



NEWPORT-ON-TAY CONSERVATION AREA APPRAISAL
and
MANAGEMENT PLAN



**ECONOMY, PLANNING AND
EMPLOYABILITY SERVICES**

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1.0 Introduction & Purpose

1.1 Conservation Areas

In accordance with the provisions contained in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 all planning authorities are obliged to consider the designation of conservation areas from time to time. Newport-on-Tay conservation area is one of forty-eight conservation areas located in Fife. These are all areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Fife Council is keen to ensure that the quality of these areas is maintained for the benefit of present and future generations.

Conservation area designation is not a means to preserve an area without change, but there is a joint responsibility between residents and the Council to ensure that change is not indiscriminate or damaging and that the unique character of each area is respected. In this way, communities can benefit from living in an environment of recognisable value. A map showing the conservation area boundary is included below and a written description included in Appendix 1.

1.2 Purpose of this Document

Newport-on-Tay conservation area was designated in 1984 in recognition of the special historical and architectural interest of this part of the village. The purpose of this appraisal is to:

- confirm the importance of the designation of the area and to review the current conservation area boundaries
- highlight the significance of the area in terms of townscape, architecture and history
- identify important issues affecting the area
- identify opportunities for development and enhancement
- stimulate interest and participation in conservation issues amongst people living and working in the area
- provide a framework for conservation area management



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Newport-on-Tay conservation area boundary

2.0 Location, History and Development

Although in Fife, Newport-on-Tay faces and is greatly influenced by its proximity to the City of Dundee to the west across the River Tay. The village as seen today developed mainly from the 18th century. It was and continued to be the southern end of the Dundee ferry. A pier and inn were built by the Guildry of Dundee in 1713-15. So strong were the links with Dundee it was initially known as New Dundee (later maps showing it as South Dundee or Newport Dundee). Houses were built during the 1790s but its major growth was as a Victorian bathing resort for Dundee after the building of the new steamboat pier by Thomas Telford in 1823.



Detail from ferry terminal built 1823



The Newport Hotel built 1806



Way marker at Ferry Pier, Boat Road dated 1824



View of the pre-Telford pier and steamboat Union circa 1821.

There is little mention of the village in the Old Statistical Account (OSA) 1791-99. It refers to the Newport and Woodhaven ferries and to their harbours as '*fit only for their boats, and a few sloops*' for importing coal and exporting corn. In the parish as a whole the largest group by occupation was weavers. The village population, however, was noted as being '*somewhat more than 600*'; comprising 205 families, of which the largest group by occupation (90) were employed in agriculture and '*not more than 10 engaged in seafaring.*'

The New Statistical Account (NSA), compiled 1834-45, described the climate as:



Source: Extract from Taylor and Skinner road map 1776. Source: National Library of Scotland

'dry and highly salubrious',... 'which, in connection with its favourable situation for bathing, induces many families to resort to it in the summer season.' During this period some substantial villas were built for Dundee's 'jute barons'. The population of the parish grew from 751 in 1755 to 1090 in 1831. Further growth followed the opening of the Tay bridge in 1878. By 1881 the population had grown to 2311 (it became a burgh in 1887, which in 1902 was extended to include Wormit). Further, less dramatic, growth occurred over the next thirty years, rising to 3,274 (1951) and 4,200 (1991). In 2005 the population was 7,922. These subsequent periods of growth have had limited impact on the character or appearance of the conservation area.



Joan Blaeu map extract 1654 Source: National Library of Scotland



1822 drinking fountain on the braes.



Ferry Pier with Tay Rail Bridge and Dundee in distance.



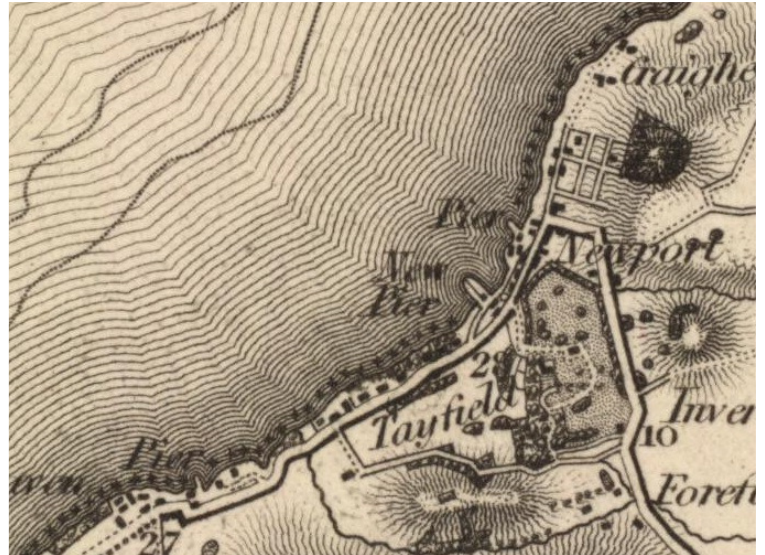
Herman Moll map extract 1745. Newport is not shown though note Woodhaven and Ferry Port (Tayport). Source: National Library of Scotland



Extract from John Ainslee map of 1775. Shows the three ferry crossings to Dundee (Newport Dundee, Wood Haven and Ferryport-on-Craig). Source: National Library of Scotland



John Thomson map extract 1827. Source: National Library of Scotland



Sharp, Greenwood and Fowler map extract 1828. Showing the Thomas Telford 'New Pier' (1823). Easter Newport roads laid out but few houses built. Source: National Library of Scotland



Ordnance Survey 2nd Edition map extract 1893. Easter Newport is shown fully developed and the railway (1878) with station is now shown. Source: National Library of Scotland

The industrial revolution would have had a major impact on the growth of Newport and on the local cottage based weaving industry. In 1834/45 the NSA now noted that *'There is some weaving in the parish'* but *'no more than 20'* employed. In Dundee the Baxter Brothers firm who owned and operated the Dens Works complex, was the world's largest linen manufacturer from around 1840 until 1890. The Verdant Works, built for merchant and flax spinner David Lindsay, alone, in 1864, ran three steam engines driving 70 power looms and 2,800 spindles, employing 500 people. But it was only the 16th biggest employer in the Dundee jute industry at the time.

