



**KINCARDINE OUTSTANDING
CONSERVATION AREA APPRAISAL
and
CONSERVATION AREA MANAGEMENT PLAN**

REVISED FINAL DRAFT

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

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1.1 Introduction, Purpose and justification

1.1.1 Date of appraisal

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

1.1.2 Purpose of appraisal

A Conservation Area appraisal is being prepared to support the development of future planning policies and to update Article 4 Directions, whereby permitted development rights have been removed in order to protect and enhance the character and appearance of the buildings within the Conservation Area. The appraisal will contain guidance notes to protect and ensure sensitive long term management of the town. The existing Conservation Area Boundary, drawn more than 30 years ago, will be reviewed. The appraisal and subsequent management plans will be used to inform and educate local people and visitors to the town as well as supporting the development of heritage-related projects.

1.1.3 Date and reason for designation

Kincardine Conservation Area was designated in 1971. It is of great significance to the historic built environment of West Fife, and has been designated Outstanding by Historic Scotland.

1.1.4 Location of Conservation Area

See Appendix I, drawings BMH 04 and 05 for aerial photographs showing the location of the Conservation Area.

1.1.5 Boundary map

See Appendix I, drawing BMH 02 for the existing Conservation Area boundary.

1.2 Location, History and Development

1.2.1 Location

Kincardine is on the east bank of the Firth of Forth where a narrow point occurs in the river, at the most south-west corner of Fife. It previously belonged to Perthshire, but in 1891 Kincardine was removed and added to Fife, where it remains.

Kincardine's High Street widens at its south west end, where the 17th century Mercat Cross stands.



Aerial view from south c. 1920
© Miller and Shepherd

1.2.2 Population

Noted in 1801 as 2,556, rose to 3,314 in 1821, but by 1901 had dropped by half to 1,675. In 2001 it was recorded as 3,035, and was estimated to fall to 2,807 by 2007.

1.2.3 Geology

Geology has traditionally influenced the original industries of an area. The carboniferous rocks along south coast of Fife, with lime production since the C12th in Limekilns downriver from Kincardine. The Upper Hirst coal is found within the Upper Limestone Group of strata, above the Limestone Coal Group, but below the Productive Coal Measures, and therefore quite deep down. The Upper Hirst coal seam passes just to the north Kincardine and led to mining around the town, which in turn determined the siting of two of Scotland's major power stations on the river at Kincardine, both very big local employers at one time.

The location next to the river prompted the growth of the shipping industry and also fishing, mainly for salmon which was important for Kincardine's economy.

Sandstone deposits were quarried at Longannet, from which derived the colour & texture of some of the more important local buildings. Longannet sandstone has a fine texture, is hard and durable, pale in colour, and can be polished and carved.

1.2.4 Historical development of settlement

Early Settlement

Kincardine (known fully as Kincardine-on-Forth) has its beginnings in an intimate relationship with the river for work (saltpans, fishing, shipbuilding) and trade by ship (local, European & as far as West Indies), whereas the modern settlement has become disconnected from it.

The Romans have left evidence of their presence in this area of Fife. The lands around Overton Lodge, just over 1 mile north of Kincardine, have produced an extensive Roman cemetery and other remains.

The crossing of the Forth at modern Kincardine has always been of strategic importance. In 1304 Edward 1 ordered the walls of 'Tolyalwyn' (Tulliallan) to be strengthened against attack across the then marshy ground (drained in C18th). This is likely to have been the site of the now ruinous stone C14th Tulliallan Castle, said at one time to have been next to the river, but which now stands 1.5km to the north of Kincardine. It is likely that there was a settlement near the castle, with a thoroughfare to the mediaeval ferry.

The early village of Kincardine was built on marshland reclaimed with the ashes from coal used in the salt making process, hence its early name of West Pans. By 1606 there were 2 salt pans in operation and a parish school existed by 1618.

In his survey of 1656 Tucker noted the importance of the salt and coal trade from Kincardine, along with other small ports on the Forth.

A busy ferry crossing at Kincardine existed as early as 1670, taking cattle and horses across the Forth to Higgins Neuk near Airth en-route to the cattle market at Falkirk Tryst. They were given water in large stone troughs on Ferry Green, now the public green and play area known as Village Green on Station Road. See Appendix I, drawing BMH 10, Roy's Military Survey, 1747-56.

The town was created a burgh of barony in 1663 and granted a market. A Mercat Cross was erected in the High Street around 1670. It grew further in importance as a river port trading in salt, and developed as a centre of shipbuilding and quarrying, particularly Longannet quarry to the east. This is said to have provided the stone for Amsterdam Town Hall (1648-1700). A new church was built in 1675 near the ruins of Tulliallan Castle, which had been acquired and rebuilt by the Blackadders in the C15th. It was then bought by Sir George Bruce in 1605 and it was in use until 1662.

Kincardine House south of the town, and once the property of the Callanders, was constructed around 1700.



17th century Mercat Cross c.1910
© Miller and Shepherd



Kincardine House c. 1902
© Miller and Shepherd

The 18th & 19th centuries:

At the beginning of the 18th century there were only 5 boats based in Kincardine which took salt to Leith and imported wood and iron for use in the salt pans and the lime trade. By 1735 there were 35 salt pans and by 1740 the number of locally owned ships had risen to 60. In 1745 some of these were used for government service.

Trade prospered and, by 1786, 91 vessels were in local ownership with a total capacity of some 5000 tons, exporting coal and salt and importing wood, iron, flax, linseed and barley, the latter for the distilleries at Kilbagie and Kennetpans.

In the 1820s Chambers had described Kincardine as ‘a thriving sea-port town, remarkable for shipbuilding’ and in the early 1800s there were often over a dozen ships under construction at any one time. By 1843 the port of Kincardine was felt by Fullarton in his *Gazetteer of Scotland* to be the most considerable on the Forth apart from Leith as its tonnage was more than half that of Leith, and its prosperity was at its zenith.

See Appendix 1, drawing BMH 12, for the 1858 Ordnance Survey map which shows a canvas factory and ropeworks, the destinations of the imported flax for the manufacture of the necessities for sailing ships. The bulk of the trade took local men to the Mediterranean and Baltic seas, but also to more distant places such as Australia and the West Indies.

The Commercial Hotel on High Street, was built as the Shipmaster’s headquarters in late 1700s. Brown records in 1902 that the last wooden ship to be built at Kincardine was constructed around 1870, as iron shipbuilding took over and the lack of railway facilities hindered trade.

The Kincardine ferry crossing was much used, and the high volume of ferry traffic (2 steamers crossing every 10 minutes in early 1800s) necessitated the building of 2 new piers between 1811 and 1826. The ferry pier (1826) was known as the Low Pier and the shipping pier (1811) was the High Pier. In 1815 John Gray of Kincardine built the small wooden paddle steamer *Lady of the Lake*. This was replaced in 1828 by the *Tulliallan Castle* again a wooden paddle steamer and again built by Gray. The ferry ceased operating in 1936 when the new bridge was opened.

Longannet quarry provided the stone for the construction of both the river embankment to the west in 1822 (upgraded in 1836 and 1891), reclaiming 152 acres in its 2,020 yard length, and including a new shipping pier, and to the east in 1838, reclaiming 214 acres in its 3,040 yard length.



Shipping Pier c. 1910
© Miller and Shepherd



View of Keith Street from Shipping Pier c. 1900. (Courtesy of RCAHMS and Kincardine Local History Group)



Ferry Pier c. 1910 with fishing boats on the beach in the foreground
© Miller and Shepherd

At the time of Roy's survey in 1750 a paper (or pepper?) mill existed at Kilbagie, 2km to the north. Kilbagie mill was converted into a distillery, for a time Scotland's largest and which, with nearby Kennetpans, provided taxes greater than all the land-tax of Scotland. Kilbagie distillery was connected by canal and tramway to that at Kennetpans. Although actually in the Parish of Clackmannan, Kilbagie was important to Kincardine for employment. There was local grain production for it on land that is now the grass parks of Tulliallan, and the resultant mash supplied food for, at its height, 7,000 cattle. The distillery closed in 1860 to be replaced in 1874-74 by the large Forth Paper Mill.

Kincardine's first post office opened in 1779 and by 1797 the town was a post town with a daily service.

The last of the salt pans on Ferry Green close to the railway station vanished around 1850.

Fishing was a sizeable feature of Kincardine life during the 18th and 19th centuries. Grilse (young salmon) and mature salmon made up the bulk of the catch. This was done with the use of *cruives*, being a stone dam with gaps for timber traps which caught fish on the ebb tide, built in the river north of the ferry pier. The shipping pier had a rail spur at one time to allow wagons to be loaded with barrels of fish, but this spur was later lifted and a fish bank siding built near to Ferry Pier.

The Salmon Fisheries Act (Scotland) of 1868, which stated that *cruives* were legal only in that part of a river where there is no perceptible movement of the tide, began the decline of the industry in Kincardine. But a photo from 1928 shows a good number of fishermen with a large haul of salmon which was to be taken by rail to Billingsgate market in London. However, it is assumed fishing was not a large employer by this time, and continued to shrink in importance for the town.

Quarrying was a major industry for the area in C19th. Heron notes in 1799 that Longannet quarry to the east provided stone for the Royal Exchange, the new Infirmary and the Register Office in Edinburgh. In 1910 it employed 155 men. The Sands quarry, also east of Kincardine, was worked between 1835 and 1899. A sawmill was set up in Kincardine in 1825.

From 1817-1820 a new Tulliallan Castle, designed by William Atkinson, was built for Admiral Lord Keith, who had bought the estate in 1798. It lies to the east of the ruins of the old one.



Salmon catch c. 1928
© Miller and Shepherd



Kincardine Station c. 1920
© Miller and Shepherd



View of town from north c. 1920
© Miller and Shepherd



Constructing North Approach Road
© Miller and Shepherd



Forth Road Bridge under construction
© Miller and Shepherd

Mining had provided work for the residents of Kincardine for centuries. By the mid-1700s coal was being exported by ship. In 1888 coal was mined near Kennet and there were coal and ironstone pits to the west near Kilbagie.

The railway age did not bring great prosperity to Kincardine as it did for other towns in that era. In 1860 there was a cartage depot in Kincardine for the Stirling carriers Wordie & Co. In 1893 a branchline railway from Alloa to Kilbagie was opened by the North British company. It was extended along the coast through Kincardine to Culross and inland to Dunfermline in 1906, but numbers were low and it closed in 1930. See Appendix 1, drawings BMH 13 and 14, for the 1896 and 1914 Ordnance Survey maps which show the railway. The railway line was used to transport coal to the Kincardine power station opened in 1960 but that use ceased in 1992 when the power station was shut down. Some freight is still carried on the line to and from Longannet power station.

By the late 1800s shipbuilding had ceased and in 1885 Beveridge had noted in his *History of Culross & Tulliallan* that 'an air of depression' hung over Kincardine.

Twentieth Century

Tulliallan Golf Club was founded in 1902 and laid out an 18-hole parkland golf course to the north-west of the town.

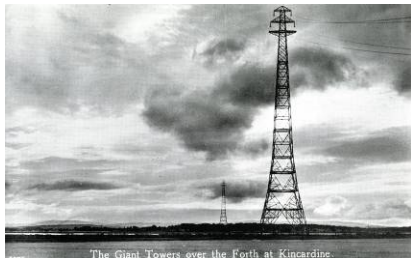
The first main change of the C20th to have a great affect on Kincardine was the construction of the Kincardine Bridge designed by Alexander Gibb & Partners and opened on 29 October 1936. When completed it was the largest road bridge in Britain and it had a 364ft swing span, then the largest in Europe, to allow ships to pass to the ports upriver. Sadly for Kincardine, the north approach road to the bridge was taken through the south side of the town and necessitated the demolition of the backs of houses to Keith Street, Silver Street and High Street. It also bisected Chapel Street, and houses here and in Primrose Lane were removed, leaving the Burgher Chapel much exposed. The south side of Toll Road between Mercer Street and High Street was also demolished to widen the road to take the expected increase in traffic. See Appendix 1, drawing BMH 15, for the 1938 Ordnance Survey map which shows the new bridge and roads.

With the decline of the ports of Stirling & Alloa the bridge no longer needed to be opened for shipping and it became a fixed structure in 1988.

The Silver Link Roadhouse, later known as the Silver Forth Hotel, opened in 1938 on the south side of Silver Street to serve the new road traffic. It fell vacant in the 1980s and was converted into the Kincardine Nursing



New Clackmannanshire bridge with Ferry Pier in foreground, December 2008



The Giant Towers over the Forth at Kincardine.
Fife Electric Power Company river crossing pylons c.1965
© Miller and Shepherd



Longannet Power Station, 2008

home in the early 1990s.

A new road, an extension of the A985, opened in 2007 and takes vehicles round to the south of the town to reduce traffic congestion through the town.

Traffic has been further reduced by the new Clackmannanshire Bridge, opened on 19 November 2008. This is upriver from the Kincardine Bridge and takes traffic away to the north of the town. Kincardine is now quieter, but it may lose out on the commerce that comes with passing traffic, which in turn may adversely affect the economy of the town.

The Finalised Fife Structure Plan notes in transportation policy T2 proposals to re-open passenger rail services on the Dunfermline-Kincardine-Alloa-Stirling line (but with no time frame noted) which runs along the coast between the river and the town. The dangers inherent with railway crossings have severely restricted access to the old piers and the promenade which was once a favourite spot for walks. There is only one crossing point, a level crossing at the end of Station Road. Consideration should be given to providing a footbridge across the railway, particularly if rail traffic increases, as using the level crossing is hazardous. Such a footbridge could be sited next to the road bridge.

