protected.

Repairs

5. Disseminate information regarding the need for repairs and maintenance of historic buildings, emphasising the importance of keeping buildings in use. Aim at greater awareness of Conservation Area status. Ensure that owners of listed buildings are aware of their responsibilities and informed about where they can seek advice. Review how enquiries about possible repairs/changes to historic buildings are dealt with by the Council Planning department. It is important the owner/applicant's initial enquiry is directed to an informed, responsible officer of the Council.

6. Target key projects for renovation through making grant aid available and encouraging owners and other users to avail of these. Comprehensive advice on funding the repair of historic buildings is available at the Funds for Historic Buildings website, <http://www.ffhb.org.uk>. Repair of the School and the Sutlery will be tied in with conversion of these buildings for new uses.

7. The repair of Charlestown Harbour is most urgent. The large scope of this project suggests that it would be best addressed as part of a wider plan for the regeneration of the village.

8. Continue to monitor the buried asbestos contamination at the east ballast bank, especially at the east beach where erosion is affecting the edges. Assess whether protection and warning notices need to be erected to prevent pedestrian access and consider which long-term solution is preferable, in dialogue between Fife Council and Broomhall Estate. This is potentially a very pleasant amenity space. In order that the ballast bank be safe for public recreational use, remediation work should be a high priority.

9. Co-ordinate a programme of phased repairs to the limekilns, in conjunction with the Scottish Lime Centre and Historic Scotland.

10. Include the restoration of lost architectural detail in the above work, eg. new windows to be properly detailed timber

sash and case. Reinstatement of the bell on the Sutlery would make it a landmark feature on this key building. Make sure that any restoration/reinstatement is carried out by competent professionals who are experienced in historic building work.

11. Raise awareness of best practice with regard to repair techniques and choice of materials. Local builders, construction professionals and Development & Environment staff at the Council should be targeted. Training initiatives should also be used as a means of building up skills and knowledge, eg. under the auspices of Historic Scotland. Charlestown is most fortunate to have the expertise of the Scottish Lime Centre Trust on hand. Locals should be encouraged to make good use of this national resource.

12. Exercise statutory controls over unsympathetic alterations or losses. This is especially important with regard to windows and doors at the Green. Ensure that re-instatements are carried out by competent professionals experienced in historic building work.

Public Realm, Natural Environment & Transport

13. Carry out a detailed assessment of the condition of the public realm – pavement and road surfaces, crossing facilities, street lighting, public seating, bus stops, railings, litter bins, signage, planters etc. Repair elements worth retaining. Replace worn features. Ensure that the new is co-ordinated, of consistently high quality and that it will enhance the Conservation Area. This must involve liaison with the Environmental Services and Community Services departments of the Council.

14. Introduce sensitive improvements to the woodland paths – eg. some signs and interpretation panels. Upgrade the ground surfaces so that the paths could be used year round by a wider range of walkers. A programme of enhancements to the green spaces generally could be carried out in consultation with the local community. This should be consistent with the Indicative Forestry Strategy, Fife Landscape Character Assessment and other relevant policy documents.

15. Seek a positive solution for the future of the B listed telephone box, in terms of ownership, use, maintenance and management.

16. Assess car parking needs and how these can be met appropriately. Include parking/cycle parking for visitors. Carry out upgrades to the existing parking area beyond Double Row – surface/ drainage improvements, landscaping. Where appropriate provide covered cycle stores and bin and recycling storage in car parking areas.

5.6 Monitoring and Review

A mechanism for a regular review of the Conservation Area should be put in place, possibly under the auspices and guidance of the Built Heritage section of the Council but with the participation of the local community and perhaps input from an invited conservation professional or representative from Historic Scotland. This would address the issues outlined in the strategies above. A regular review would help prevent matters being sidelined or neglected.