The NSA referred to the significant changes since the OSA, specifically, improvements in agriculture; the state of the roads; changes to the Dundee Ferry; and the large increase in the size of the village of Newport. The creation, growth and development of Newport-on-Tay were linked directly to the development of the road, ferry and rail infrastructure. The NSA referred to creeks at Newport and Woodhaven where there were *'small harbours'*. It noted that *'from time immemorial'* until 1822 there had been two public sail ferries (Woodhaven and Newport). In 1790 the creation of a new turnpike to Woodhaven meant it became the principle ferry. But in 1806 William Berry of Tayfield built a new turnpike from Woodhaven to Cupar which made crossing to Dundee via Newport the shorter route. In 1819 an Act of Parliament was passed:

'for erection of piers, and otherwise improving and regulating the ferry.'

The steamboat ferry, which followed, at first used alternately both Woodhaven and Newport. This proved inconvenient for passengers and a new Act of Parliament resulted in new piers at Newport and Dundee and an additional double or twin steam boat ferry. The NSA noted that:

'The ferry harbour at Newport, which is the property of the ferry trustees, is a splendid erection.' *'The work was designed by the late Sir Thomas Telford.'*

As the NSA noted, similar improvements had been made to the roads. There were two daily coaches to Edinburgh, besides a daily mail coach, and the principal turnpike road from Edinburgh to the NE of Scotland passed through. It also listed at length the turnpike and other roads which converged on this crossing. Slater's Directory in 1852 describes the settlement as:

'...a small harbour and ferry station opposite Dundee. Recently some handsome villas have been erected on the slopes to the river, and a new road cut to Ferryport-on-Craig.'

A further significant period of growth followed the opening of the Tay Bridge in 1878. Newport-on-Tay had two railway stations (East and West) on the branch of the North British Railway from the Tay Bridge to Tayport. The line closed in 1969, another casualty of the network cuts following the Beeching Reports in 1963 and 1965, and shortly after the opening of the Tay Road Bridge in 1966. The ferry

crossing to Dundee also ceased that year.



Tay Road Bridge which opened in 1966

3.0 Character and Appearance

3.1 Setting

The setting is a major contributor to the special character of the conservation area. In particular, the proximity to the river Tay and Dundee with its views of both and the natural backdrop of woodland and green space of the escarpment.



Southern end of the conservation area viewed from Dundee. Note the yellow Newport Castle on the far right.



Central section of the conservation area with Tayfield House to the centre right, the ferry terminal to the right and High Street to the left. Note impact of the modern flat developments on the waterfront.

3.2 Street Pattern and Topography

The particular local topography has had a major impact on the historic street pattern. The River Tay to the west and the steep escarpment to the east concentrated development into the north/south strip between, resulting in its distinctive linear form centred on the ferry terminal. In addition, the desire to exploit the river views from the 18th century, particularly when constructing the new villas in the following century, resulted in a shallow grid pattern of parallel terraces, with linking roads at right-angles.

The main routes similarly largely follow this pattern, though those heading inland towards Cupar cut across the escarpment at an angle to reduce the gradient. The piers and ferry crossing points and later the two railway stations (East and West Stations) provided a focus for development and related commercial and retail activities.



Ordnance Survey 1st Edition 1852 -1855 Source: National Library of Scotland



Ordnance Survey 1st Edition 1852 -1855. Source: National Library of Scotland

3.3 Buildings and Townscape

3.3.1 Building Types

The conservation area as a whole is characterised by a diversity in building types and forms but from a limited range of materials and architectural paradigms. Most buildings date from the two main periods of prosperity and growth, namely, the late Georgian and Victorian periods.



Buildings fall into the following broad types:

- 18th and 19th century detached villas
- Associated lodges
- 18th and 19th century cottages
- 18th and 19th century houses
- 19th century Churches
- Modern redevelopment and infill

The presence of so many churches, given the relatively small resident population, reflects the main period of growth and popularity in the latter 19th century.

- St Mary's Episcopal (1886-7);
- Trinity United Free (1881-2);
- Parish Church (1869-70) and the
- Congregational Church (1868).
- St Fillans Free Church (1843) was demolished in 1981.
- Just outside the conservation area in Queen Street, St Fillans RC Church was built in 1886 following the restoration of the Catholic hierarchy in Scotland in 1878.

3.3.2 Distinctive Architectural Styles, Detailing and Materials



A wide range of architectural styles are represented in the conservation area. Particularly for villas and associated lodges the Italianate style seems to have been popular. But other eye catching styles are represented: Strawberry Hill gothic, Scots Baronial, Tudor and Jacobean, as well as plainer Georgian classic. The early 19th century Newport 'Castle' is a more unique but similarly impressive building.



Westwood Lodge

The Old Statistical Account at the end of the 19th Century notes the presence locally of an ample supply of stone for building but that freestone had to be brought from Millfield Quarry in Angus. The predominant building material for earlier buildings is this local rubble with imported blonde sandstone dressings. Later higher status buildings are all of good quality blonde sandstone. Throughout the conservation area roofs are almost without exceptions of grey slate.

Sandstone quarries in Angus were once a thriving industry. They were known as 'pavement' quarries, owing to the suitability of much of the stone for use as paving stone, and quarrying within the county reached considerable proportions, especially in the first half of the 19th century.



Walter Macfarlane & Co 1882 cast iron drinking fountain



Seymour

Practically all the quarries are situated within the Dundee Formation in the Arbutnott Group of the Lower Old Red Sandstone. Given the proximity to



these quarries producing high quality sandstone, it is surprising that it was used for so few of the buildings. One such exception is Seymour, on Tay Street (see above), built in 1898.