Mining continued to provide local employment into the C20th and provided the fuel for the second main change to Kincardine - the construction of two power stations on the river bank to east and west of the town. In 1939 the Castlehill mine 5km NE of Kincardine was working, and the nearby Brucefield pit was producing 70,000 tons per year by 1947, some of the workers choosing to live in Kincardine as well as surrounding areas. Kincardine Power Station opened in 1960 to burn the low grade coal from these nearby collieries. Longannet underground deep mine complex (Bogside near Blairhall, Solsgirth & Castlehill) opened in the 1960s to serve the Kincardine Power Station (1962) and later the Longannet Power Station (1973), both designed by Robert Matthew Johnson-Marshall & Partners. The coal had been brought to the surface at Longannet via an innovative underground conveyor. The Longannet mine complex was closed in 2002 following extensive accidental flooding.

Kincardine power station opened in 1960, at which time it provided 1/3 of Scotland's power. It closed in 1990 and was demolished in 2001. Longannet power station, built on the site of the old quarry, opened in 1973, and is the largest coal-fired power station ever built in Scotland. Desulphurisation equipment is now installed and a deal reached to use local sulphurous coal from the Muir Dean mine until at least 2012. There are also plans for a Biomass plant there too.



High Flats from Kirk Brae



Co-op store on High Street c. 1940.
(Copyright: English Heritage)

By 1977 there were 1,000 power station workers and the mines employed 2,800 men.

Fife Council constructed three 16-storey blocks of flats designed by J. Fisher in 1969 at the north end of Kirk Street to house those working for South of Scotland Electricity Board (SSEB). The 'High Flats' as they are known are a highly unusual dwelling type for a small town. The towers dominate the skyline from many vantage points in and outside the town. A Development Brief for the High Flats was produced in May 2008 which advocates the demolition of the flats and the creation of low rise housing of mixed tenure on the site and its associated open space.

In 1954 Tulliallan House became Tulliallan Police College providing local employment and extensions and additions were built in the grounds.

A new primary school, Tulliallan Primary on Kirk Street, was opened in 1975. The Secondary school closed in 1978 and the Kincardine Community centre was constructed on the site. Pupils now travel to Dunfermline High School for their secondary education.

The main shopping streets of modern Kincardine are High Street and Elphinstone Street. Meikle's drapers had outlets on Keith Street and Elphinstone Street, and were prosperous in the 1950s. The Co-operative had large premises on the High Street with stabling for horses, garages for vans and a bakery behind. These burned down in 1930 and were replaced with similar buildings but in the reduced classical Art Deco style of the day with pitched clay tiled roofs.

Some areas of old housing, most notably the north end of High Street and Scotland's Close and parts of Station Road, have been replaced with modern social and private housing, mostly of good design using natural stone for the front elevations on High Street. However, the town still remains essentially as it would have looked at the height of its prosperity in the mid-19th century, a small market town with one-storey terraced workers' cottages interspersed with larger properties where the more wealthy resided.

2.0 Assessment of Significance

Kincardine has significance at local, regional and national levels, which is composed of several different factors.

2.1 Location and setting

Kincardine-on-Forth grew on the east bank of the flat flood plain of the Forth, at a significant natural narrow point, allowing it to be crossed below Stirling without the hazards of tides and distance present further down river for the small rowing craft then used. Originally the edge of the town was the river bank reclaimed from drained marshland, but further land reclamation schemes in the early C19th put a distance between the two. The land surrounding the town is still mainly agricultural, but the designed landscape of Tulliallan Castle in part of the original Tulliallan wood provides a green backdrop to the northern edge.

The coal mining activities in the surrounding area greatly affected the setting of Kincardine in the second half of the 20th century leading to the construction locally of two large power stations for electricity generation, Kincardine Power station being constructed right next to the town. Its demolition has reinstated the low-lying, sinuous marine setting of the town.

2.2 Historical Significance

The historical significance of Kincardine goes far beyond the confines of the town and is linked to its involvement in trade to all parts of Scotland, Northern Europe and beyond. The narrowing of the river gave it strategic importance from mediaeval times, including the site of a castle, and from the 1600s it became an important ferry crossing, principally for cattle and also goods to the markets in central Scotland, but at times for soldiers in the '15 and '45 rebellions.

It's early salt and coal trade developed into a burgeoning shipping industry with a trade in tons to rival Leith as far as the West Indies, ship building with a good supply of local timber, and general manufacturing of goods for shipping such as sails and rope. Its lack of a good rail connection with major towns led to its decline at the end of the 19th century.

It became the site for the architecturally significant Kincardine Bridge in 1936, the first road crossing of the Forth below Stirling, and of immense importance at the time for the economy of Central Scotland and Fife.

2.3 Architectural Significance

The architectural significance derives from the survival of the majority of the townscape constructed from the 17th to the early 20th centuries, leaving a good example of the various building types and styles typical of a successful small Scottish riverside town. This divides into four distinct types of townscape (although this is further expanded into 6 areas in Chapter 3) and a riverside area:

- The shore area: irregular pattern of narrow streets and lanes with terraces of one- and two-storey mainly domestic properties in traditional styles and materials with vernacular details of chimneys, skews and scroll skew putts.
- The town centre: wider streets of predominantly two-storey stone-built terraced buildings, often ashlar for later properties, providing the setting for the public buildings and realm for civic activities.
- The ribbon developments: long streets, originally mostly single sided, but later construction on empty side, of terraces of one- and two-storey mainly domestic properties in traditional styles and materials as for the shore area.
- Planned area: (currently outwith Conservation Area): regular pattern of streets with mixture of single storey terraces and two-storey single houses in traditional styles and materials.
- Piers and Promenade: evidence of an important connection with the river, and the construction techniques for this type of structure in the early 19th century.

All areas, apart from the shipping pier, are still well occupied for domestic and commercial activities, and are of regional and national architectural significance.

2.4 Archaeological Significance

A Notable Archaeological Site is recorded outside the south-east of the Conservation Area. The presence of Romans just to the north of Kincardine would suggest that there is likely to be other evidence of their activities in this area buried under the town. A more in-depth study of the area's early history would reveal this.

3.0 Character & Appearance

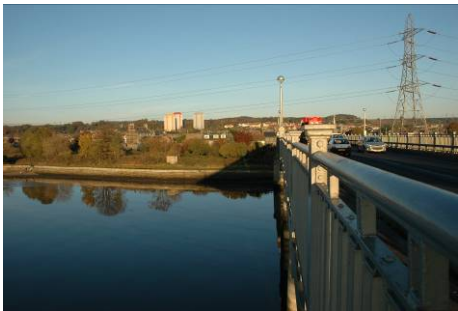
3.1 Setting

3.1.1 Assessment of the landscape and surroundings

Kincardine developed at a natural crossing point of the river where it narrows slightly, and formed a trading intersection for goods going both east and west and up and down river. It grew with the exploitation of the river (salt, fishing, crossings) and the land (coal). The town slopes gently up from the river and is surrounded by mainly agricultural land, and the designed landscape of Tulliallan Estate.



View of Kincardine from east; note bridge and high flats



View of Kincardine from bridge



View of shore area from bridge



View of Kincardine from west
A977 Feregait

3.1.2 Significance of views into, across and from the conservation area

The town can be approached from the west across the bridge or east and north by road. The tower blocks, known as the High Flats, though outwith the Conservation Area, predominate in all distant views in to Kincardine, and the chimney of Longannet is visible when looking from the north. Old views down streets to the river have been lost by the construction of the bridge and its access roads. The Conservation Area slopes very gently from High Street to the river and all views across and within it are framed by the streets. The towers of Tulliallan & Kincardine Parish Church and the former United Presbyterian Church stand above the town in views in from north and west.

The tall electricity pylon near the shipping pier is visible from the town but does not dominate views in the same way as the High Flats.

The Bridge, as noted, has affected views within the Conservation Area, but allows views of the town as you cross by car or on foot.



Kincardine Bridge from promenade

3.2 Activity and Movement

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

There are 2 main traffic routes through the town. The A977 (Feregait/ Toll Road) runs north/south-east and carries through traffic. The A876 (North Approach Road) runs approx west/north-east to take traffic on and off the Kincardine Bridge. It carries fewer vehicles since the construction of the A985 link road going east to Dunfermline and Rosyth and the new Clackmannanshire Bridge taking traffic north-west to Alloa and Stirling. As no shopping or services are directly accessed from these routes few pedestrians use them. The main shopping streets are High Street and Elphinstone Street and the north end of Keith Street, and this is where most daytime pedestrians are found.



Elphinstone Street to left and High Street to right of photo

3.2.2 Day & Night variations

There are three pubs in the centre of Kincardine and one bar/restaurant which provide public night time activity. There is also a small bar, The Railway Tavern, on Forth Street which is only open in the evenings. Otherwise Kincardine is relatively quiet in the evening, although some anti-social activity does occur on the High Street at times.

2.2.3 Seasonal variations

There would be an expectation of more visitors in the summer months when tourists may stop off en route to Culross or Stirling by the more picturesque road along the river rather than using the motorway. A Fife Heritage Coastal Route could be signed to include Kincardine. Kincardine could increase the number of visitors by making maritime history more prominent and improving access to piers.

3.3 Street pattern & topography

3.3.1 Street patterns & surfaces

The streets of Kincardine originally provided for traffic in two main directions:

- to the river down the High Street which split to access the ferry pier from Salter Row (now Station Road) and the shipping pier at the end of Keith Street,
- alongside the river either north to Alloa along Kilbagie Street or east to Culross on the Toll Road.

Now only the Toll Road still forms part of the main routes through the town. The river is no longer accessed from the town but crossed by the Kincardine Bridge and continues along the North Approach Road, cut through the backs of houses in the early 1930s. At the same time the Feregait was constructed so that traffic going north did not pass along Kilbagie Street. The High Street continues on a gentle upward slope north-east as Kirk Street and was the way down from Tulliallan Estate to the village.

The clock tower of the former United Presbyterian Church no longer has its function to mark the end of Chapel Street. It is still a prominent landmark but stands rather stranded on the North Approach Road.

Within the area bounded by Elphinstone Street, Keith Street and Forth Street the original pattern of streets interconnected by narrow, winding lanes remains intact. The area of the town east of Mercer Street, outside the current Conservation Area, had been laid out in planned, regular streets and plots by 1850, and this layout has been retained in all later development.

The street names also help recall the early functions of the town and some of the important buildings on those streets, for example, Excise Street, Cooper's Lane, Forth Street (it was originally right next to the river before land reclamation) and Bank Street.



Materials in High Street

Some effort has been made with street and pavement surfaces on the High Street; small square buff coloured concrete slabs with concrete kerbs form the pavements with dark brown concrete setts used where roads cross them. This palette has also been used on Kirk Street for some traffic calming measures. Elsewhere the pavements are black tarmac with concrete kerbs. In Cooper's Lane some original stone slabs are still visible.



View of town with river in background, c.1920 before construction of bridge and North Approach Road
© Miller and Shepherd



Mercat Cross on High Street



River view at end of Keith Street blocked by bridge



North Approach Road looking north; square in front of chapel now incorporated in to road

3.3.2 Streets and buildings in relation to ancient man-made and landscape features

Some of the oldest man-made features are the two piers, and the streets no longer relate to either. Views to both of them are blocked by the railway and bridge and access is severely restricted by the railway. The original line of Forth Street and Station Road to each side of the old Ferry green have been maintained leaving a vital open grassed space on the edge of the town. The setting of the Mercat Cross on the High Street is unchanged since the 17th century and the War Memorial, also on High Street, is still given importance and prominence there. The North Approach Road destroyed the setting of the United Presbyterian Church. The car park on Silver Street forms a boundary edge of the Conservation Area, but the fencing is poor and the continuous tarmac gives a desolate air. It would benefit from a landscaping scheme to provide divisions and planting to soften it.



High Street looking north; note Mercat Cross and the tower blocks in the distance



Commercial Hotel



Unicorn Hotel, birth place of Sir James Dewar



Masonic Hall Lodge



United Presbyterian Church and hall, now flats

3.4 Buildings & Townscape

3.4.1 Scheduled Monuments

The 17th century Mercat Cross is a scheduled Ancient Monument. It is owned by Fife Council who are responsible for maintaining it in good condition.

3.4.2 Key Buildings, Listed and Unlisted

In general the style of the buildings is the Scottish vernacular: stone walls, sometimes harled with stone quoins, stone window and door surrounds, stone skews, often with a scroll skew-putt at eaves, bordering pitched roofs of Scotch slate or terracotta pantiles. Pantiles originally came from the Low Countries as ballast in ships and were later made locally. The long side is usually the principal elevation and oriented parallel to the street.

Key Public and Commercial Buildings include :

The Commercial Hotel, B Listed, assumed late C18th, entrance on Elphinstone Street (now Garvies). Two storey, ashlar stone front with off-centre Roman Doric porch, harled sides with lower extension to rear originally stables and offices. Built as the Town House by the Shipmaster's Society of Kincardine.

The Unicorn Hotel, unlisted, assumed mid C17th, 2 storey plus attic, harled with slate roof and dormers to west, focal point of Excise Street, and birth place of Sir James Dewar, inventor of vacuum flask, as noted on commemorative plaque attached to building. Interior much altered and extension to front replaced in 1970s when one to side added.

Masonic Hall Lodge Tulliallan, C(S) Listed, C19th, 2 storey ashlar stone front with classical detailing. Shop now occupies ground floor at No. 10 with unsympathetic sign and front.

United Presbyterian Church, B Listed, 1819, rubble with ashlar dressings and slate roof, bell tower in 5 stages built 1884 with gift from local businessman Robert Maule, altered internally in 1926 and then reasonably sympathetic conversion to flats in 1980 along with adjacent halls. Was focal point of at east end of Chapel Street before construction of bridge and North Approach Road which sliced through the street.