5.7 Summary

PROJECT	LOCATION	ACTIONS
1. Heritage Management	Throughout the Conservation Area	<ul style="list-style-type: none"> Investigate the setting up of a Heritage Management trust and linked support groups, such as an Environmental Conservation group and 'Friends of ...' group. Promote the setting up of a heritage awareness programme in liaison with Limekilns and local interest groups and schools/ colleges. Ensure that this has mechanisms to remain ongoing. Include heritage interpretation in review of the public realm. Organise the provision and distribution of printed information for visitors.
2. Conservation	Throughout the Conservation Area	<ul style="list-style-type: none"> Disseminate information to owners and users about repairs to traditional buildings – advantages, duties, help available. Source grants and encourage take-up; Carry out a repairs audit. Set up and implement a targeted programme of repairs and maintenance; Follow up with a bi-annual repairs audit of the Conservation Area; Focus positive attention on local assets such as the harbour and limekilns – history, structure, amenity spaces; Address the future of the K6 listed telephone box. Implement controls regarding alterations that are not 'Permitted Development'.
2. Public Realm Enhancements	Throughout the Conservation Area	<ul style="list-style-type: none"> Audit the condition of existing paving and street lighting and renew carefully, according to the character of the area. Review requirements of seating, litter bins, planting and signage. Set up a regular maintenance and renewal programme.
	Woodland paths	<ul style="list-style-type: none"> Upgrade the ground surface (woodchips, fine gravel or other non-bitumen solution) to allow all-season use Manage vegetation and tree growth. Cut back appropriately, in season, to keep the paths open. Develop a series of woodland/village trails, with signs and information panels.
	Quarries	<ul style="list-style-type: none"> Clear and open a series of quarry trails. Provide signs and information panels. Manage vegetation growth. Cut back appropriately, in season, to keep the paths open.
	Charlestown Harbour area	<ul style="list-style-type: none"> Investigate sources of funding for repairs, possibly phased. <p>In the area of the harbour enhance user facilities, eg. benches, picnic tables, cycle parking.</p>

APPENDIX I

List of Maps and Drawings

Drawing BMJ 02	Charlestown with existing Conservation Area boundary and listed buildings
Drawing BMJ 03	Charlestown with proposed Conservation Area boundary and listed buildings
Drawing BMJ 04	Charlestown: Regional Context
Drawing BMJ 06	Charlestown Conservation Area Open Spaces map
Drawing BMJ 10	Ainslie's map, 1775
Drawing BMJ 11	Thomson's map, 1832
Drawing BMJ 12	O.S. 6" 1856
Drawing BMJ 13	O.S. 25" 1895
Drawing BMJ 14	O.S. 25" 1914