In the late 1800's and early 1900's, cast iron became an increasingly popular and fashionable building material. Mass production casting made decorative cast iron building embellishments more affordable and it became a typical feature of 19th century Scottish architecture.



Victorian cast-ironwork (above and right)



Georgian wrought-ironwork



The retention of such traditional features can greatly enhance the character and appearance of traditional buildings and neighbourhoods. With good care the surviving examples of cast ironwork will continue to enhance the built environment.

3.3.3 Orientation and Density

Most buildings are orientated towards the river Tay. Villas are orientated to maximise the river views. Only a few are able to secure substantial garden grounds with the rest more closely packed. Other buildings follow the traditional pattern of terraced buildings without views. The over-all impression is, however, of low density with expansive views and a large proportion of open green space.

3.3.4 Key Listed and Unlisted Buildings

There are twenty-nine statutory list entries for the conservation area. Details of all are included as Appendix 2. This covers only a very small proportion of the total number of buildings in the conservation area. Two thirds (61%) of these listed buildings are category B listed and the remainder (39%) category C listed. The ferry terminal is part of a category A group which includes 2-14 Boat Brae. Some listed buildings to note are:



Newport Hotel



Ferry Terminal



2-14 Boat Brae



The Newport Hotel

Category B listed. Built 1806 to replace its early 18th century predecessor. Possibly the oldest building of note, highly visible and located in the heart of the village it is a reminder of the historic village's reason for being.

Ferry Terminal

Category B listed. Built in 1823 the new pier was an important catalyst for the growth of the settlement and with its adjacent Italianate row of shops (on the national Buildings at Risk Register) is recognised as of national or international importance (category A group listing). Once a centre of commercial activity with the nearby mills.

Castle Cottage, 52 West Road

Category B listed. Dated 1812. Strawberry Hill gothic (on the national Buildings at Risk Register). Representative of the Earlier phase of Georgian villa development.

Trinity UF Church

Category B listed. Built 1881. High Victorian gothic. It occupies a prominent site opposite the Newport Hotel and closes a key vista looking down the High Street towards the pier and railway bridge.



Trinity UF Church



Westwood (St Serf's Home)



Seamills Cottage



Rio Community Centre



Craighead Cottage

Westwood (St Serf's Home)

Category B listed. Built 1865. Representative of the second phase of Victorian 'jute baron' villas.

Although not listed there are other buildings which contribute to the special character of the conservation area:

Public Library, Scott Street -located to the rear of category B listed Blyth Hall. Built in 1890 it has a number of interesting architectural features including cast iron railings and gates.



Library Scott Street



Extract (above) from an engraving circa 1821 showing the pier and Seamills Cottage; and (left) as it is today.

Rio Community Centre -1930s jazz-modern style former cinema.

Seamills Cottage - pre-1821 vernacular. Shown on the 1855 Ordnance Survey 6" 1st Edition map.

Craighead Cottage - Georgian vernacular. Shown on the 1855 Ordnance Survey 6" 1st Edition map.

3.4 Spaces

There are areas of public open space within the conservation area which contribute to its special character and appearance. These are designed to exploit the views of the river. The main one is a ribbon stretching north and south of the ornate drinking fountain on Tay Street. The others are off West Road, the main one being Coronation Garden.



Section of the riverbank paths near the Braes and adjoining green spaces.



Coronation Garden off West Road



Public garden near junction of West Road and Shepherd 's Road

3.5 Trees and Landscaping

There is little formal public landscaping within the conservation area, however, private garden ground makes a major contribution to the special character and appearance. The choice of species can enhance or detract from the historic character of the conservation area. Also, as the design of the setting was important for many houses, changes in the design and content should be appropriate.

Trees are a significant feature within the conservation area. Many villas contain mature specimen trees within their grounds. The more natural woodland strips to the south of Kilburn and east of High Road provides a buffer zone between Tayfield House and the village.



Typical mature trees within the garden grounds of villas.



Woodland and mature trees buffer between the conservation area and Tayfield House.

There are Tree Preservation Orders in place for trees to the NW and SW of Seymour House and west of 44/46 West Road. However, all trees within the conservation area are protected and permission is required for any felling or lopping. Due to the significant contribution trees make to the character and appearance of the conservation area consideration should be given to their long term management, including when required, re-planting.

3.6 Activity and Movement

Activity and movement within the conservation area as a whole is relatively light. Most vehicular traffic is concentrated along the main through route from north to south which can be intense at times. Similarly pedestrian activity is largely centred on the High Street.



Fife Coastal Path and associated route sign.

The Fife Coastal Path runs through the conservation area though following the main roads, poorly signposted and not well frequented.

3.7 Character Areas

Parts of the conservation area have their own distinctive character. These are:

1. Tay Street (north-eastwards from James Street)
2. Tay Street south of James Street.
3. Ferry Terminal/Boat Brae
4. High Street
5. West Road



Area 1. Extract from 1893 OS 6" map.
Source: National Library of Scotland



Area 2. Extract from 1855 OS 6" map.
Source: National Library of Scotland

1. Tay Street eastwards from James Street

This area is characterised by its large detached villas set in generous garden ground, often with mature specimen trees. Those to the south of the road are more noticeable due to the gradient whilst those to the north present their rear elevations and the slate roofs are more noticeable. The relationship with the river and visual connection is all important. The late 19th century development street names reflect the importance of this: Tay Street, Tay Terrace, Tayview Terrace and Tay Prospect,

2. Tay Street to the junction with James Street

Only those houses facing the braes are part of the



Areas 3 and 4. Extract from 1855 OS 6" map. Source: National Library of Scotland



Area 5. Extract from 1855 OS 6" map. Source: National Library of Scotland

conservation area although they form part of the significant grid layout of the earlier (pre-1828) planned development (Easter Newport). The street names reflecting this: James, Robert, William and Union Street and the later named Queen Street. Here, compared to the area above, the density is much greater, with short terraces/rows and pairs of houses. There is no development to the north of the road so they face directly onto the river. The grassed Braes with ornate drinking fountain and the later war memorial retain the character of a more public promenade area.