Tulliallan and Kincardine Parish Church

Tulliallan and Kincardine Parish Church, B Listed, 1833, George Angus architect, gothic ashlar with double-gabled east front and slated roof. Clock tower has traceried parapet.

Kincardine Bridge, A listed, 1932-36, designed by Alexander Gibb & Partners, steel lattice structure spanning concrete piers. Its construction led to the loss of part of Kincardine's historic town, but it is an elegant form crossing the river.



2-20 Hawkhill Road (south end)

Smaller scale and domestic buildings:

There are two principal types of domestic architecture in Kincardine: single-storey with or without an attic, which would have housed unskilled workers and poorer folk, and two-storey buildings, sometimes with an attic, for the wealthier residents. The plan of the single-storey dwelling was normally symmetrical with central doorways and rooms to each side. External fenestration was also symmetrical with the entrance door sometimes enriched as a feature of the façade, and often with a date and two pairs of initials carved in the stone lintol recording a marriage, which may or may not date the building.



22-38 Hawkhill Road (north end)

2-20 and 22-38 (all even nos) Hawkhill Road, C(S) Listed, latter half C18th, single-storey row-cottages, rubble and harl with pantile roofs and scroll skew putts. 36 & 38 are empty sites on which once stood a 2-storey block of 2 houses.



15-31 Keith Street on RHS of photo

15-31 (all odd nos) Keith Street, C(S) Listed, single-storey row-cottages, mostly ashlar (many now painted) with pantile roofs, No. 15 stone lintol with date 1812 and initials, No. 17 stone lintol with date 1800 and initials, No. 19 stone lintol with date 1798 and initials.

50-52 Kirk Street, C(S) Listed, latter half C18th, single-storey row-cottages, rubble and harl with pantile roofs and scroll skew putts. No 52 had door lintol inscribed with AS.1778.MM recorded in 1979, now no longer visible, presumed covered with cement mortar when property recently re-harled.



71-73 Kirk Street



30 Keith Street



54 Keith Street



23 Forth Street photographed in November 2008



23 Forth Street photographed in January 2009. All windows replaced. Note change of ground floor to sash & case and loss of astragals to windows to upper storey.

71-73 Kirk Street, C(S) Listed, latter half C18th, single-storey row-cottages, rubble and harl with pantile roofs and plain skewes. No 73 converted to stores for church. Many single-storey cottages on Toll Road, A977, particularly on the south side at the junction with High and Kirk Streets, were demolished to widen the road for the increase in traffic with the construction of the Kincardine Bridge in 1936.

The two-storey properties generally occupy the more important sites in the town and the main public streets such as Elphinstone Street and High Street and the town end of Kilbagie Street. There are also good examples on the north side and river end of Keith Street, which at one time lead directly to the shipping pier.

30 Keith Street, B Listed, late C18th, two-storey and attic, rubble walls, pantile roof with scroll skew putts, central gable with round-headed attic window. Built as three houses (26, 28, 30), now one property. Retains timber sash and case windows.

34 & 36 Keith Street, B Listed, late C18th, two-storey and attic, similar to No. 30, and also once three properties. 1972 Listing notes windows altered; they are now U-pvc.

50 Keith Street, B Listed (Listing incorrectly noted as No. 52), two-storey, harled with pantile roof, door lintol inscribed 17.RM.MM.70.

54 Keith Street, B Listed, late C18th, two-storey and attic, rubble walls with stone margins to windows and doors, slate roof with ogee skew putts, central gable with round-headed attic window. Built as two houses (52, 54), now one property. Retains timber sash and case windows.

Forth Street once fronted the river and has many important houses on both its s/w river side and n/w side fronting the old Drover's Green.



From left to right: 12, 13, 14 & 15 Forth Street (all unlisted): important residences overlooking Village Green

23 Forth Street, C(S) Listed, C18th, pebble dashed with stone margins and pantile roof and cubical sundial with human face on s/w skew putt. Ground floor windows altered wider openings with metal frames prior to listing. Windows altered again in January 2009.



16 Forth Street

16 Forth Street, The Railway Tavern, C(S) Listed, rubble with slate roof and steep stone stair from pavement to timber gate to first floor door in north gable (see also other examples below). Rare survival of mid C19th public house interior of bar used by drovers en-route to markets in Falkirk Tryst.

11 Station Road, C(S) listed, late C18th, two-storey harled with pantile roof and scroll skew putts. Good example of burgh house in Fife vernacular tradition. Non-traditional windows and door.



11 Station Road



Elphinstone Street looking east

Elphinstone Street retains many of its original two-storey buildings, which had shops and businesses on the ground floor, most of which are still in commercial occupation.

5-9 Elphinstone Street, B Listed, two-storey, rubble and pantile, scroll skew putts. Inset panel with initials RS.IV and date 1738, rebuilt in 1793. No.5 had ground floor shop at time of listing 1972, and now has non-traditional replacement windows.

11, 13, 15, 17 Elphinstone Street, two-storey stucco & pantile, C18th, re-categorised from B to C(S) Listed in 2006 as Nos. 11 & 13 much altered externally since 1972 listing.



11-17 Elphinstone Street

The south end of Kilbagie Street is two-storey, with predominantly single-storey dwellings proceeding northwards out of the town.



South end of Kilbagie Street looking south to Excise Street



From right to left: 36 to 46 Kilbagie Street

36-42 Kilbagie Street, B Listed, circa 1800, two-storey, rubble and slate except No. 42 which is harled and pantile, scroll skew putts. Since listing in 1972, all have had replacement windows in non-traditional styles and materials.



From right to left: 2 to 26 High Street in row



36-42 High Street



30 Kilbagie Street: attic has been converted to separate flat.



14 Excise Street



22 & 24 Excise Street

All buildings on the east side of the High Street have been listed. It was the main commercial street in the town, but the north-east end is housing.

2 High Street, B Listed, ashlar ground floor, first floor has been harled since listing in 1972, pantile roof replaced with concrete tiles, and scroll skew putts. Lintel to High Street inscribed AB.1689.MB and 'Rebuilt 1791 by R and RH' on lintol in built up doorway below. Gorund floor still has shop but now has non-traditional replacement windows.

30, 32 & 34, 36 & 38, 42 High Street, B Listed, rubble and harl with pantile roofs, C18th, scroll skew putts. Door lintol of No. 40 has initials MH.A(Y) and date 1767.

A common feature of Kincardine's buildings are external stairs. These lead either to living accommodation above or storage. Examples are:



30 Kilbagie Street circa 1900
© Miller and Shepherd

30 Kilbagie Street (unlisted), rubble with pantile roof. An outside stair led to a loft for storage of fishing gear and sails. Masts or other long poles could protrude through small bole window.

44 & 46 Kilbagie Street, B Listed, circa 1800, two-storey, harled c.1972, scroll skew putts. Stair originally had hand rail not solid ballustrade.



44 & 46 Kilbagie Street

14 Excise Street, B Listed, late C18th, two-storey with basement, harled with classical moulded door surround and pantile roof.

22 & 24 Excise Street, C(S) Listed, C18th, single-storey with basement, harled with painted stone window and door margins and pantile roof. RH stair originally had railings.



RC Chapel

Roman Catholic Chapel, 6 Cooper's Lane, B Listed, rubble with pantile roof, stone lintol with date 1750 and initials. Now converted to a house.

38 Keith Street, B Listed, two-storey, harled with slate roof, stone lintol with date 1775 and initials recorded in 1972; not visible in 2008. Forestairs is two-way. Currently on Buildings at Risk Register. Skip noted outside in December 2008.



38 Keith Street

25 & 26 Forth Street, B Listed, mid C18th, single-storey cottages, rubble and harl with pantile roofs, two plain skews and one crowstepped. Two cottages now one and converted into a pub.



25 & 26 Forth Street; door at top of external stair and window blocked up. Would have looked similar to 30 Kilbagie Street.



From left to right: 7 & 9 and 15 & 17 Kirk Street

7 & 9 and 15 & 17 Kirk Street, unlisted, probably circa 1800, harled with concrete tiles which should be terracotta pantiles, with forestairs supported on slim posts, presumably cast iron.

Two structures within the Conservation Area which were at one time of foremost importance to the town are the piers. Both structures and the promenade along the river between them are difficult to access as the railway must be crossed. A dedicated footbridge next to the Forth Bridge would improve access and help in the rejuvenation of both historic piers.

The Shipping Pier, unlisted, constructed 1811-13, built of squared drystone masonry, rather rough but coursed, outer end is built differently and more neatly, stairs down to water on each side. Currently owned by Scottish Power who intend to carry out maintenance in 2009. Improvements to the handrails on the Promenade were done in 2008 but with an unfortunate liberal use of concrete.



The Shipping Pier from south, circa 1910 © Miller and Shepherd



View of the Shipping Pier from north, 2008

The Ferry Pier, unlisted, constructed 1826-7, built of scabbed ashlar blocks, sloping surface paved with setts up to high water mark, and margins are bordered with stone slabs with check and groove and mooring rings. Ownership, and therefore responsibility for maintenance, has not been established.



The Ferry Pier from south c. 1910
© Miller and Shepherd



The Ferry Pier from south, 2008

Shops and signage

High Street, Elphinstone Street and Keith Street as the location for most of the commercial properties has already been discussed. Over the years shops and businesses have come and gone and so have their signs. Until the late 1800s many shop signs were painted direct onto the stone, usually on a horizontal band on the façade, or were hung on the façade but within the size of this stone band.

Recently, the signs used have become over large and unsightly. The visual amenity of the Conservation Area would be greatly improved if owners and occupiers were encouraged to renew their signs in a more appropriate size and position on the façade.



George Meikle's drapers shop on Elphinstone Street, 1952; painted timber sign is same size as stone band © Miller and Shepherd



22 to 26 High Street, 1966, painted shop sign on horizontal band. (Crown Copyright: RCAHMS)



22 to 26 High Street, 2008, over large plastic shop sign concealing horizontal band

Several original Victorian shop fronts survive, and their retention should be encouraged.



8 High Street, C(S) listed



33 Elphinstone Street, unlisted



Elphinstone Street looking east with Commercial Hotel to left and UP Church in centre



Excise Street looking east, Bridge Bar in centre of view



Keith Street looking south; to left two-storey house and to right Kincardine Public Library



Co-operative Stores c 1900. (Courtesy of RCAHMS and Kincardine Local History Group)



New Co-operative Stores c 1940; note windows and doors to adjacent 2-storey café have been altered (Copyright: English Heritage)

3.4.3 Buildings considered to be of townscape merit

The key public buildings discussed in section 2.4.2 provide the main elements of townscape for the small town of Kincardine. Generally they are on the main streets: High Street, Elphinstone Street and Chapel Street.

Former Clydesdale Bank, unlisted but within the Conservation Area at the south end of Kirk Street. It forms the focal point for the north end of High Street at the Toll Road junction. It is currently unoccupied and the boarded up windows and doors are unsightly.



Former Clydesdale Bank at north end of High Street

Taller buildings at the junction of Keith Street and Elphinstone Street add to the townscape. One is a 2-storey C19th house next to the Bridge Bar. Another is the 1960s Public Library on the north-west corner, although when constructed it was set back from the building line of Elphinstone Street. A further modern building contributing to the townscape is the Co-operative Stores on the High Street.

Co-operative Stores, unlisted and out-with the Conservation Area, white painted smooth rendered exterior with black base course and small terracotta tiles to roof. Completed c. 1935 following a fire in 1930 which destroyed the original Co-operative Society store and the 2-storey property next door. The new building occupies the whole of the original site, is of a similar scale to the one-storey shop it replaced and is a good example of the Art Deco style typical of that period. It sits comfortably on the High Street, and would benefit from a more sympathetic shop front and sign. The Conservation Area should be extended to include it.



The Co-op, December 2008

3.4.4 Distinctive architectural style and detailing

Roof materials

Traditionally these were either the blue/grey Scotch slate, probably from Ballachulish, or pantiles, a tradition which is an indication of trade links with the Low countries. The blue slate and the varying reds in the pantiles complement the stone and harled walls and add colour and variety to the streets and lanes. Half round clay ridge tiles sit atop the pantile roofs and some of the slate roofs. Other slate roofs would have had lead ridges; most are now zinc covered (galvanised) steel. Both types of covering exist on the single-storey dwellings and the taller, grander properties, although the latter are more likely to be slated. Some pantiles have been replaced with red interlocking concrete tiles with incorrect profiles, adversely affecting the building's character.



Different roofing materials on Forth Street; note the slated eaves margin to the pantile roof.



Plain skew with scroll skew putt with ropework detail on 60 Kilbagie Street



Central gable & chimney on Keith Street



Broached ashlar, 22 Keith Street



Channelled ashlar to ground floor, 22 to 26 High Street

Chimneys and skews

Generally verges are stone skews constructed higher than the roof finish. In terraces of single-storey buildings they also separate individual properties. Chimneys rise from the skews at the ridge and the gable ends. Some properties were constructed with a central gable surmounted by a chimney to the principal elevation, enlivening the façade. There are a few examples of crow-stepped gables in Kincardine, but most are plain. Many are finished with scroll skew putts, common in the later eighteenth century, and some of these are decorated with ropework patterns. The skew putt to No. 23 Forth Street has a sundial surmounted by a head, another on No. 24 Kilbagie Street, finishing a crow stepped gable, is ogee and has a date in relief.