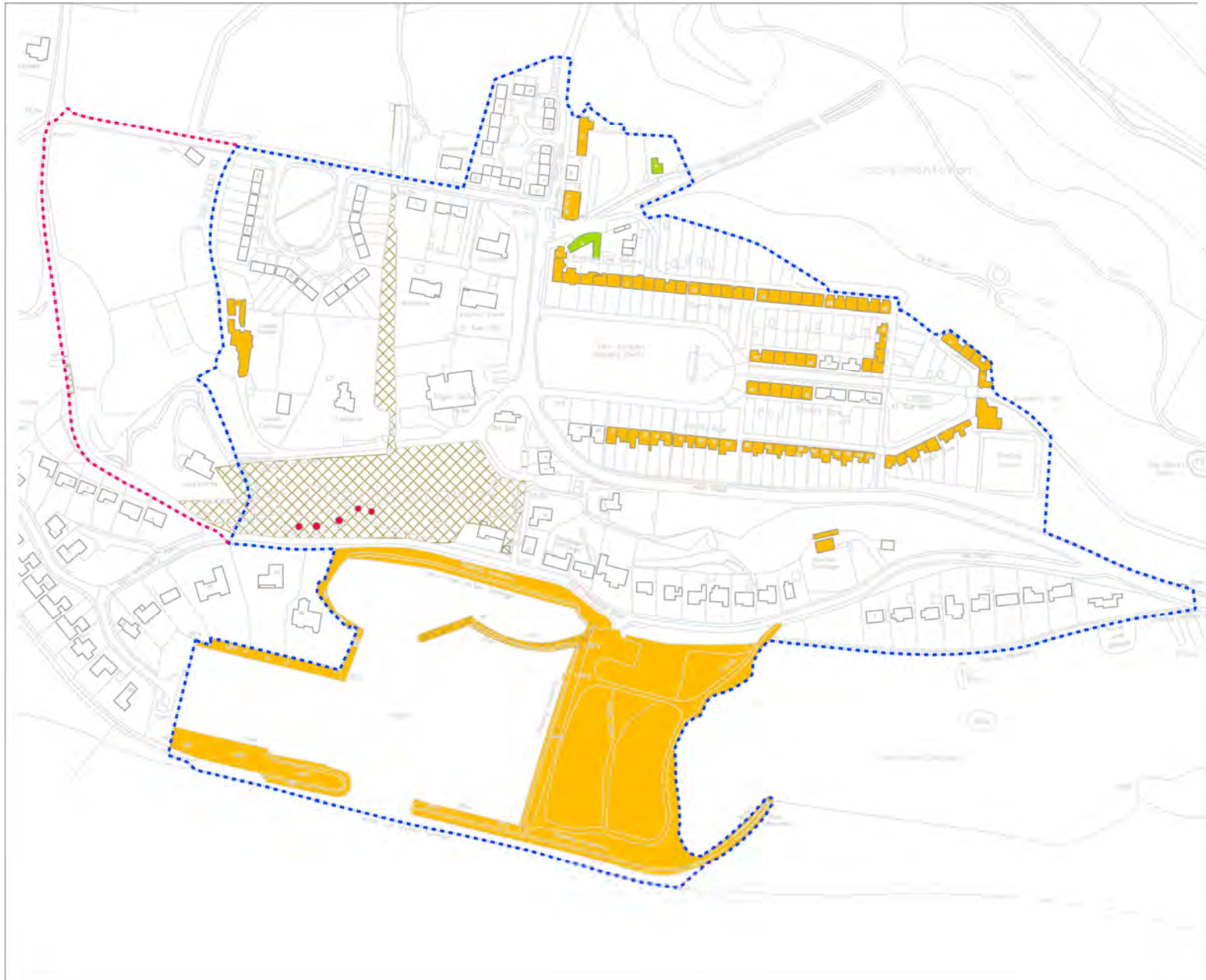


- - - - Listing Conservation Area
- A-listed
- B-listed
- C-listed
- X X X X Scheduled Ancient Monument

**Fife Council
Charlestown
Conservation Area
Listed Buildings**

Gray, Marshall & Associates
21 Bedford Drive - Edinburgh EH4 7LJ
Drawing No. BMJ 02
Scale 1:1250@A1
November 2008