3. Boat Brae

Following the termination of the ferry crossing and the dilapidation or demolition of many commercial and industrial buildings, the area round the terminal is no longer the hub of activity it was. However, its historic significance is high.

4. High Street

The High Street with its collection of retail units although containing few listed buildings retains its Victorian character.

5. West Road

This area is characterised by a string of smaller late Georgian/early Victorian villas in large narrow plots, interspersed with a few very large Victorian Houses, all maximising the river view. There is a quasi-village centre containing a row of more modest workers housing and the former post office.

4.0 Public Realm Audit

4.1 Street Furniture

Lighting and other street furniture can be an important component in enhancing the distinctiveness and character of a building or conservation area.

There are many examples of surviving historic street name signs. These add complementary small scale interest whilst still being functional and should be retained and maintained.



Modern bus shelter and 'heritage range' litter bin.



Surviving street name signs



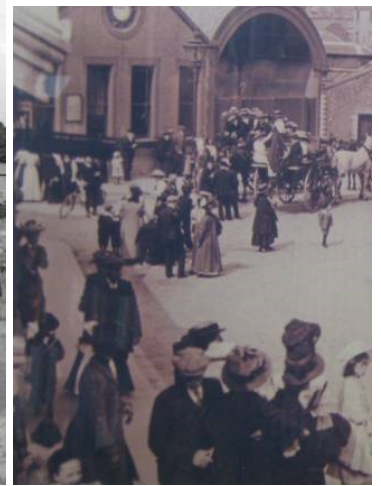
Early 20th century view of the bottom of Cupar Road



Examples of historic street lighting (above) just outside the conservation area on Castle Brae; (below) re-located off West Road but within the conservation area.

Similarly there are examples of historic street lighting columns which should be retained where possible and appropriate lamps added to replace later additions. Photographic evidence exists to inform both the locations and styles appropriate to enhance the historic character and appearance of many streets. The 1893 Ordnance Survey map shows a gas works near the old pier and it is likely that most gas lighting dates from the end of the 19th century.

In the conservation area most original street lighting has been replaced. The recently installed lamps with utilitarian steel columns of hollow circular section with plain modern lamps are preferable to reproduction 'period' lamps which have no historic precedent and confuse the authentic character of the conservation area.



Boat Brae/Ferry Terminal

For example, the photograph extract above shows the absence of street lighting (left) in Boat Brae where today there are multiple tall 'period' style lamps. And (right) a single lamp post where is not one today. The current lighting (see bottom left) whilst trying to look historic gives a totally misleading impression. Unobtrusive modern lighting would have been preferable.



The colour of the lamp light and its brightness can also affect the night-time character of the conservation area though this was not assessed as part of the appraisal. The current policy is to replace all with white light lamps which would be appropriate.

Where street furniture has no historic precedent, such as bus shelters, litter bins and additional street lighting, these should be of sympathetic design and materials. They should seek to minimise any adverse impact on the area's special historic character and appearance. It may be possible to avoid the need for such modern additions to the historic street scene, or add them to an existing feature. Care needs to be taken to ensure that any street furniture is located sensitively so as to not adversely affect the historic or architectural special interest or character or appearance of listed buildings or the conservation area such as key views.

Other street furniture such as benches can have an impact. The historic quality of a conservation area can be diminished by the casual use of ersatz 'heritage' furniture from a catalogue. The selection of any 'period' item off-the-peg should be based on

archival documentation or other historical research. If no documentation or historic precedent exists, the next best option is to procure high quality street furniture to complement the architecture and character of the conservation area.



A pair of similar surviving Victorian post boxes from each end of the conservation area.

Where historic features such as Victorian letter boxes survive these should be protected and maintained to ensure their continued survival. Where still needed, their chance of survival may be increased although this does not always follow, for example in the case of the traditional red telephone box.

4.2 Boundary Walls and Street Surfacing

Street surfaces are significant as the foreground and setting for historic buildings. They also give cohesion and character to the streetscape as a whole. Historic surfaces acquire the patina of time and past activity, and have cultural meaning. They are of their place and usually reflect local geology. Once removed such surfaces cannot easily be replaced. There is little surviving historic surfacing within the conservation area, although this gives some clues as to past treatments. New surface treatments should be sympathetic with the age of the majority of the listed buildings in the conservation area to enhance the historic context. In the case of Newport-on-Tay conservation area this is late 18th and 19th century. Sett paving was expensive and used selectively for high wear areas. The historic character could be enhanced by choosing designs and materials from an agreed palate of historically sympathetic and



Early 19th century sets at Ferry Pier, specifically noted as part of the statutory list entry.



A functional though historically and architecturally inappropriate added house number.



Example of a repainted original house number.

complementary materials.

Similarly, great care needs to be taken when considering the appropriateness of modern styles, materials and finishes for boundary walls and fences. The cumulative negative impact of the accumulation of such changes can be considerable.



Modern garden fence style and finish gates contrasting with retained repaired traditional painted Victorian style gate opposite.

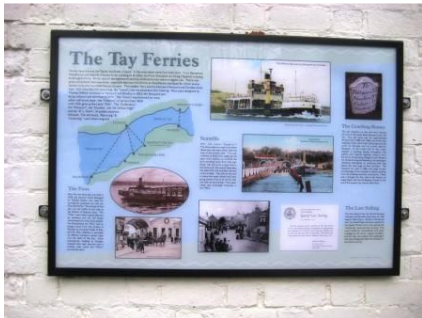


A modern style timber fence in place of cast iron railings.



The modern gate piers and wall (above) contrast with traditional Victorian ones opposite (right).





4.3 Information and Interpretation Boards

There is a single information board next to the ferry terminal (left). There are, however, no interpretation boards or any signage to indicate that the conservation area exists or why it is of special architectural or historic interest. These are recommended. Other ways to differentiate and draw attention to the significance of the area could include applying a different palette of materials and designs for the public realm surfacing or for street signage. There is a Library and Heritage Centre on Scott Street which has displays and information relating to the built heritage.