Wall finishing

Dressed stone: most of the stone built properties are constructed in the pale buff-grey sandstone that came from the Longannet quarry. Polished and broached ashlar with dressed stone margins to windows and doors, including moulded pediments, are common for buildings of higher status and commercial buildings, particularly on High Street, Elphinstone Street and Forth Street. An unusual detail of channelled ashlar exists to a principal elevation on the High Street. On the east side of the High Street the ground floor shop fronts have been painted to advertise their status of a shop, and not a dwelling.



Rubble with dressed stone margins, 12 & 14 Kilbagie Street, note scroll skew putt



Harling in Keith Street



Brick in Chapelhill Street



Date stone, Excise Lane



Upper floor traditional timber sash and case windows, ground floor window openings widened in 1920s for new metal casement window, 23 Forth Street. See also section 3.4.2.

Rubble stone: Another distinct stone finish is rubble, usually coursed on the principal elevation. Many of these buildings would benefit from re-pointing the joints with a lime mortar which should be set back slightly from the stone face in place of the grey cement pointing. This latter has often been applied not just in the joints but also over part of the face of the sandstone and which will cause future deterioration of the stonework through processes such as delamination as it can no longer breathe through the mortar joints as required.

Harling: many one and two-storey buildings have been harled and painted, adding colour and texture to the streetscape. Some would have been finished in this way with a lime based mixture when first built. Others have been harled over the years to prevent further deterioration of the rubble underneath. Cement based harling should be avoided as it adheres too strongly to the stone and is more prone to cracking than lime based harling, leading to water ingress beneath which will eventually push off the render, taking the stone face with it.

Brick:

Exposed brick externally is rare in Kincardine. However, there is an unusual terrace of 10 brick houses with slate roofs on Chapelhill Street built of red brick with buff brick quoins and door and window surrounds, circa 1900. The end pavilions were built with dormers with exposed rafters, and the verges have painted barge boards with overhanging slates, both details more commonly found on English vernacular architecture. There is a similar group of buildings on the west side of Hawkhill Road at nos. 31 to 49 but these have been rendered apart from the south gable which is still exposed brick.

Decorative door and wall features

There are many carved stone lintels to doorways in the Conservation Area, a good number of which are marriage stones. There are also other carved stones with symbols representing the trades of the building's occupants. However, some have been covered up with render over the years and some are in a poor state of repair.

Windows

The surviving 17th century buildings and those built up until the 1920s or so were constructed with timber sash and case windows. Generally they are vertically proportioned, the upper and lower sashes are of the same size, and have astragals dividing the upper and lower panes in half or into six small panes. In some



Non-traditional windows adversely affecting character of B Listed property, Keith Street



Panelled door with fanlight, Keith Street



Recessed doorway on John Street



Shop below Masonic Lodge Hall on Elphinstone Street; improved signage and shutters would benefit the building and street

cases the astragals have been removed, but the windows still retain most of their character. Some windows openings to properties were widened in the 1920s and steel casements installed, but generally original windows from properties from the C18th onwards survived well until the last 15-20 years or so when poor replacements in non-traditional styles and materials have been installed. These have greatly affected the character of the individual buildings and the Conservation Area as a whole. Fife Council published Supplementary Guidance for Replacement Windows in 2006, which stated clearly what was allowed within conservation areas and on listed buildings, but in most cases this guidance was not being adhered to. This was superseded in January 2009 by Planning Customer Guidelines: Windows in Listed Buildings and Conservation Areas, which is expected to be rigorously adhered to.

Doors:

The original doors from 18th, 19th and very early C20th centuries were panelled timber doors, occasionally with glazed upper panels and sometimes with simple rectangular glazed fanlights above. On C19th commercial properties on High Street and Elphinstone Street there are traditional storm doors which provide extra security and draught insulation at night. An example of a ledged and braced door exists on 1 Chapel Street, but in a poor state of repair. It is likely that this type of door was common on the more humble dwellings in C17th Kincardine. Quite a number of doors have been replaced in non-traditional styles and materials which adversely affect the Conservation Area.



Storm doors on High Street

Shopfronts:

On some shops on High Street and Elphinstone Street there are metal shutters on properties for night time security which are unsightly both when closed and open. An alternative means of providing the necessary security should be found, along with renewal of shop fronts in a design to suit the building and the Conservation Area, also using archival evidence such as photographs.

Illustrations of various architectural details:



Carved date stone rear of High Street



Lintol date stone, Chapel Street



Decorative scroll skew putt



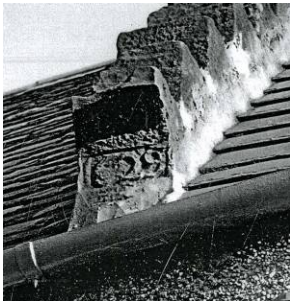
Lintol date stone, Kilbagie Street



Ogee skew putt, 50 Keith Street



Timber sash & case window on High Street



Date on skew putt, 24 Kilbagie Street, photo dated 1963 (Courtesy of RCAHMS and Kincardine Local History Group)



Timber ledged & boarded door, Forth Street



Sundial on skew putt, 23 Forth Street



Door with pedimented stone surround, Forth Street

3.5 Spaces

3.5.1 Types of public and private open space

The south end of Kirk Street, High Street and Elphinstone Street form the main civic public open spaces in Kincardine, affording places where people can meet and gather, and levels of activity in the town are highest here. Another area is the riverside promenade, although this is hard to access, having been cut off from the town by the bridge road and the railway.

Village Green, the public park between Forth Street and Station Road, once known as Ferry Green, is a vital amenity open greenspace and includes a children's playground. The churchyard of Tulliallan & Kincardine Parish Church provides greenspace at the north end of the town.

The Silver Street car park and the parking area at the Community Centre off Toll Road are bleak open spaces within the Conservation Area.

Private open space consists mainly of gardens, yards and parking areas to the rear of properties.



Elphinstone Street widens at the Commercial Hotel and Public Library, but the generous Chapel Square was cut off in 1936 with the opening of the North Approach Road to the bridge



Village Green



High Street looking north



High Street looking south



Shipping pier and promenade from north

3.5.2 Characteristics of each area of open space

High Street and Elphinstone Street

The High Street widens at its south end and is enclosed here by the Commercial Hotel to the south of the C17th mercat cross. The cross is now stranded on a traffic island between the bus lane and one-way road leaving very little space around this important monument. High Street carries less traffic since the opening of the A985 relief road and Clackmannanshire Bridge. Its original function as a public gathering space, and site of town fairs and market could be returned with changes in traffic flow, perhaps allowing only buses, and the creation of a wider pedestrianised area at its south end with planting and seating. This could benefit some of the food outlets on High Street and adjacent Elphinstone Street. The 1970s Library is set back from the original line of Elphinstone Street, but the main entrance is on Keith Street. This left a redundant space, now occupied by a ramp to comply with DDA regulations. It is recommended that any new development should follow the original street line to retain the character of the town.

Promenade and piers

The promenade between the ferry and shipping piers is a quiet, pleasant place with stunning views along and across the river, in contrast to the more restricted views in the town streets. It was once a popular place for walks, but with the safety restrictions on crossing railway lines is now difficult to access and is rather unkempt.



Promenade walk by river; part of a Heritage trail?



Silver Street car park, bleak when full or empty.



Low stone wall and planted border at flatted UP Church parking adds interest to street scene



Garden in front of C18th cottage on Kilbagie Street; this is near the site of an old well and perhaps was a smithy requiring a yard area in front

If access were to be improved, this area could be become part of a heritage trail for Kincardine from Station Road, south along the promenade & back along Keith Street, with information boards for Kincardine's maritime history and seating at particular points, and good quality paving and edge definition. The area under the bridge could be addressed with lighting to prevent anti-social behaviour.

Car parks

Kincardine's main car parking areas are both within the Conservation Area and are bleak spaces. They would benefit from improved treatment of the boundary and the surfaces to delineate parking spaces, and could be softened with planting. A better example is the parking area created at the former UP Church flats.



Entrance to Community Centre of Anderson Lane should be made more welcoming with changes to surfacing and incorporation of planting

Semi-Private and Private space:

Gardens are mostly to the rear of properties whose front elevations generally define the edge of the street. There are some exceptions to this on Keith Street and the north end of Kilbagie Street where the presence of small front gardens opens out the streets providing visual interest and softening the generally hard street line of the 18th and 19th century settlement.



small yards to front of C18th properties on Kilbagie Street



Gardens to C18th properties in Keith Street

Later 19th and early C20th dwellings do have small front gardens.



Small front gardens to late C19th dwellings



Trees on Forth Street

2.6 Trees and Landscaping

There are few green spaces in the town, the exceptions being the Village Green with its playpark, the unkempt reclaimed land between Forth Street and the River Forth, the north end of High Street, Tulliallan churchyard and the small private front gardens to properties. Views within the town seldom include trees or hedges, but groups of trees are visible when looking from the Conservation Area out to Tulliallan Park Estate, the main park adjacent to Feregait and also across the agricultural land which abuts Kincardine to east and west.

Trees within the more open spaces of the Conservation Area should be encouraged where there is room for proper growth as they provide shade and help reduce pollution from vehicle emissions.



Trees at north end of High Street

There are no Tree Protection Orders (TPO) for Kincardine, but within Conservation Areas trees are protected and permission is required before carrying out any work to any trees.

Designed Landscapes

The designed landscape of Tulliallan Park Estate abuts the northern tip of the Conservation Area.



View across park with recently planted trees to Tulliallan Church (note High Flats in distance)



Trees of Tulliallan Park behind cottages on Kirk Brae

4.0 Analysis

4.1 .1 Area Analysis

Historic Kincardine has an over-arching character deriving from its setting, the types and design of its buildings and the materials used in their construction. However, within the Conservation Area there are several distinct areas which reflect its development and growth over time and where particular activities took place. The ferry river crossing, shipbuilding and shipping which led to Kincardine's establishment have gone, but the separate areas which grew up to service these activities remain and have retained their distinctive characters.

4.1.2 Character Areas

In Appendix I, drawing BMH 06 illustrates how the existing Conservation Area can be divided into 7 'character areas', the piers and promenade, the predominantly single-storey dwellings of the shore area bounded by Forth Street and Keith Street, the wide High Street and Chapel Street, the ribbon settlements along Kilbagie Street and Kirk Street and to the north of the town at Hawkhill Road. A further character area is identified for Regent Street and George Street and which lies out with the current Conservation Area boundary.



Promenade looking up river under bridge with Ferry Pier to left of photo

S
John Street looking south-east



Excise Street looking west

Piers and Promenade

This is an open space, unlike the other character areas formed by streets. There are wonderful views up and down and across the river, although views into the town are blocked by the railway line and the bridge. At present it has a rather unkempt look and feel, and as has been previously noted, access to the area is difficult. However, it is a distinct area with the stone shipping pier allowing access out into the river, and a welcome change from the enclosed town.

Shore Area bounded by Keith Street, Forth Street and Elphinstone Street

This is a fairly dense network of irregular streets and lanes where the majority of buildings are single storey, and, with the taller buildings, the predominant building type now is the dwelling, although there are two public bars in this area. Views are mainly of townscape, framed by the streets and lanes, but John Street allows glimpses of Village Green and both it and Forth Street open out onto it. This area also includes Ash Braes. As the building line forms the outer pavement edge of the street, for most properties parking is in the street outside the dwelling, narrowing the roadway and impeding the view of the buildings.



Elphinstone Street looking east



East side of High Street



Kirk Street, now cut off by A977



Kilbagie Street looking north

Commercial Area of High Street, Elphinstone Street, Chapel Street, north end of Keith Street

High Street and Elphinstone Street were on the old main route through the town and became the commercial heart of Kincardine, along with the north end of Keith Street which then led directly to the shipping pier. The streets were broader allowing for commerce and passing traffic. The High Street widens at one end around the 17th century Mercat Cross marking the location of the market, and here the ship masters built their headquarters, now a bar. Shops and businesses occupied the ground floor with living accommodation above, and this pattern is still extant, although some shops are now dwellings and the north end of High Street is now in mostly domestic occupation. All the buildings are two or more storeys high, and many are faced in stone showing an investment in style and materials by their builders who wanted to add to the civic nature of these streets in the 18th and 19th centuries.

Kirk Street

This ribbon development of mainly one-storey terraced cottages led from old Tulliallan village and the parish church down to Kincardine and the river. Originally the cottages were on the east side with farms and the church on the west side, now occupied by the primary school and new housing. At its south end it widens out, and properties increased to two or more storeys in height, where it became part of the town centre. The Commercial Bank of Scotland was established there. The street is now rather cut off by the A977 which until mid 2008 took all through traffic.

Kilbagie Street

Another example of ribbon development along the route north from Kincardine to Stirling. The mostly domestic properties change from two-storeys to single-storey with distance from the town centre. Originally dwellings were mostly on the east side of the road facing the river up to the Bridge Inn where development crossed to the west side. This part of the road is still only single-sided.



Hawkhill Road, south end, 2-storey properties to right of photo



Hawkhill Road, view from north (countryside) end, modern house to right of photo



Regent Street looking south



Regent Street looking north with new development in centre of photo in distance

Hawkhill Road

The original buildings on this long street, which continued on to Kilbagie distillery, were single-storey terraced cottages and were on its east side only apart from a block of two-storey dwellings on the west side half way along its length. Another two-storey block, now demolished, stood at the north end on the east side. These were perhaps managers' housing. The character of this street was somewhat lost around 1900 when a terrace of cottages was constructed on the west side blocking the river view and set back from the street line with small front gardens. A modern 1½ storey house has since been permitted next to this terrace, which has altered the linear character of the original developments along the road. The incomplete west side allows for an open aspect and feel to the area, and the north end continues as a little used country lane, adding to the more bucolic air of this area.