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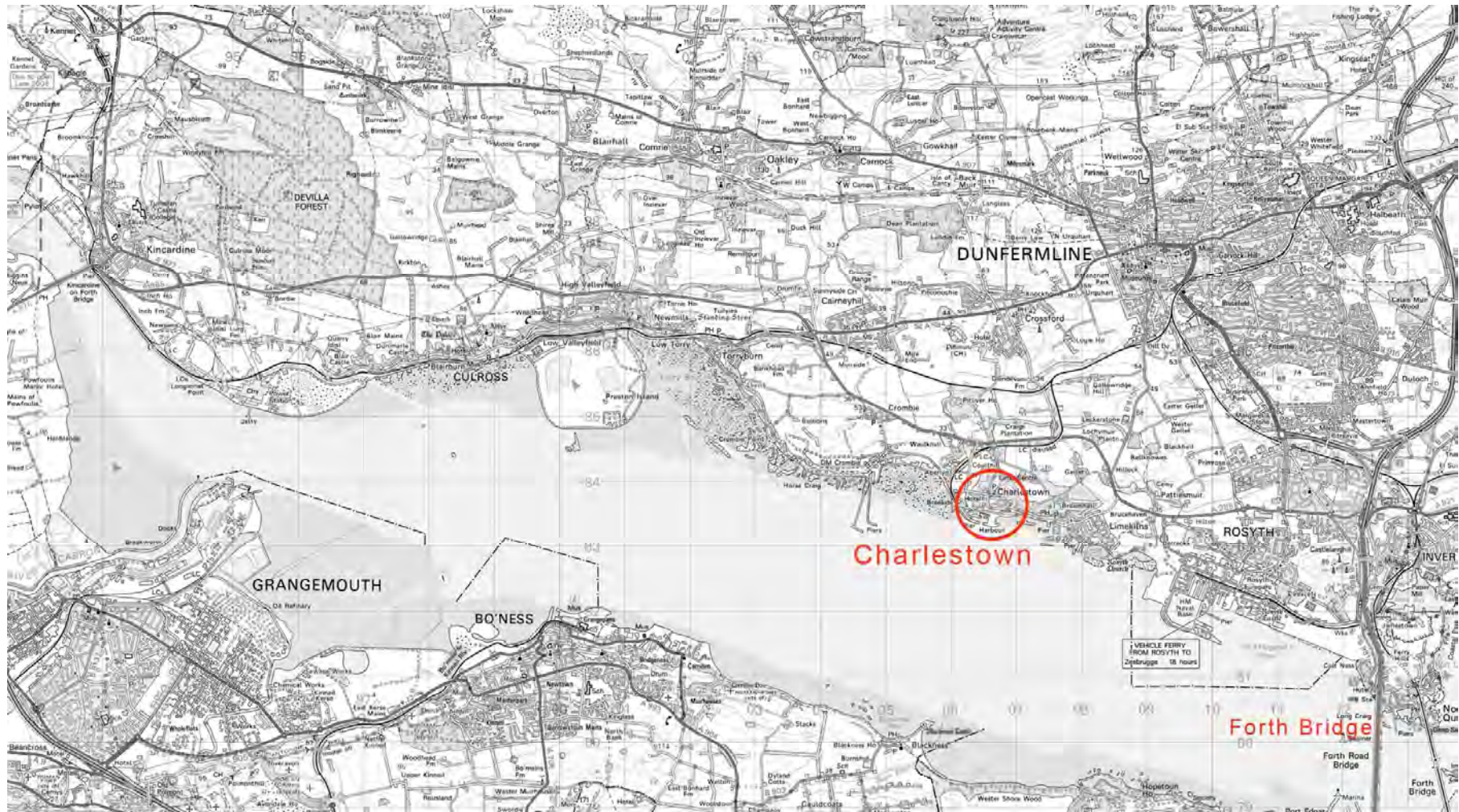
NORTH

- Existing Conservation Area
- Proposed boundary
- A-rated
- B-rated
- C-rated
- ▨ Scheduled Ancient Monument

**Fife Council
Charlestown
Conservation Area
Proposed Extension
of CA boundary**

Gray, Marshall & Associates
21 Market Street | Edinburgh EC3 7EJ
Drawing No. BMJ 03
Scale 1:1250@A1
November 2009

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Fife Council
 Charlestown Conservation Area
 BMJ 04

Charlestown: Regional Context

Gray, Marshall & Associates
 23 Stafford Street
 Edinburgh EH3 7BJ.

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Not to scale



NORTH

KEY:

- woodland and natural spaces
- routes, tracks and paths
- open amenity spaces

**Fife Council
Charlestown
Conservation Area
Open Spaces Map**

Gray, Marshall & Associates
22 Bedford Square, Edinburgh EC1A 7JL
Drawing No. BMJ 06
Scale 1:1250@A1
November 2008