5.0 Survey of Specific Issues

5.1 Building Materials and Details

The correct use of traditional materials and detailing is important in defining and enhancing the special character of the area. Roofs for example, form a dominant character element in vernacular architecture. Where examples still exist they are particularly valuable in helping inform the choice of appropriate new materials or details.

Materials or components have a limited life and many will have already been renewed. It may not simply be a case of replacing like for like or retaining things as they were at the date of statutory listing. Some buildings have been re-roofed for example with inappropriate modern concrete tiles, others using slates of a different character to the originals.



Original slate roof (left) replacement slate roof (right). Note also modern PVCu gutters.



Modern concrete roof tiles on Craighead Cottage

What may have originally have been a thatched roof on the above pre-1854 un-listed Craighead Cottage has been replaced with modern concrete tiles. A more appropriate and sympathetic alternative would be a traditional clay pantile or slate roof. The modern PVCu windows (and satellite dish) further diminish the architectural and historic character and appearance of the conservation area.

The correct use of traditional building materials and methods can greatly enhance the historic character and appearance, as well as protect buildings.

6.0 Negative Factors

One of the challenges faced by the historic environment, as identified in the Scottish Historic Environment Policy (SHEP) which sets out the Scottish Ministers' policies for the historic environment, is:

"...inappropriate change that reduces the cultural significance, or detracts from the appearance or quality of conservation areas."

6.1 Unsympathetic Modern Development

The Historic Scotland publication ***New Design in Historic Settings*** sets out broad principles and provides examples to help achieve good design in historic settings. Referring to Scotland's historic villages it states:

"...it is important not only to identify and to protect their character and setting but also to ensure that new development responds to their existing form and layout. Successful new design frequently grows out of a careful study and analysis of the nature, form and history of a specific place. This helps identify the 'DNA' of a place – how it has come down to us today and what were the key factors that have influenced its current form. It is important to stress that this process of analysis does not only describe what currently makes up a place – the form, layout and materials used – but it also involves understanding how its individual elements were created and why they took the form they did. Getting behind the appearance of a place is crucial to understanding and appreciating the linear patterns of development within a historic burgh, a



Examples above and below of modern development within the conservation area.



planned neo-classical suburb or a 20th-century new town. Each place has its own character and its own story to tell.”



Modern development at the site of the original historic harbour.



New interventions in historic settings do not need to look ‘old’ in order to create a harmonious relationship with their surroundings. It is usually best not to try to replicate traditional vernacular features or introduce new ones which risk ending up as pastiche. The orientation, building line and density, proportion of garden ground, treatment of boundaries, building scale and mass, fenestration patterns, colours, materials and architectural paradigms used should be sympathetic, reflecting the character of the place even if the building is clearly new.



An example of the integration of old and new buildings into the conservation area

New Design in *Historic Settings* suggests that a building of clearly modern design but harmonious with the surroundings would have been preferable.



A 19th century single-storey house above with left its modern neighbour.

6.2 Replacement Windows and Doors

Windows and doors play an important role in defining character, particularly in vernacular architecture where they are dominant elements. Inappropriate replacements can easily adversely affect this.



Examples above and below of PVCu windows and door



Replacement window above left was originally as the example next to it with six-over-six lying panes.

The opportunity should be taken whenever possible to replace inappropriate windows and doors with well-designed traditional timber sash and case windows or solid timber plank or panelled doors. Even where windows have been replaced with traditional style timber sash and case ones, the



detailing may be inappropriate and give a modern appearance which detracts from the significance. For example 'trickle vents' for double glazed windows are not a traditional feature and should be concealed if possible or avoided. 'Horns' on sash windows are similarly not traditional on multi-pane windows, which did not need this additional joint strengthening feature (allowing a full tenon joint), prior to the use of float glass in the mid-19th century. Similar considerations need to be applied to doors. Inappropriate ironmongery or glazed panels can have a significant impact.

There is additional guidance from Historic Scotland: *Guide for Practitioners 3: Conservation of Timber Sash and Case Windows Historic Scotland 2002; Looking After Your Sash and Case Windows Historic Scotland 2003; and Historic Scotland Policy Guidance for Windows in Listed Buildings and Conservation Areas; and*

Fife Council Planning Customer Guidelines *Windows in Listed Buildings and Conservation Areas* are available online on www.fifedirect.org.uk.



Above pair of windows were originally identical.

6.3 Views /Vistas

Views and vistas within, across, out and towards the conservation area contribute much to the special character of a conservation area. In relation to the Newport-on-Tay conservation area the views of the river provide not just the reason for so many of the villas but provide important links elsewhere when see through gaps. In addition there are specific views and vista which contribute to the



special character and appearance.

Trinity UF Church occupies a prominent site opposite the Newport Hotel and closes a key vista looking down the High Street towards the pier and railway bridge.

7.0 Sensitivity Analysis

7.1 Materials

Modern cement mortars and renders and film-forming masonry paints have been inappropriately used on traditional masonry buildings, including listed buildings, throughout the conservation area. These types of paint and mortar are harmful from a technical viewpoint as they trap moisture within the masonry and accelerate decay. In addition to trapping moisture, cement-rich mortars and renders do not absorb moisture either directly or through drawing it from the less porous adjacent stone to allow it to freely dissipate over a large surface area. Instead the adjacent stone will absorb a greater proportion of the moisture. Depending on the location it may also absorb run-off from adjacent surfaces. The combined result will be the accelerated decay of the stone.



Re-pointed traditional rubble front boundary wall using modern cement mortar.

Also aesthetically they are historically incorrect and do not protect or enhance the special character of either buildings or the area. Lime based paints and mortars should be used or breathable liquid silicate (mineral) paints. Traditional lime mortars, harls and colour washes should be used rather than the extensive use of wet dash modern cement renders, mortars and modern masonry paints.