Area currently outside the Conservation Area:

Regent Street/George Street

This area of planned orthogonal streets dates from the early C19th Regency period. It contains one listed single-storey property at No.16 Regent Street, and many other historic dwellings. The area would benefit from inclusion in the Conservation Area as this would enable retention of its essential character in terms of type, scale and location of development. At present a tall development of flats is being constructed at the north end of Regent Street which is out of character with all of Kincardine's original housing types, and would not rank as excellent in terms of modern housing design.



North end of Regent street with original terrace cottages built on hill, unusual for Kincardine

4.2 Negative Factors

Risks to the character of the Conservation Area:

4.2.1 Loss of traditional building materials

Roof materials

Many properties within the Conservation Area have lost their traditional natural slate or pantile roof finishes. The most common replacement roof material is an interlocking concrete tile, either flat for natural slate or profiled for clay pantile, although in the latter case the profile is often incorrect. For both materials the colour match is usually very poor.

Stone skewes and chimneys have generally survived well.

Wall finishes

Wet and dry dash harling has been applied to some stone built properties. It presents a bland face with a loss of the variegation in colour and texture of the original natural stone. As it is harder than the stone material it is covering up, it also has a tendency to crack, allowing in water which becomes trapped behind the render and causes decay in the underlying stone.



60 Kilbagie Street, B listed, clay pantiles replaced with concrete tiles of incorrect profile and colour



24 Kilbagie Street, B listed, natural slate replaced with concrete tiles in December 2008



4 Cooper's Lane, B Listed, cement mortar pointing over stone face



50 Keith Street, B listed, dry dash harling over original stone finish, bland in comparison to next door's natural stone

Pointing of sandstone walls was originally done with lime mortar and the joints were slightly recessed back from the face of the wall. Most replacement pointing for both ashlar and rubble construction has been carried out using cement mortar. Generally on rubble walls the mortar has been brought out flush with the face of the wall and often partially covers each stone. This has changed the appearance of the wall and will also accelerate decay of the stone as moisture cannot evaporate through the soft lime mortar joints but does so through the stone, eventually causing cracking and spalling of the face.

Rainwater goods

The traditional tar coated (now painted black) cast iron gutters and downpipes have often been replaced with Upvc, frequently in pale grey and of incorrect size or pattern.



6 Hawkhill Road: Upvc rainwater goods



Replacement door and windows, Hawkhill Road

Doors and Windows

Traditional styles of doors have frequently been lost to inappropriate modern styles and materials, often of the wrong size. The situation is worse for windows where very many have suffered unsympathetic replacements in Upvc or aluminium with inward or outward opening mechanisms instead of sliding sash and case, and sometimes with 'stick-on' astragals and leaded glass.

4.2.2 Extensions

The addition of dormer windows to the roof of the principal elevation in a style unsympathetic to the existing building has had an adverse affect on some properties in the Conservation Area.



(L to R) 99-103 Kilbagie Street, poor design on RH houses, out of scale with cottages. Better to match original dormer to LH dwelling.



24-26 Kirk Street, C(S) Listed: whilst these dormers may seem preferable to the illustration of those in Kilbagie Street, their detailing is very heavy and they dominate the roof; more care is required

4.2.3 Development within Conservation Area

Loss of building line

One of the main characteristics of the Conservation Area is the definition of the street by the building line, occasionally broken by small gardens to the front of later 19th and early 20th century buildings. Retention of this line is essential and should be enforced where new developments are proposed on gap or empty sites.



4.2.4 Bins and Parking

Parking is generally on street in the central areas where the buildings are terraced and there is no front or rear access to garages or parking places. Cars do disrupt the appearance of the streets and lanes, but at present the situation can be managed as the streets are wide enough to accommodate parked cars and still allow for access. This will need to be addressed if car ownership rises above present levels.



At present few properties have wheelie bins except those with front gardens, so this is not a major issue. Where they exist, owners could be encouraged to conceal them.

4.3 Building by Building Analysis

4.3.1 Details, condition & alterations

The buildings within the Conservation Area are generally in reasonable repair. The main threat to the area retaining its special historic status is unsympathetic alteration to particular features of individual properties which affect the overall character of the area, and impact adversely on the unity of the character areas previously described. Owners wish to 'improve' their properties, but ignorance of the style and materials of original features, and of the current planning legislation relating to Conservation Areas, has led in many cases to poor quality alterations of important features of properties. There are a few buildings suffering from lack of maintenance, but, with a sense of irony, these do tend to retain more of their original features, albeit in a rather parlous state, although none have been seen that were thought beyond rescue.

The table on the following page summarises a general survey of the buildings in the Conservation Area, carried out at ground level, and with the help of photographs.

Domestic properties examples



113-117 Kilbagie Street: concrete roof tiles, visible roof vents, cement dry dash walls, Upvc replacement windows & doors



52 Mercer Street, C(S) listed: concrete roof tiles, unsympathetic dormer extension, Upvc replacement windows, concrete steps and inappropriate handrail



41 Keith Street: gaps between pantiles filled and overpainted, chimney cope lost, dry dash walls, non-traditional replacement window and door



24 Kilbagie Street, B Listed: concrete roof tiles (installed Dec 2008), Upvc replacement windows and door, brown Upvc rainwater goods, satellite dish

Kincardine Conservation Area Appraisal

	Chimneys, wallheads, roofs, rainwater goods	Wall types and finishes and details	Windows, doors shopfronts
Original	<ul style="list-style-type: none"> • Stone built chimneys with copes and clay pots • Plain stone skews or crow-stepped gables • Scroll skew putts, often decorative • Natural Scotch slate • Clay pantiles • Cast iron rainwater goods, plain & ogee 	<ul style="list-style-type: none"> • Polished ashlar • Broached and droved ashlar • Rubble, random & coursed • Lime mortar • Lime harling • Lintol date stones • Decorative carved stones on walls • Stone external stairs with iron handrails 	<ul style="list-style-type: none"> • Small & large pane timber sliding sash & case windows • Timber panel doors • Timber ledged & boarded doors • Outer storm doors • Recessed stone doorways • Simple glazed fanlights • Simple shop windows • Large glazed shop fronts
Change	<ul style="list-style-type: none"> • Removal of chimneys and pots • Concrete roof tiles • Upvc rainwater goods of inappropriate colour • Unsympathetic dormer extensions • Poor maintenance of roof finishes 	<ul style="list-style-type: none"> • Cement harling • Cement dry dash • Painted stone window & door margins • Cement mortar over pointing • Original handrails to stairs replaced by solid walls 	<ul style="list-style-type: none"> • Replacement windows in non-traditional materials & patterns • Replacement doors in non-traditional materials & style
Other issues	<ul style="list-style-type: none"> • Broken or rusted rainwater goods • Poor detailing around roof penetrations • Satellite dishes • Visible vents for roof voids in loft conversions 	<ul style="list-style-type: none"> • Use of concrete lintols to replace stone • Rendering over features such as date stone lintols • Loss of street line in new developments 	<ul style="list-style-type: none"> • Unsympathetic altering or enlargement of window & door openings • Over large plastic shop signs • Metal roller shutters over shop windows



8 John Street Street: in need of repair but original timber sash & case window, pantile roof & cast iron guttering



8 Bank Street: original pantile roof but concrete over stone skew, plant growth on skew, Upvc rainwater goods, cement pointing, satellite dish

Commercial properties examples



22 Elphinstone Street, C(S) listed: overlarge, unsympathetic shop sign and surround, non-traditional replacement windows, concrete roof tiles, chimney partially taken down



10 Elphinstone Street, C(S) listed: unsympathetic sign and shop front, poor treatment of doors and door ways, unnecessary painting of ashlar stone



22 to 26 High Street, B listed: unsympathetic shop sign, non-traditional replacement windows & doors, inappropriate metal roller shutters



3 High Street: unsympathetic shop sign, non-traditional replacement windows & door to ground floor, wet dash to ground floor and non-traditional cement render surrounds to windows & doors



25 Silver Street constructed 1995: loss of street line and character as new property set back and 1½ storey not 2 storey as original neighbouring terrace

4.4 Buildings at Risk Survey

4.4.1 Buildings

There are two properties currently on the Buildings at Risk Register maintained by the Scottish Civic Trust.



17-19 Excise Street in 1963, shop (Crown Copyright: RCAHMS and Kincardine Local History Group)



17-19 Excise Street in 1976, WCs (Crown Copyright: RCAHMS and Kincardine Local History Group)



17-19 Excise Street in December 2008, vacant



38 Keith Street , December 2008



Former Clydesdale Bank, Kirk Street , November 2008

38 Keith Street, B Listed, added to list in October 2007 as vacant and unsecured, with category of risk then considered moderate, and owner unknown. Listing in 1979 records stone lintol with date 1775 and initials carved in it, but this has been covered over with cement render. December 2008: empty but skip outside, and same skip still there in January 2009. Effort should be made to establish ownership and encourage owner to continue with assumed upgrading work.

A further building that is currently unoccupied, but not on the Buildings at Risk Register is the former **Clydesdale Bank, Kirk Street**, unlisted. It is currently vacant and advertised for lease. It would be hoped that the lease would be taken up soon, but the current economic downturn may mean its sits empty for a long period. Consideration should be given to adding it to the Buildings at Risk Register.

A **Victorian shopfront and sign** are still extant on Elphinstone Street, although the shop is no longer in the use noted by the sign (a butcher). It is presumed the current owners or occupiers of the premises wish to keep the sign. This may not be the case for future owners or occupiers. The report has already noted that the owners should be encouraged to retain and repair it,



33 Elphinstone Street, Victorian shop front (modern door) and sign

but perhaps some measure of protection for it should be considered to ensure its preservation.



33 Elphinstone Street, Victorian shop sign for butcher, now a charity shop



Elphinstone Street, dirt road with stone flag pavements. (Courtesy of RCAHMS and Kincardine Local History Group)

4.4.2 Survival of traditional surfaces

Almost no original or traditional surfaces exist in Kincardine. Late 19th and early 20th century photographs show unpaved streets with little delineation of margins although High Street and Elphinstone Street had pavements, presumably of stone flags, but none of these have survived exposed (they may be concealed under modern surface materials). By the 1920s tarmac roads had begun to appear.

A small trace of original uncovered surfacing found in the town is in Cooper's Lane, which seems to be the stone margin to a path or possibly a drainage channel.

The pavement in front of the Railway Tavern on Forth Street is natural stone flags and kerbs. It has suffered some poor maintenance with concrete and tarmac overlays and infills and would benefit from some repair work, as would the stone steps to the west side.



Cooper's Lane, original stone edging



Forth Street stone pavement



7 Forth Street, sets to LH corner

An interesting kerb detail in sets has been installed on the corner of 7 Forth Street. Notice also that the lack of pavement here means that the original entrance level of the building has been maintained. This is not the case elsewhere where at least 100 to 150mm has been lost where a tarmac pavement has been introduced.

It is understood that some original stone paving to the Ferry Pier still exists, but public access to the pier is currently not permitted to allow this to be checked.

4.5 Public Realm Audit

4.5.1 Appropriateness of paving, signage, street furniture and lighting

Old photographs show that streets and lanes were not surfaced, although there may have been some stone flag pavements and stone kerbs. Over time, streets have been surfaced with modern materials, mostly tarmac, and tarmac pavements with concrete kerb edgings have been formed. The main places that would benefit from improvements in surfaces are the High Street and the piers and promenade. Efforts have been made in the High Street to use hard landscape materials to delineate areas of pavement, steps, road crossings and planting. More use of hand hewn natural stone for edgings, instead of squared concrete kerbs, and natural stone paving and setts, instead of concrete paving materials, would have given a softer and less garish feel to the scheme. The black painted bollards and balustrades fit in reasonably well.

An effort was made on Excise Street when forming the pavement in paving slabs to add in some texture by the inclusion of patches of brick infill next to the kerb. This is not successful. The pavement looks too busy and the brick patches look like an after thought.

The change in level on Kirk Street has been accommodated with steps formed with in-situ concrete. Again, the use of natural stone steps would have significantly improved this feature.



High Street: man-made streetscape materials



High Street, natural stone kerbs and setts around planting giving a softer edge



Excise Street pavement



1,2 Forth Street, loss of stone step in tarmac when pavement installed



Kirk Street, in-situ concrete steps next to early C19th building

Care should be taken in the town when resurfacing areas so that the existing levels are not increased which would compromise the stone work and lead to loss of original features such as stone steps.



Promenade whin path. A hard landscaping scheme of paving, signs, seating and lighting would revitalise this area.

The piers and promenade would benefit from a good paving scheme to make them more useable throughout the year, and also seating and heritage information boards as discussed in Chapter 3.

Street name signage would benefit from being renewed to co-ordinate throughout the conservation area, and this could be extended to the rest of Kincardine. A decision could be taken to preserve and restore some older signs, for example the white lettering on blue background c. 1920 and design new ones to match, but not be a pastiche copy.



Sign at north end of street



Sign at south end of street



Signs installed too close to Scheduled Ancient Monument



Clutter at north end of High Street



Excise Street lamp standard

Other information signage in Kincardine has been erected with reasonable attention to the historic environment. On occasion posts have been sited very close to buildings, including the Mercat Cross in High Street, which has been compromised by the signs.

The main junctions at the north ends of High Street and North Approach Road are extremely cluttered with signs and traffic lights and safety railings and spoil the visual amenity of this part of the Conservation Area, as well as being a tortuous crossing. Some improvements with more straight forward traffic management could be made here, particularly now that the North Approach Road carries much less traffic.

Street lighting is mostly of one design on cast steel poles painted grey with horizontal oval heads. Generally they are sited very close to buildings which inhibits access for maintenance to gutters, walls etc. Excise Street has lighting of a rather less municipal style which sits well with the historic fabric. Consideration could be given to extending this type to other parts of the conservation area. However, caution should be exercised as it may not be suitable for illuminating busier, trafficked areas.