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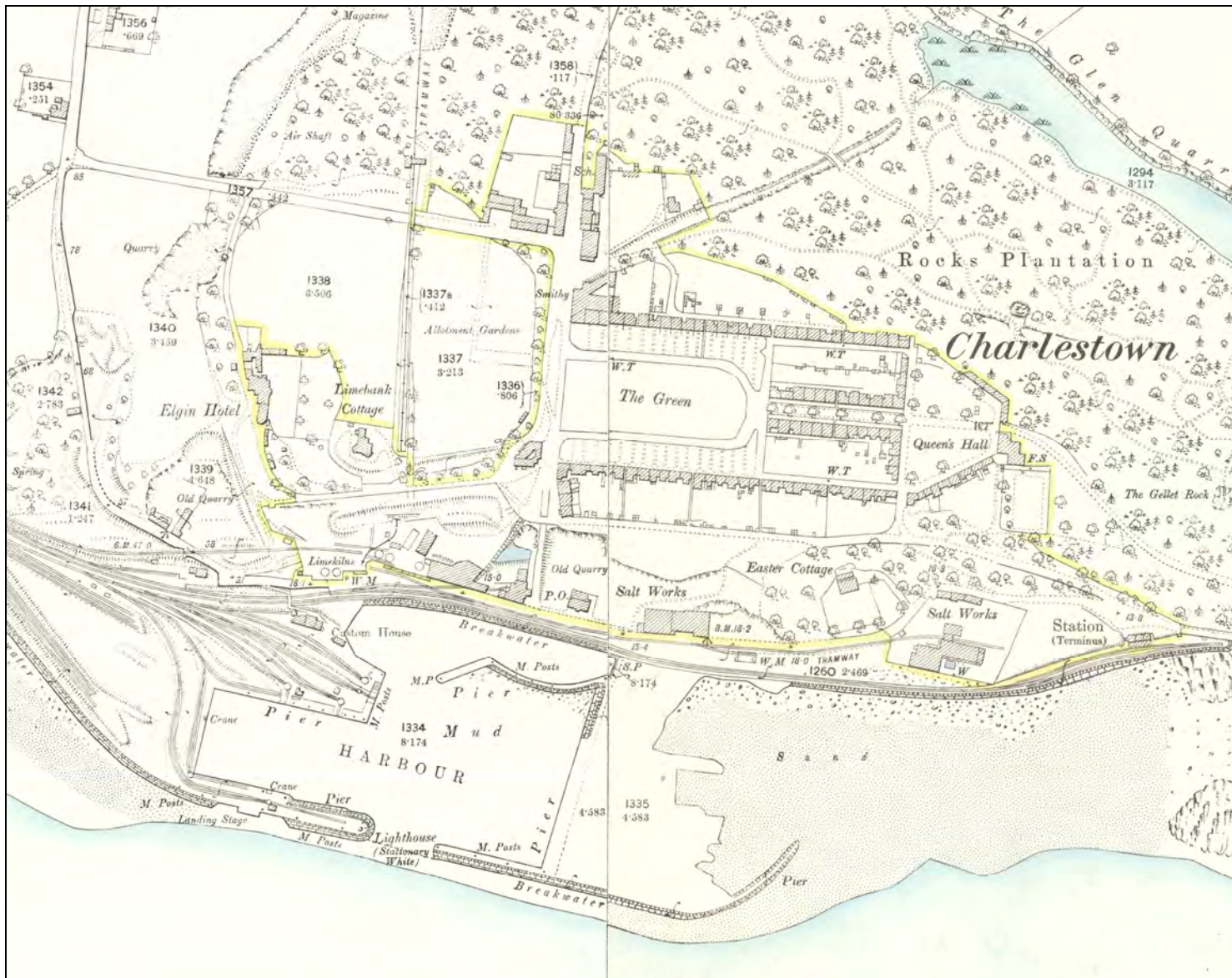


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APPENDIX II

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APPENDIX III

References

The Planning Context

Scottish Planning Policy 8: *Town Centres and Retailing*
National Planning Policy 17: *Transport and Planning*
Scottish Planning Policy 20: *Role of Architecture and Design Scotland*
Scottish Planning Policy 23: *Planning and the Historic Environment*
Planning Advice Note 42: *Archaeology*
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Scotland's Listed Buildings: What Listing Means to Owners Occupiers (2006)
Looking after your Timber Sash and Case Windows: a short guide for homeowners