7.2 Colours

Early photographs taken towards beginning of the 20th century show few buildings with painted masonry or harling. Those that are painted appear to be whitewashed. The choice of colour can greatly affect the character of a historic building or area. Within the conservation area brilliant white, which was not historically available, is widely used for external renders, windows and other woodwork. Off-whites (not creams) are historically more appropriate. Natural impurities in the local limestone used for producing the slaked lime for the lime-wash would have produced various off-whites, but not the brilliant whites seen today. Finishes would also have been softer and not the high gloss/ high sheen finishes common today.



Example above and below of dramatic impact of different colour schemes for the same building.



Example above of a traditional lime wash and colour. Contrast with modern masonry paint canary yellow of building below.



Typically dark painted window frames. Above example from early 20th century photograph of Ferry Terminal.



Certain dark colours may be more appropriate for windows, having a historic precedent. External woodwork was not usually varnished and so is not generally an appropriate finish within the conservation area. In exceptional cases poorer quality external woodwork may have been painted to simulate a high quality hardwood. It may, in these exceptional cases be acceptable to use external varnishes if supporting evidence can be provided. Colours used should be restrained as intense colours were historically not generally available.

Care needs to be taken to avoid non-traditional colours which have no historic precedent and may detract from the special character of the area. For example, blue was available as a lime-resistant colour derived from French ultra-marine from the 1830s, it would however not enhance the 18th century character of a building built before it was available. In the same way a 'heritage' colour range does not automatically mean it is suitable for all architectural styles or types of building.

Primary colours should be avoided for doors and for picking out margins although strong traditional colours in deep shades are acceptable for doors. The use of black for contrasting door and window margins is often considered traditional although this would have had a very different appearance to the modern intense high gloss blacks and whites so often seen.



Traditional coal tar applied to exposed gable wall. Note inappropriate modern cement re-pointing.

Unless stone is of poor quality/durability, harled or rendered, masonry should not be painted. If painted masonry which was intended to be unpainted should be painted in stone colours to replicate

unpainted stone. Modern film-forming paints should be avoided in favour of lime-washes or liquid silicate paints which allow the masonry to 'breathe'. An added benefit of lime based paints is they produce a less uniform, more historically accurate finish.

In painting or otherwise finishing the main elevation of a building care should be taken not to treat parts in different ownership differently. The finishes should unite and enhance the architectural whole in a single finish or colour scheme. Fife Council has produced guidelines on painting the exterior of buildings in conservation areas which describes, with examples, the basic principles which should be followed. This publication *Guidelines on Painting the Exterior of Listed and Unlisted Buildings in Conservation Areas* is available online on www.fifedirect.org.uk



Polychrome colour scheme of 1882 water fountain.



The above example illustrates the impact a single building in multiple occupation of painting part (also note impact of changing original windows).



The ubiquitous gloss black for external metalwork.

Ironwork

There are some good surviving examples of Victorian cast-ironwork and even some late Georgian wrought-iron examples. In the first half of the nineteenth century 'invisible' greens (so called because they would blend into a background of foliage) were used for fences, gates, railings and garden furniture. In 1840 Humphrey Repton recommended a 'bronze' finish, made by powdering copper or gold dust on a green ground. Green was used throughout the mid-Victorian period but dark blue, red and chocolate brown were also popular. Original paint schemes were often polychromatic – taking paint samples from a variety of locations around the structure will confirm if this is the case.

7.3 Alterations and Additions



Historic Scotland guidance *Managing Change in the Historic Environment. External Fixtures* warns of the potential cumulative detrimental effect and incremental damage which can be caused by relatively small scale inappropriate additions. The introduction of a new architectural feature or addition to a listed building should be avoided if there is no historic precedent or evidence for it. An extension or addition to a building or the introduction of a new feature such as a garage door, dormer window or roof-light may harm the special character of the building and the area.



Historic Scotland guidance *Managing Change in the Historic Environment. Extensions*, refers to the need for extensions to be sympathetic. It states that they must protect the character and appearance of the building; be designed in a high quality manner using appropriate materials and should be subordinate in scale and form; and located on a secondary elevation.

On a smaller scale, solar panels, satellite dishes and even TV aerials, which are clearly modern intrusions, diminish the historic character. The addition of security alarm boxes, roof and wall vents, hanging baskets, porches or carriage lamps need to be considered carefully to ensure that they do not adversely affect the historic or architectural character.



Traditional single storey cottage.

The above example, from within the conservation area, shows the cumulative detrimental effect and incremental damage caused by inappropriate alterations or additions. Note: solar panels; non-traditional windows and door; PVCu rainwater goods; modern brilliant white painted cement render; additional car hard-standing using concrete pavoids.

8.0 Buildings at Risk Survey

There are three buildings in the conservation area on the national Buildings at Risk Register maintained by the Royal Commission on the Ancient and Historical Monuments of Scotland.

- 4-8 Boat Road
- Castle Cottage, 52 West Road
- 2-14 Boat Brae



Unlisted 4-8 Boat Road



Category B listed Castle Cottage, 52 West Road



Category B listed (Part of a category A group) 2-14 Boat Brae

9.0 Opportunities

9.1 Boundary Refinement

The existing conservation area boundary, designated in 1984, is essentially appropriate and does not need any significant modification in the absence of any major development proposals or significant changes in architectural or historical interest in the area. It would, however, benefit from a minor amendment to the southern boundary to exclude 80 West Road. As a modern building there is no justification for its inclusion. It is proposed that the conservation area boundary should therefore be re-aligned as shown on the map included with this document as Appendix 4.

9.2 Article 4 Direction

In order to properly ensure that the character of a conservation area is not affected by inappropriate alteration or development, additional controls are generally used by making what is known as an Article 4 Direction (Article 4 of the Town and Country (General Permitted Development) Scotland, Order 1992). Article 4 Directions are in place in all existing conservation areas in Fife and they can be varied according to the particular needs and character of an area. The current Article 4 Direction is considered to be sufficiently up to date not to require renewal although this will be kept under review, particularly following the recent changes in permitted development rights set out in The Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 which came into force on 6th February 2012. Further amendments and refinements are now proposed to the non-domestic elements of the General Permitted Development Order (GPDO) and impact of these will similarly be assessed. Details of the Newport-on-Tay Conservation Area Article 4 Direction are provided in Appendix 3.