The designs of bus shelters, bins and benches chosen for Kincardine are reasonable. The yellow plastic grit/salt container next to the Library on Elphinstone Street should be replaced with a more sympathetic design or it should be relocated.



Traffic calming on Kirk Street

4.5.2 Effect of traffic & utilities engineering

Kincardine has not been affected greatly by these types of activities. There is a road narrowing scheme with a 20mph speed limit on Kirk Street near the primary school with ugly bollards at two places of two different designs. One better style could replace these. The areas of red surfacing on the road to reduce traffic speeds are generally felt to be essential to improve the safety of children crossing the road to school, particularly if no manned crossing is provided.

4.6 Sensitivity Analysis

4.6.1 Vulnerable areas, buildings and issues

The Conservation Area of Kincardine reflects the growth of the town from the shore area for ferry traffic, shipping and fishing to the town centre to the ribbon developments along the routes into the town. The front elevations of buildings still define the street line and the limits of the public realm and private spaces. Much of the original fabric survives, although some surface finishes have been changed. The centre has lost some commercial activity as shops have become, or reverted to, dwellings, but the improved condition with the re-routing of traffic around Kincardine could allow a regeneration of the centre as a more pleasant place for pedestrians.

Key issues for the preservation and enhancement of the Conservation Area are:

- Measures to prevent unsuitable window and door replacements and unsympathetic shopfronts and signs
- Measures to encourage high quality design in alterations to buildings and new buildings
- Bringing vacant buildings back into viable use
- Improving the layout of High Street to bring back some public realm to the town centre
- Re-establishing the link between river and town
- Restoring lost or damaged historic fabric and detail

5.0 Conservation Area Management Plan

5.1 Introduction

Kincardine retains a substantial core of its built heritage, tangible evidence of its regional and national historic significance. For this to continue, Kincardine's historic buildings and structures must be protected, appropriate repairs encouraged, or enforced where necessary, and their setting enhanced. Kincardine's Conservation Area was designated over 30 years ago in 1971, and has since been enlarged. However, increased affluence over the last 20 years or so has seen owners and occupiers wishing to carry out changes to their buildings, some of which in Kincardine have adversely affected the character of the property by use of inappropriate materials or design. Action is required to prevent unsympathetic change and promote enhancement of the Conservation Area, both of which would have a positive impact on the town socially, environmentally and economically.

This review of the Kincardine Conservation Area is part of a programme of Conservation Area reviews across Fife.

5.2 Strategies

Positive strategies are required to secure the future of Kincardine's built heritage within the Conservation Area, from the town overall down to the individual buildings and their setting. These long term strategies should include:

Strategy 1: Conservation Strategy

Maintaining the historic building stock in a condition to ensure their survival for future generations is a priority. This can be achieved by a positive programme of appropriate repairs, and reinstatement of lost features, and the opportunity to offer grants to owners to encourage such repairs and action should be investigated. Additionally, two buildings should be proposed for listing. These are:

- Unicorn Hotel, Excise Street, currently unlisted, discussed in Chapter 3, Section 3.4.2, of local importance in economic and social history of town, alterations and interesting extension in 1970s.
- 18 Keith Street, currently unlisted, of local importance, original features in very good repair.

Strategy 2: Boundary adjustments

The boundary of the existing Conservation Area should be adjusted to include 2 small areas and two large areas of merit. These areas have been marked on drawing BMH 03 in Appendix I. The area including Regent Street is recommended as development is happening on two sites nearby, one within the Conservation Area and one outwith, and neither of which are producing buildings of great quality.

Strategy 3: High Street Enhancement

As noted in Chapter 3, Section 3.5.2 and Chapter 4 Section 4.5.1, The High Street could become a pleasant area for the public to use and enjoy, instead of its current use as bus route and carpark for shoppers at the Co-op and residents. Funding should be sought for the design and installation of a scheme to improve the layout of the street, planting and street furniture to provide a public meeting place as well as allowing a route for public transport and some parking.

Strategy 4: Excellent Design Standards

A high standard of design for proposed new and infill development within the Conservation Area and alterations and extensions to historic buildings should be expected and encouraged. Design guidance should be prepared with encouragement to produce good modern design.

Strategy 5: Enhancement Scheme for Piers and Promenade

An investigation should be carried out into the feasibility of improving access to the Piers and Promenade and carrying out upgrading work to include new paving, seating and information signs. Various groups should be involved in this:

- Owners and occupiers of the Piers
- The Kincardine Local History Society.
- Network Rail for a new track crossing. The ideal solution would be a footbridge next to the road bridge, and this has been discussed in Chapter 1, Section 1.2.4, on page 7 and Chapter 3, Section 3.4.2 on page 20.

Strategy 6: Control & Enforcement

It is essential that owners and occupiers of both listed buildings and buildings and structures within a Conservation Area are aware of what restrictions the legislation places on what they can and cannot do to their property without requesting the correct permission. They should be made aware of the procedures for obtaining the necessary Conservation Area and/or Listed Building Consent, along with a list of guidance available from Fife Council and bodies such as Historic Scotland.

This would help reduce poor repair and alteration work. The dissemination of such advice could be in the form of leaflets by annual postal distribution and available from council offices and libraries, and through articles in the local and Scottish national newspapers. Informing local and Scottish national building contractors in the same way should also mean that repairs and replacements of features such as windows and doors are carried out using appropriate materials and reduce the number of enforcements to reverse inappropriate changes. Enforcement procedures should be followed where necessary to demonstrate that the legislation is effective, and should also have a positive extra outcome of educating other local owners on what is and isn't allowed.

5.3. Opportunities for Development

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

There is one vacant site at the south end of Kirk Street behind a rubble stone boundary wall which is unkempt and overgrown at present and hence unsightly. It has historically always been a garden, from reference to old maps, but development of this site would enhance the amenity of this part of the town, at present rather depressed with the closure of the Clydesdale Bank. High quality contemporary design should be encouraged, with the street line maintained.



Site next to former Clydesdale Bank on Kirk Street



John Street

Another possible site is on John Street. The ground floor front façade of a former two storey house still exists, along with the original door and fanlight (minus the glass). Inspection from the street suggests that the site is used for a shed and garden area by the adjacent properties, but if the site were to become available, a reinstatement of the lost house would enhance this west end of the street.

A further possible two sites are gardens on the west side of the south end of Hawkhill Road. As for Kirk Brae, the most appropriate solution here would be high quality contemporary design, two-storey as the neighbouring houses, with the street line maintained.

5.3.2 Opportunities in the development plan

An area to the east of Kincardine between the A977 Toll Road and the new A985 Kincardine by pass road has been identified for housing in the West Villages Local Plan Alteration June 2006. An increase in the population of Kincardine will help the town socially and economically, and may provide the spur needed for improvement and enhancement of the built heritage.



Hawkhill Road, possible sites to LHS of, and in line with, 2-storey houses in photo

5.4 Opportunities for Planning Action

5.4.1 Need for boundary refinement

This study identified four areas that would benefit from inclusion in the existing Conservation Area (see Appendix I, Drawing BMH 03):

- A. The Co-operative Store on High Street and storage buildings to rear. The store is a good example of a 1930s Art Deco shop. Its inclusion would encourage good maintenance and repair and improvements to its shop front, which in turn would enhance the High Street. Consideration should be given to including the adjacent housing to the north on High Street for the same reasons.
- B. Regent Street and George Street and Parklands on Mill Lane. Regency planned streets containing a good number of 18th and 19th century properties in good repair. Its inclusion would protect the historic buildings and enhance the amenity of the street, as well as bringing the listed 16 Regent Street with the boundary.
- C. Church Hall c. 1930s at north end of Kirk Street. Although the front elevation has been altered with a poorly designed extension, the inclusion of this building in the Conservation Area would enhance the setting of the Tulliallan Parish Church opposite. Its inclusion originally may well have led to a more sympathetic extension.
- D. East end of Kirk Brae. This is an attractive area of 18th and 19th century properties and its inclusion would preserve the buildings and enhance the setting of Tulliallan Church and Burnbrae Farmhouse, and also the route to the ruins of the C17th Tulliallan Church.

5.4.2 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.

Most permitted development is not allowed in Conservation Areas, and in general the legislation has been effective here. There are a few satellite antennae within the Conservation Area, reducing the visual amenity where they occur. They are not permitted development in Conservation Areas, so residents need to be kept informed and statutory controls enforced.

5.4.3 Review of Article 4 Directions

An Article 4 Direction has been in effect in Kincardine since 1971. This needs to be updated to include the more recent designation of classes noted in the 1992 legislation.

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

Classes 2-6 and 9.

Permitted development is not excluded from Conservation Areas for the classes noted below. 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

The Draft Householder Permitted Development Rights Order 2009 is open for consultation until March 2009, and enactment is expected in June 2009. Most of the new classes 1-12 remove permitted developments rights for Conservation Areas, and Article 4 Directions will not be needed except for Classes 1, 4, 6 and 10 should Fife Council decide these rights should be removed. In any case, with this new legislation, a review of the Article 4 Directions will be required.

5.4.4 Design Guidance and Training

Fife Council has published several documents giving advice on good modern design and what would be considered acceptable in historic areas:

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

The application of some of the principles in these publications would greatly benefit the amenity of Kincardine's Conservation Area. It is essential that some training in design is undertaken by those who guide and make local planning decisions, as design is now a material consideration in determining the outcome of a planning application.

5.4.5 Urgent Works, Building Repair, Amenity Notices

17-19 Excise Street, 38 Keith Street and former Clydesdale Bank on Kirk Street have already been noted in Chapter 4, Section 4.4, as being at risk, as they are unoccupied. No use has been identified for 17-19 Excise Street. Their condition is fair at present, but they should be monitored, and action taken to find new occupiers to prevent decay from taking hold.

5.5 Opportunities for enhancement

Several opportunities for enhancement of the Conservation Area have been noted in this report, and are summarised here:

- High Street: measures to bring back some public realm to town centre
- Re-establish link between town and river
- Restore lost or damaged historic fabric and detail to buildings and structures
- Institute measures to encourage the reinstatement of historic shop fronts and signs, or more sympathetic, well designed modern ones
- Institute measures to prevent unsuitable window and door replacements
- Landscape improvements to Silver Street car park at south edge of Conservation Area.

5.6 Conservation Strategy

Kincardine's built heritage has been undervalued in the both the distant and more recent past. Unsympathetic alterations to properties have been given permission, or removal not enforced when no consent was obtained. This situation needs to change if Kincardine is to be adequately protected for the future. A Conservation Strategy consisting of a set of the following actions could start this positive process:

1. Improve awareness of building owners and occupiers of both Listed Building and Conservation Area status and the benefits and responsibilities of these in terms of built heritage, maintenance, and any restrictions imposed by statutory legislation.
2. Encourage best practise in terms of building repair techniques and the use of appropriate materials. Building owners and occupiers, local building firms, construction professionals and Development and Environment staff at Fife Council should be the target of education and training initiatives. Use of Historic Scotland's excellent Inform series of repair and maintenance guides, as well as their other available expertise, should be encouraged. Use should also be made of The Scottish Lime Centre, very nearby in Charlestown. Fife Council could also consider producing their own guides to repairs traditional and materials for the historic built environment.
3. Exercise control of unwanted alterations and loss of detail through the use of the statutory framework.
4. Encourage work to bring about restoration of lost architectural detail. Included here would be lintol date stones and traditional windows and doors. Grants could be made available in some cases.
5. Encourage the retention and repair of traditional shop fronts and improve signage. Encourage the redesign and replacement of inappropriate shop fronts.
6. Identify and target key projects for renovation, make grant aid available for them and encourage take-up. The improvement of the piers and promenade could be a potential project, as part of a heritage trail through the town, and which would help to re-link the town to the river and provide benefits for both residents and visitors.
7. Carry out a detailed condition survey of the public realm: pavement and road surfaces, road crossings, signage, street lighting, railings, litter bins etc. Repair elements to be retained with appropriate materials. New furniture items to

co-ordinate with existing. Where appropriate, replace all items with ones of a new design suitable for the Conservation Area. Consideration should be given to improving pavement surfaces in the Conservation Area and replacing the bland tarmac with stone or high quality concrete slabs and kerbs.

8. Improve the setting of the Mercat Cross and create a pedestrianised public realm on High Street.
9. Ensure the protection of the town's trees, green spaces, gardens and ancillary spaces.
10. Enhance the public car park at Silver Street with boundary and surface improvements (consider water permeable) and planting. Carry out similar measures at the Community Centre car park.
11. Increase awareness of Kincardine's Heritage by developing signage and interpretation of the Conservation Area. Statutory bodies such as Historic Scotland and Visit Scotland should be approached for advice. It would be preferable for the project to be done in collaboration with the local community, for example, the Community Council, The Kincardine History Society and perhaps the local primary school. A heritage trail around Kincardine could be devised and signed, and could link with the Fife Coastal Trail. Information boards and signs should be durable and well-designed.
12. Improve extra provision of information for visitors to Kincardine, in liaison with Visit Scotland and other relevant bodies. Maps, leaflets and other printed information could be distributed through the shops on High Street and Elphinstone Street. Add information about Kincardine to the Visit Scotland website and ensure that this is kept updated.

5.7 Monitoring and Review

A regular review would ensure that matters of concern outlined in this report were not being ignored or neglected and that the positive policies recommended were being actioned.

A mechanism for a regular review of the Conservation Area should be put in place. This review should be carried out at no more than 5 year intervals, but ideally every two years. It should be carried out by the Planning-Built Heritage section of Fife Council, and with the benefit of the input of an invited conservation professional and/or representative from Historic Scotland. The review would address the issues outlined in the strategies in 5.6 above and other parts of the report.