Technical Advice Note 1: *Preparation and Use of Lime Mortars*
Technical Advice Note 2: *Conservation of Plasterwork*
Technical Advice Note 7: *Access to the Built Heritage*
Technical Advice Note 10: *Biological Growths on Sandstone Buildings*
Technical Advice Note 11: *Fire Protection Measures in Scottish Historic Buildings*
Technical Advice Note 14: *The Installation of Sprinkler Systems in Historic Buildings*
Technical Advice Note 15: *External Lime Coatings on Traditional Buildings*
Technical Advice Note 19: *Scottish Aggregates for Building Conservation*
Technical Advice Note 22: *Fire Risk Management in Heritage Buildings*
Technical Advice Note 24: *The Environmental Control of Dry Rot*
Technical Advice Note 27: *Development and Archaeology in Historic Towns and Cities*
Technical Paper 1: *Thermal Performance of Traditional Windows* (November 2008)

Guide for Practitioners 6: *Conversion of Traditional Buildings*
Guide for Practitioners: *Conservation of Historic Graveyards*
Guide for Practitioners: *Stone Cleaning*
Guide for Practitioners: *The Conservation of Timber Sash and Case Windows*

The Inform guides are available free-of-charge and may be downloaded at www.historic-scotland.gov.uk/pubsforowners

Titles include:

Domestic Boundary Walls
The use of lime and cement in traditional buildings
Indent Repairs to Sandstone Ashlar Masonry
Maintaining a Pantiled Roof
Repointing Ashlar Masonry
Masonry Decay
Damp, Causes and Solutions
Maintaining Sash and Case Windows
Domestic Chimneys and Flues
Fires Safety
Roofing Leadwork
Finials and Terminals
External Timber Doors
Fireplaces
Timber Floors
Energy Efficiency in Traditional Homes
Maintaining traditional plain glass and glazing

APPENDIX IV

Schedule of Listed Buildings and Structures within Conservation Area

Property Name	Number	Street	Listing
Camsie House including ancillary buildings and garden wall		Charlestown	B
Charlestown Harbour			B
Limekilns		Harbour Road	A
K6 Telephone Kiosk		Charlestown	B
The Sutlery (14)	8,10,14,16,18	Rocks Road including letterbox	B
The School House including boundary walls	12	Rocks Road	C(S)
Former estate workshop – The Scottish Lime Centre		Rocks Road	C(S)
Old School		Rocks Road	B
Salt pans, Easter Cottage including boundary wall			B
	1 - 6 (Incl. nos)	Charlestown Village (North Row)	B
	7 - 12 (Incl. nos)	Charlestown Village (North Row)	B
	13 - 18 (Incl. nos)	Charlestown Village (North Row)	B
	19 - 24 (Incl. nos)	Charlestown Village (North Row)	B
	25-30 (Incl. nos)	Charlestown Village (North Row)	B
	31- 33 (Incl. nos)	Charlestown Village (Cross Row) and Charlestown Village (Double Row)	B
	34-35	Charlestown Village (Double Row)	B
	40-45 (Incl. nos)	Charlestown Village (Double Row)	B
	46-51 (Incl. nos)	Charlestown Village (Double Row)	B
	56-59 (Incl. nos)	Charlestown Village (Lochaber)	B
	60-61 (Incl. nos)	Charlestown Village (Hall Row)	B
	62-66 (Incl. nos)	Charlestown Village (Hall Row)	B

	67-72 (Incl. nos)	Charlestown Village (South Row)	B
	73-78 (Incl. nos)	Charlestown Village (South Row)	B
	80-84 (Incl. nos)	Charlestown Village (South Row)	B
	85-90 (Incl. nos)	Charlestown Village (South Row)	B
The Queen's Hall		Charlestown Village	B