10.0 Conservation Strategy

10.1 Planning Policy

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

Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997
Planning etc (Scotland) Act 2006
Historic Buildings and Ancient Monuments Act 1979
Town and Country (General Permitted Development) (Scotland) Order 1992
Scottish Historic Environmental Policy (SHEP) – October 2011
Scottish Planning Policy – 2014
Planning Advice Note 71: Conservation Area Management – 2005
Approved TAYplan (2012)
Adopted St Andrews and East Fife Local Plan (2012)
FIFEplan Proposed Local Development Plan Article 4 Directions (Article 4 of the Town and Country (General Permitted Development) (Scotland) Order 1992)
Fife Council Urban Design Guidelines
Fife Masterplans Handbook
Fife Council St Andrews Design Guidelines

TAYplan, through Policy 3: Managing TAYplan's Assets, aims to ensure that Local Development Plans ensure responsible management of natural and historic assets including townscapes, archaeology, historic buildings and monuments. TAYplan also prioritises the re-use of previously developed land and buildings (particularly listed buildings).

The adopted St Andrews and East Fife Local Plan (2012) which replaced the St Andrews Area Local Plan of 1996, provides the main policy framework and is a material consideration in any development proposals for the town. In summary, this framework is as follows:

Policy E2 Development Within Town and Village Envelopes
Policy E3 Development Quality – Environmental Impact
Policy E4 Development Quality - Design
Policy E5 Housing Development and Open Space
Policies E7 to E9, covers Conservation Areas, Listed Buildings and Demolition of Listed Buildings
Policy E10 Protection of Orchards and Riggs

Policy E13 Street Furniture

While the above Local Plan policy framework provides the Development Control context to secure ongoing preservation/enhancement of the area in a sensitive manner, and to secure that preservation/enhancement in the long-term, the Local Plan also places great importance on the benefits which regeneration initiatives can provide.

FIFEplan – Local Development Plan 2014. Planning Policy is currently being updated through the production of a Local Development Plan for the whole of Fife. When adopted in 2016 this will replace the St Andrews and East Fife Local Plan (2012). Policy context is provided in:

Policy 1 – Policy Principles

Policy 14- Built and Historic Environment

10.2 Long Term Management

The policies contained within the adopted St Andrews and East Fife Plan provides continuing commitment to regeneration and enhancement of the built heritage.

10.3 Customer Guidelines

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

- Windows in Listed Buildings and Conservation Areas
- Painting the Exterior of Listed and Unlisted Buildings in Conservation Areas
- Shop Front Design Guidelines

Fife Council takes enforcement action against unauthorised development. This is further supplemented by the use of urgent and full repair notices that are most commonly applied under Building Regulations legislation. Where necessary the Council is also committed to the use of Compulsory Purchase to secure the repair or redevelopment of buildings and sites.

10.4 Grants and Funding

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

12.0 Monitoring and Review

There are currently no formal monitoring programmes in place for Newport-on-Tay conservation area. It will be reviewed annually on an informal basis by one of Fife Council's Built Heritage Officers. Policies relating to the Conservation Area will also be reviewed at 5 year intervals with the production of the Local Plan which covers St Andrews and the East Fife area.

12.0 Further Advice

For general advice and advice on grants contact:

Conservation Officer
Fife Council
Economy, Planning and Employability Services
Kingdom House
Kingdom Avenue
Glenrothes
KY7 5LY

Telephone: 08451 555 555 (X476998)

13.0 Recommended Reading and Other Resources

The following are recommended:

The Buildings Of Scotland – Fife Gifford, J.
(1988) Penguin Books, London

Discovering Fife. Lamont-Brown, R (1988) John Donald Publishers Ltd, Edinburgh

The Fife Book. Omand, D (2000) (ed), Birlinn Ltd, Edinburgh

The Kingdom of Fife – An Illustrated Architectural Guide. Pride, G.L. (1999) Inglis Allen, Edinburgh.

History of the County of Fife: From the Earliest Period to the Present Time Leighton, J M (1840)
online [Google Books](#)

History of Newport and the parish of Forgan, and rambles round the district Neish J S (1890)
online [the Open Library](#)

Newport's Story Shiels, M (1990) [Stenlake Publishing](#)

Old Newport and Wormit Shiels, M (1998)
[Stenlake Publishing](#)

<http://www.historic-scotland.gov.uk/informguide-ironwork.pdf>

conservation.[historic-scotland.gov.uk/cast-iron-short-guide.pdf](http://www.historic-scotland.gov.uk/cast-iron-short-guide.pdf)