5.8 Summary

PROJECT	LOCATION	ACTIONS	
1. Conservation	Throughout the Conservation Area	<ul style="list-style-type: none"> Disseminate information to owners and occupiers about repairs to traditional buildings- advantages, duties, help available, and including best practise for repair techniques & materials. Source and/ or provide grants and encourage take-up. Implement controls regarding unauthorised development. Set up and implement a targeted programme of maintenance, repairs and renovation Encourage appropriate restoration of lost architectural detail Encourage improvements to shop fronts Propose The Unicorn Inn and 18 Keith Street for listing. Focus positive attention on Piers and Promenade– history, structure, amenity spaces 	
	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.
		High Street	<ul style="list-style-type: none"> Create a pedestrianised area and reorganise parking and bus route Improve setting of Mercat Cross
		Piers and Promenade	<ul style="list-style-type: none"> Consider grant aiding scheme for improved access and amenity Encourage owners to use appropriate traditional materials and techniques in any repair works
		Silver Street Carpark	<ul style="list-style-type: none"> Carry out enhancement scheme to boundary and surface which includes planting
3. Heritage Management	Trees and Green spaces	<ul style="list-style-type: none"> Protect the town’s trees, green spaces, gardens and ancillary spaces 	
	Throughout the Conservation Area	<ul style="list-style-type: none"> Set up a heritage awareness programme in liaison with local interest groups and schools. Ensure that this has mechanisms to remain ongoing. Include heritage interpretation in review of public realm. Organise the provision of printed information for visitors. 	

APPENDIX I

List of Maps and Drawings

Drawing BMH 02	Kincardine with Existing Conservation Area boundary and listed buildings
Drawing BMH 03	Kincardine with Proposed Conservation Area boundary and listed buildings
Drawing BMH 04	Kincardine: Regional Context
Drawing BMH 05	Kincardine and Culross Conservation Areas
Drawing BMH 06	Kincardine Character Areas
Drawing BMH 10	Roy's Military Map 1747-55
Drawing BMH 11	Thompson 1832
Drawing BMH 12	O.S. 25" 1858
Drawing BMH 13	O.S. 25" 1896
Drawing BMH 14	O.S. 25" 1914
Drawing BMH 15	O.S. 25" 1938

APPENDIX II

Selected Bibliography

History

Kincardine-on-Forth Local History Group via their website at
<http://www.rocinante.demon.co.uk/klhg/klhgindx.htm>

particularly extracts from following books & documents:

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Drummond, Isobel R., *The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth*, published in *Proceedings of the Society of Antiquarians in Scotland*, Volume 098 pages 300-311 (1968), available as PDF download from www.ads.ahds.ac.uk

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Kincardine Conservation Area Appraisal

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Planning

Fife Council (2002), *Dunfermline and the Coast, adopted Local Plan*.

Fife Council (2005), *Fife Urban Design Guide*

Fife Council (2008), *Fife Structure Plan 2006-26*.

APPENDIX III

Useful 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*

Planning Advice Note 52: *Planning and Small Towns*

Planning Advice Note 68: *Design Statements*

Planning Advice Note 59: *Improving Town Centres*

Planning Advice Note 71: *Conservation Area Management*

Building Our Legacy: Statement on Scotland's Architecture Policy 2007, at <http://www.scotland.gov.uk/Publications/2007/02/19145552/3>

Designing Places: A Policy Statement for Scotland (2001) at <http://www.scotland.gov.uk/library3/planning/dpps-06.asp>

Historic Scotland, *The Memorandum of Guidance on Listed Buildings and Conservation Areas* (revised 1998); this has been superseded in part by *Scottish Historic Environment Policy*, first sections published October 2008.

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(See www.historic-scotland.gov.uk)

The Repair of Historic Buildings in Scotland, Advice on Principles and Methods (1995)

Scotland's Listed Buildings: What Listing Means to Owners and 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**

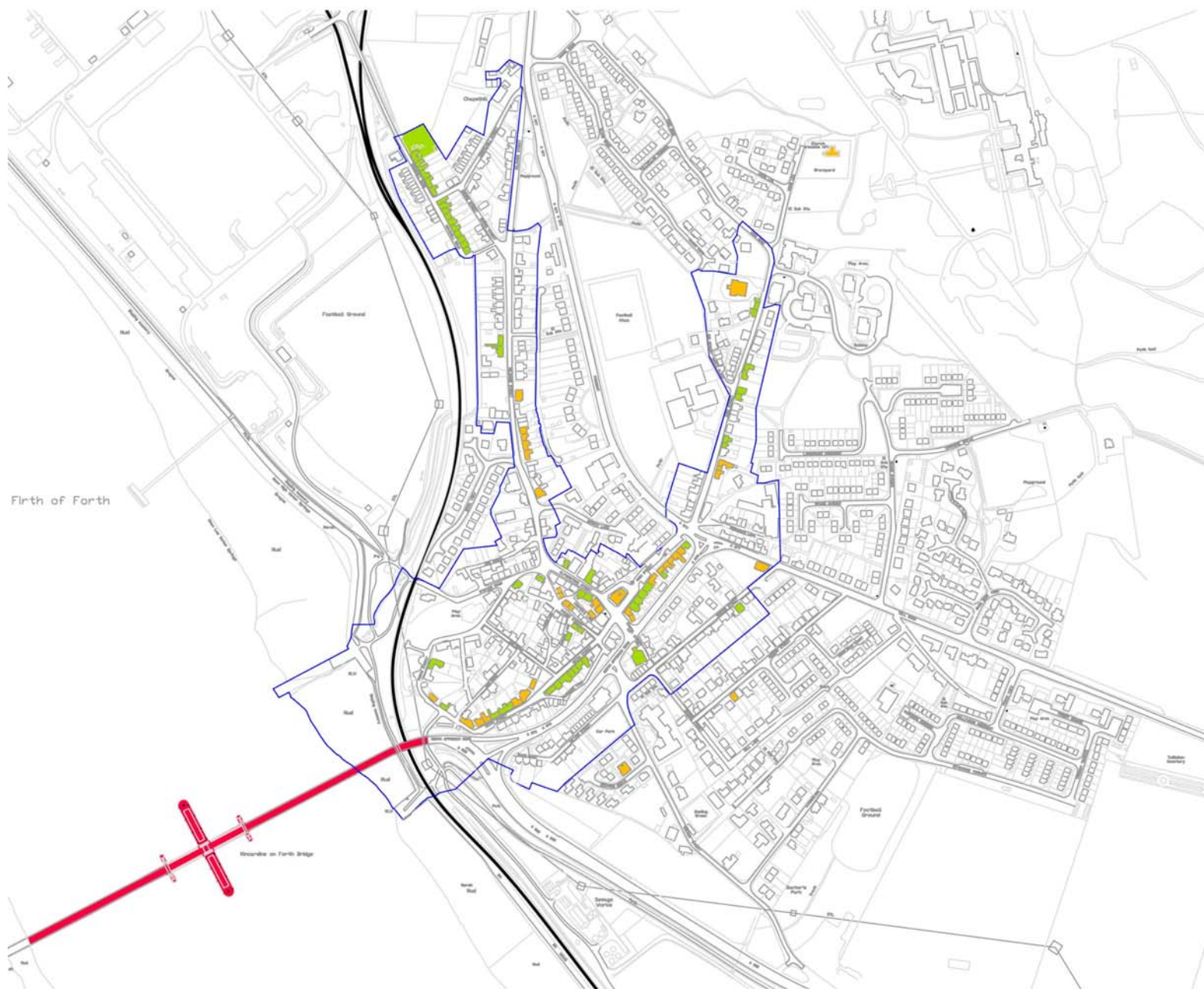
Property Name	Number	Street	Listing
Tulliallan Parish Church		Kirk Street	B
Tulliallan Session House	71-73	Kirk Street	C(S)
	50-52	Kirk Street	C(S)
	44-46	Kirk Street	C(S)
	24-26	Kirk Street	C(S)
	18, 18a, 20	Kirk Street	B
Kincardine Bridge			A
Kincardine Market Cross		High Street	B
Commercial Hotel	2	Elphinstone Street	B
	3, 5	Chapel Street	B
	2	High Street and	
	1	Chapel Street	B
	4, 6, 8	High Street	C(S)
	12, 14, 16 and 18	High Street	C(S)
	22, 24, 26	High Street	B
	28	High Street (In Wynd)	C(S)
	30	High Street	B
	32,34,36,38,40 and 42	High Street	B
	44	High Street	C(S)
	5,7,9	Elphinstone Street	B
	11,13,15,17	Elphinstone Street	C(S)
Masonic Hall Lodge Tulliallan No 598 8	10	Elphinstone Street	C(S)
	22	Elphinstone Street	C(S)
	3,5	Excise Street	C(S)
	14 and 16	Excise Street	B
	20	Excise Street	B
	22,24	Excise Street	B
	17,19	Excise Street	C(S)
	5	Excise Lane	C(S)
Kincardine RC Chapel	6	Coopers Lane	B
The Orchard	24	Kilbagie Street	B
	36, 38, 40	Kilbagie Street	B
Primrose Villa	60	Kilbagie Street	B
	63, 65	Kilbagie Street	C(S)
	15-31 (Incl)	Keith Street (all odd nos)	C(S)




Kincardine Conservation Area Appraisal

	26,28,30	Keith Street	B
	32,34,36	Keith Street	B
	38	Keith Street	B
	42 and 48	Keith Street	C(S)
	52	Keith Street	B
	54	Keith Street	B
	25, 26	Forth Street	B
Lucker	23	Forth Street	C(S)
Shore House	21	Forth Street	B
Kincardine Church of Scotland		Chapel Street	B
	52	Mercer Street	C(S)
	63	Mercer Street	B
	2-20 (incl)	Hawkhill Road	C(S)
	22-38	Hawkhill Road	C(S)
	11	Station Road	C(S)
Railway Tavern	16	Forth Street	C(S)

Pertinent Listed Buildings and Structures currently outwith Conservation Area

	16	Regent Street	B
Kincardine House	10	Walker Street	B



-  Existing Conservation Area
-  A Listed structures
-  B Listed structures
-  C Listed structures

Fife Council Kincardine Conservation Area Plan of Area

Gray, Marshall & Associates
23 Stafford Street · Edinburgh EH3 7SL
Drawing No. BMH 02
Scale 1:2500@A1
December 2008



- Existing Conservation Area
- Proposed Conservation Area
- A Listed structure
- B Listed structure
- C Listed structure



Fife Council
Kincardine Conservation Area
Plan of Area with Proposed Extension

Gray, Marshall & Associates
23 Stafford Street : Edinburgh EH3 7BJ
Drawing No. BMH 03
Scale 1:2500@A1
December 2008

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Fife Council 2009



Fife Council
 Kincardine-on-Forth Conservation Area

BMH 04

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Kincardine: Regional Context

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

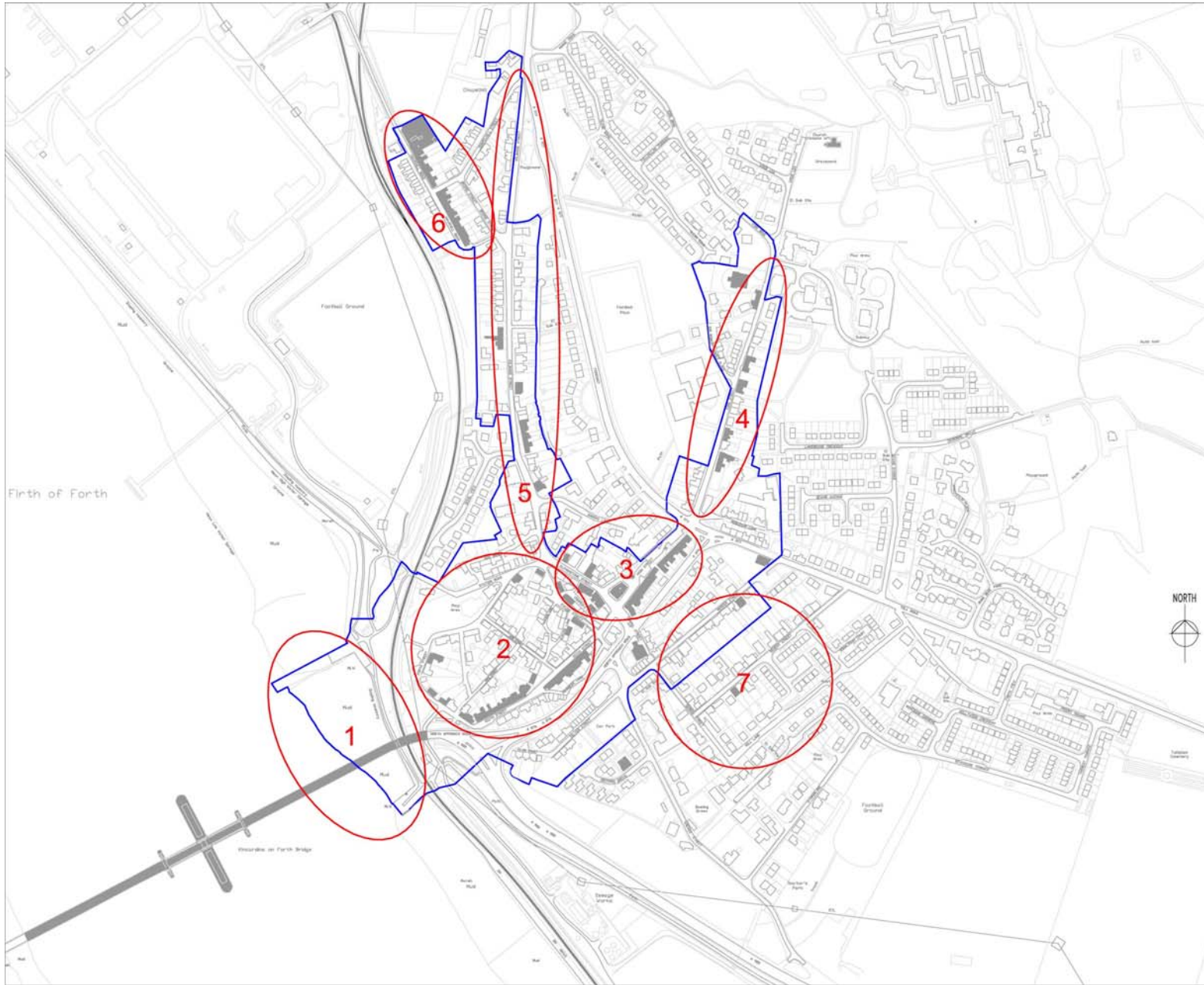
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- - - Existing Conservation Area
- - - Proposed Conservation Area
- A Listed structure
- B Listed structure
- C Listed structure

Fife Council
Kincardine Conservation Area
Plan of Area with Proposed Extension

Gray, Marshall & Associates
23 Stafford Street : Edinburgh EH3 7BU
Drawing No. BMH 03
Scale 1:2500@A1
December 2008



- Existing Conservation Area
- Listed Building or Structure

Character Areas:

- 1 Piers and Promenade
- 2 Shore Area bounded by Keith Street/ Forth Street/ Elphinstone Street
- 3 High Street/ Elphinstone Street/ Chapel Street
- 4 Kirk Street
- 5 Kilbagie Street
- 6 Hawkhill Road
- 7 Regent Street/ George Street



**Fife Council
Kincardine Conservation Area
Character Areas**

Gray, Marshall & Associates
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Drawing No. BMH 06
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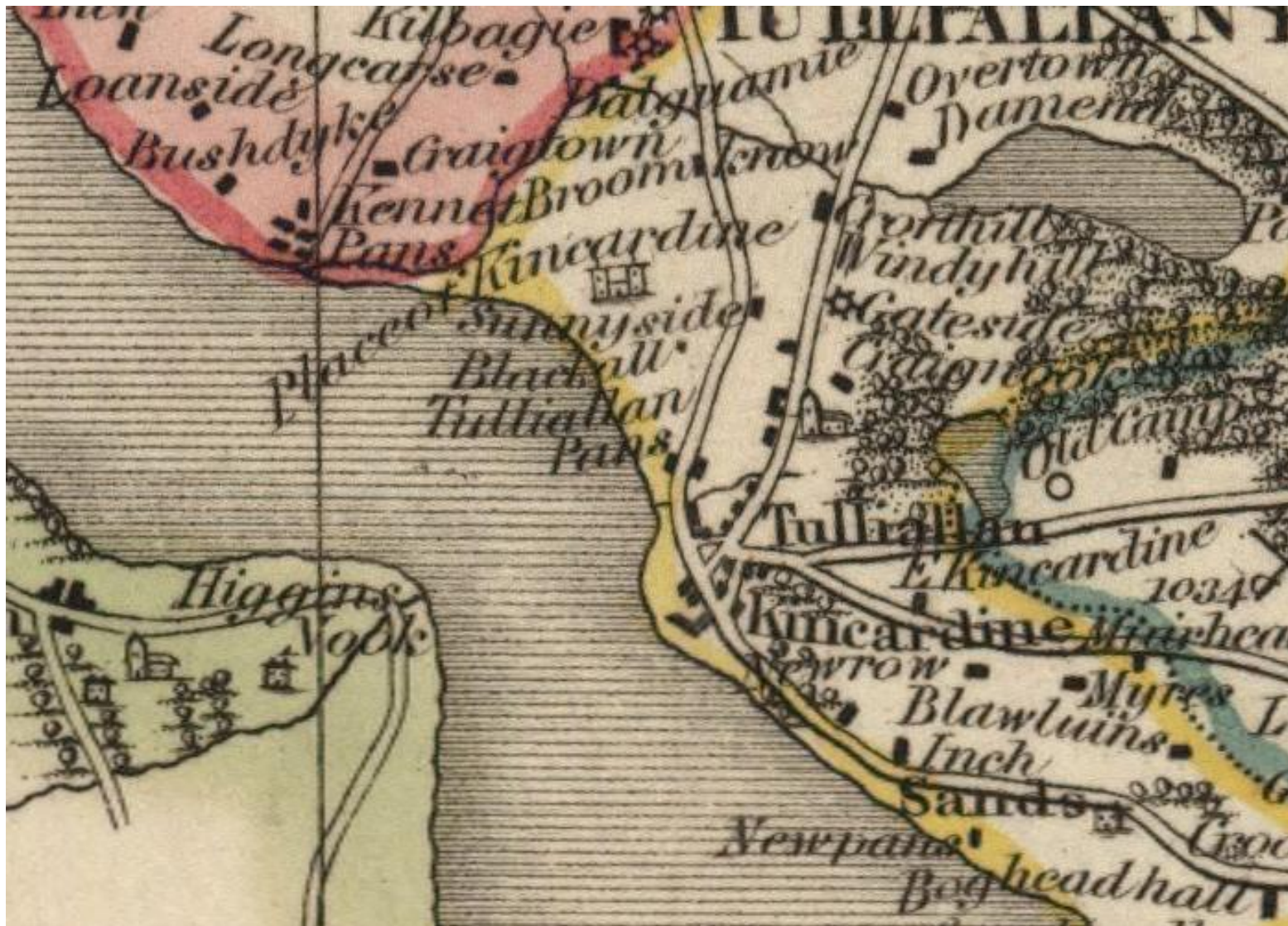
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**Kincardine
Conservation Area**
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**Roy's Military
Survey 1747-56**

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Thompson 1832

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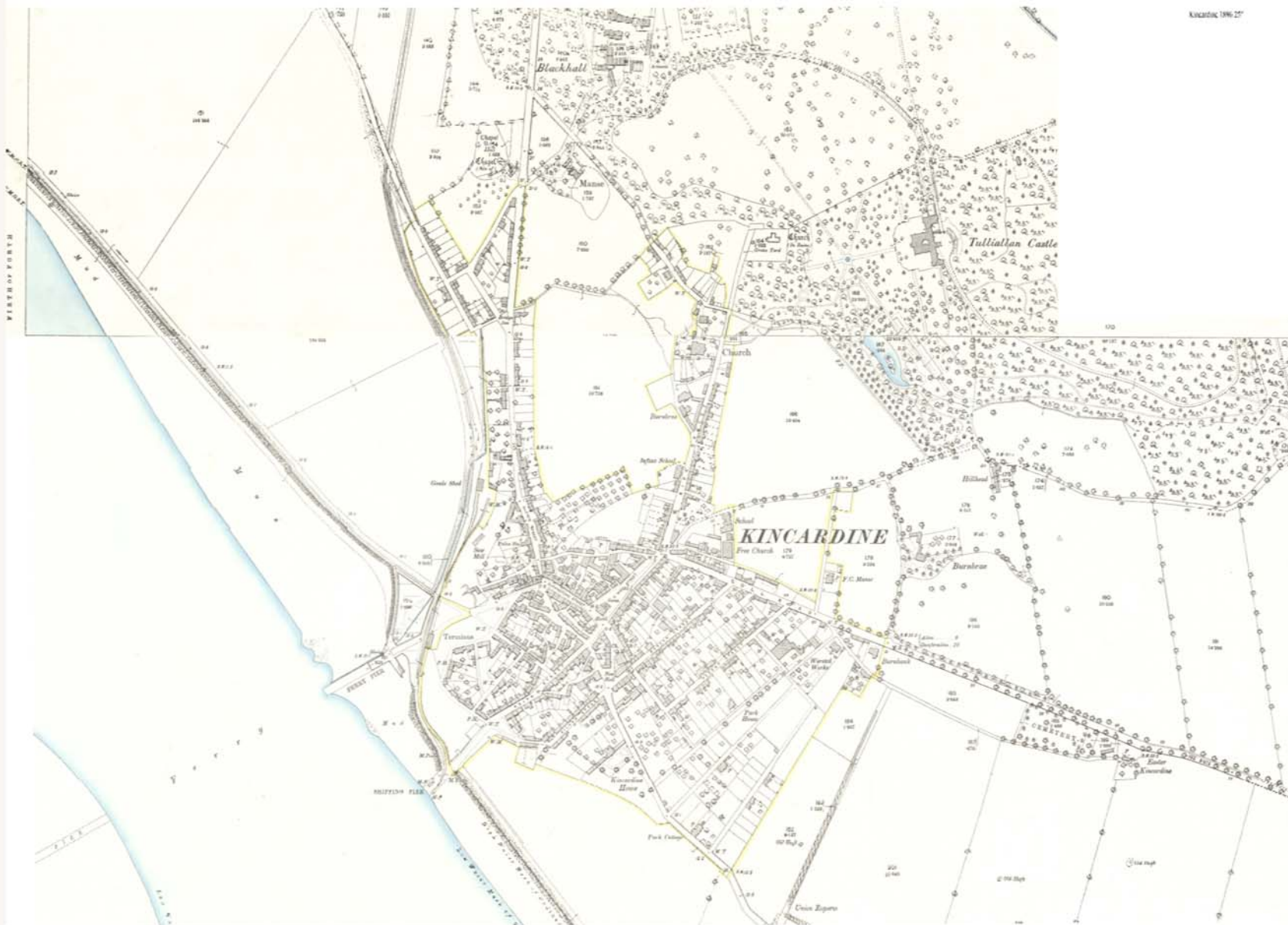
Fife Council
Kincardine
Conservation Area
BMH 12
Ordnance Survey
1858

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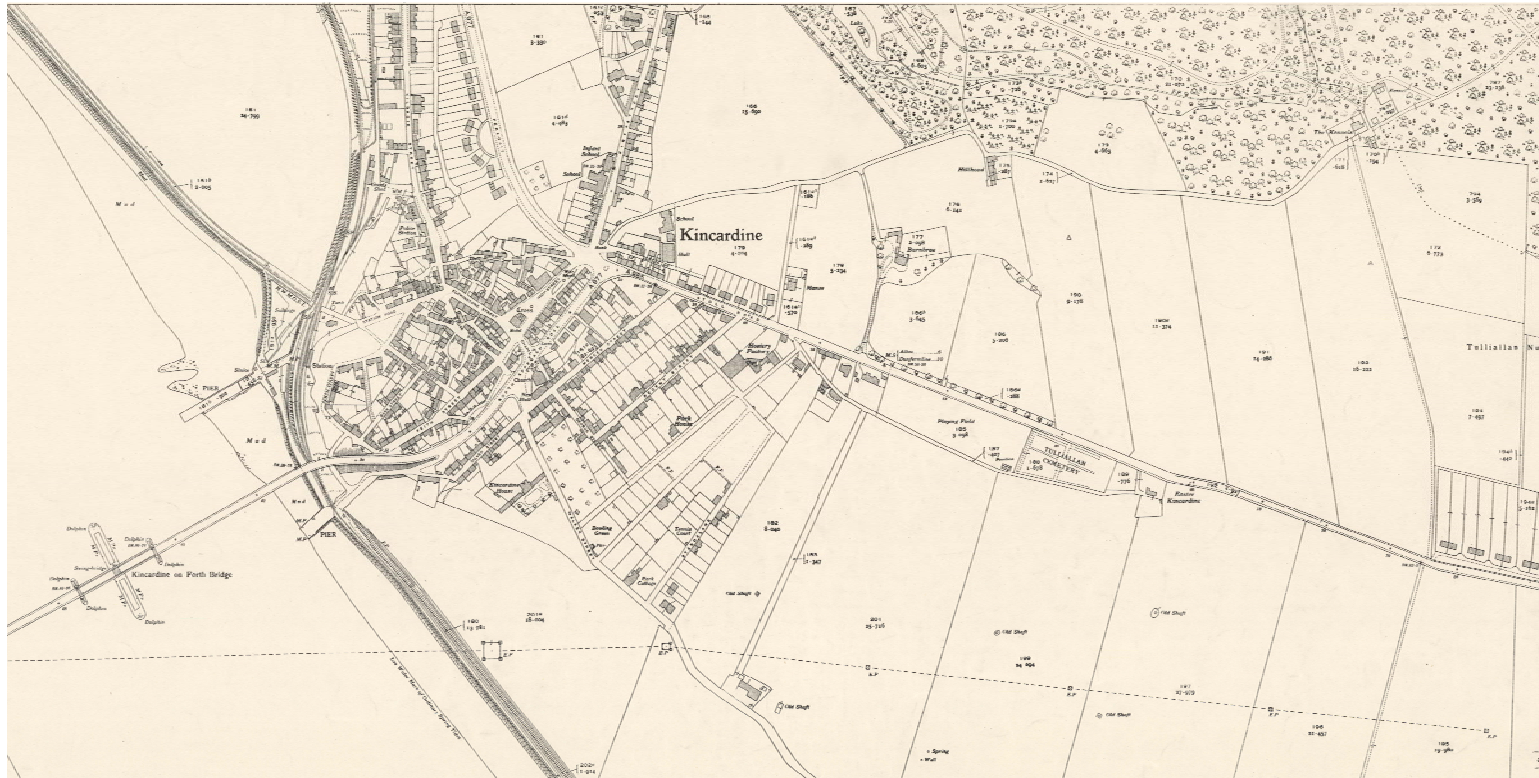
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1914

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Kincardine 1938

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Ordnance Survey
1938

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