www.historic-scotland.gov.uk/informguide-iron-gates-and-railings.pdf

APPENDIX 1

BOUNDARY DESCRIPTION FOR NEWPORT-ON-TAY CONSERVATION AREA

Commencing at a point on the foreshore of the River Tay, 30 metres south west of the Tay Road Bridge, thence in a south westerly direction along said foreshore for a distance of 2,275 metres to a point on the foreshore 20 metres south west of Pluck the Crow Point and to include the former Ferry Pier at Boat Road. Thence in a south easterly direction for a distance of 30 metres across the garden ground of the property at 82 West Road to the most westerly point of the property at 80 West Road thence south east along the south western boundary of said property to West Road thence east along West Road for 10 metres thence south along the western boundary of 51/59 West Road for a distance of 40 metres to Wellgate Street thence east along said street for a distance of 100 metres to the junction of said street and West Park Terrace thence east along said terrace for a distance of 90 metres to the eastern end of said terrace. Thereafter east for a distance of 50 metres along the driveway of the property at 15 Woodmuir Terrace to the western end of Woodmuir Terrace, thence north along the eastern boundary of said property to Woodmuir Crescent. Thence north east along Woodmuir Crescent to its junction with Shepherd's Road for a distance of 60 metres, thence east along the southern boundary of Balmore for a distance of 90 metres thence north along the eastern boundary of said property to High Road thence north east along said road for a distance of 125 metres thence south along the western boundary of St. Serfs for a distance of 170 metres thence east along the southern boundary of said property for a distance of 120 metres to the footpath in Tayfield Den, thence north along said footpath for a distance of 160 metres, thence north east for a distance of 180 metres along the south eastern boundary of the tree belt which adjoins the A914 thence east for a distance of 180 metres along the southern boundary of the adjoining tree belt to the south of Kilburn thence north across said tree belt to the access way to the south of Kilburn thence east along the southern boundary of 49 and 51 Kilburn to the Cupar Road. Thereafter north along the Cupar Road thence east along Victoria Street, thence north along the eastern boundary of 2 and 4 Hillside Place, thence east along the northern boundary of said properties for a distance of 26 metres thence north along the eastern boundaries of 6, 8 and 10 Hillside Place to Gowrie Street, thence west along said street, thence west along William Street, thence north along Union Street, thence east along James Street, thence north east along Kerr Street, thence north east along Tayview Terrace for a distance of 30 metres thence north west along the north eastern boundary of 108 Tay Street to Tay Street thence north east along Tay Street for a distance of 30 metres thence north west along the north eastern boundary of 113 Tay Street to the point of commencement.

STREET INDEX

Tay Street	Nos. 73-113; Nos. 2-108
Tayview Terrace	No.11
James Street	No.1
Union Street	Nos. 1-35
Robert Street	Nos. 1-13; Nos.1-18 Royal Buildings
William Street	Nos. 2-14

St. Mary's Lane	Nos. 1 and 3
Cupar Road	Nos. 1-61; 2-30
Hillside Place	Nos. 1-5; 2-10
Station Brae	Nos. 1 and 3
Victoria Street	Nos. 1-5
Kilnburn	Nos. 4-20; 1-51
Scott Street	Nos. 4-6; Bowling Club; Parish Church of St. Thomas and Manse, Blyth Hall
Blyth Court	Nos.1-5
High Street	Nos.4-54; 3-15
Granary Lane	Nos.1-7
Boat Road	Newport Hotel; Trinity Church; Nos.4-20 Scotsraig House
Boat Brae	Nos.1-15; Nos.2-16; former Ferry Pier
High Road	No.6; Blairmont; Bayfield Lodge; St. Serfs Home and Lodge; Servite House
West Road	Nos.2-80; Nos.5-59; Balmore House and LOdge
Shepherd's Road	Nos.2 and 4
Woodmuir Terrace	No.15
Wellpark Terrace East	Nos.1-15
Wellgate Street	Nos.2 and 4

APPENDIX 2

LISTED BUILDINGS IN THE CONSERVATION AREA

APPENDIX 3

NEWPORT-ON-TAY CONSERVATION AREA ARTICLE 4 DIRECTION

Newport-on-Tay Conservation Area was first designated 2nd July 1984. The following Article 4 Direction under The Town and Country Planning (General Permitted Development) (Scotland) Order 1992 is effective for the area as from 19th February 1993 (approved by Scottish Office on 25th October 1993).

USE CLASS	SUMMARY DESCRIPTION OF USE CLASS	REQUIREMENT FOR USE CLASS
Part 1 Class 1	The enlargement, improvement or other alteration of a dwelling house.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 1 Class 2	Any alterations to the roof of a dwelling house including the enlargement of a dwelling house by way of an alteration to its roof.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 1 Class 3	The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house, or the maintenance, improvement or other alteration of such a building or enclosure.	To protect the historic fabric, special character and visual amenity of the area.
Part 1 Class 6	The installation, alteration or replacement of a satellite antenna on a dwelling house or within the curtilage of a dwelling house.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 2 Class 7	The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.	To prevent indiscriminate repair of the historic fabric (boundary walls) through use of inappropriate building methods and materials or inappropriate alteration or new build within garden ground boundaries.
Part 2 Class 8	The formation, laying out and construction of a means of access to a road which is not a trunk road or a classified road, where that access is required in connection with development permitted by any class in this Schedule other than Class 7.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.
Part 9 Class 27	The carrying out on land within the boundaries of a private road or private way of works required for the maintenance or improvement of the road or way.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.
Part 12 Class 30	The erection or construction and the maintenance, improvement or other alteration by a local authority of certain buildings, works or equipment.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.

Part 12 Class 31	The carrying out by a roads authority on land outwith but adjoining the boundary of an existing road or works required for or incidental to the maintenance or improvement of the road.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where applicable.
Part 12 Class 32	Any development relating to sewerage by a regional or islands council being development not above ground level required in connection with the provision, improvement, maintenance or repair of a sewer, outfall pipe or sludge main or associated apparatus.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where applicable.
Part 12 Class 33	The carrying out within their own district by a planning authority of works for the erection of dwelling houses; any development under the Housing (Scotland Act 1987 (b)); any development under any enactment the estimated cost of which does not exceed £100,000.	To protect the townscape and aesthetic integrity of the area by ensuring that new development is sympathetic in design, layout, fabric and character.
Part 13 Class 35	Development by statutory undertakers for the purpose of dock, pier, harbour, water transport, canal or inland navigation undertakings.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 38	Development for the purposes of water undertakings.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 13 Class 39	Development for a public gas supplier required for the purposes of its undertaking.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 40	Development by statutory undertakers for the generation, transmission or supply of electricity for the purposes of their undertaking.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 41	Tramway or road transport undertakings.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 43	Development required for the purposes of the Post Office.	To protect the townscape from indiscriminate installation of boxes, pouches or machines.
Part 20 Class 67	Development by Telecommunications Code Systems Operators	To protect the townscape from indiscriminate installation of telecommunications equipment.