

BURNTISLAND 2015

A SITUATIONAL ANALYSIS

ROBERT WILLS

UNIVERSITY OF DUNDEE

TP51012

20 NOVEMBER 2015

Abstract

Burntisland is a coastal town of 6,000 people in South Fife. As it has developed from a fishing village through an important port and export base to its position today as a seaside, commuting and base for marine engineering, the town's location and topography has influenced its economy, and its economy has influenced its spatial development, identity and sense of place. Recent community planning consultation raised issues including development of the harbour, a desire to improve the High Street, and concern with the scale of recent development. The report looks at these issues through the lens of its historic development and a spatial and qualitative appraisal of the Town today. The historic analysis shows that Burntisland's harbour has been integral to its development, both as a source of income through fishing and shipbuilding and as a location for railway and ship exports. This has influenced its spatial development through the location of its High Street leading to the harbour, the shape of the port today and the shape of the railway that circuits and cuts through the town. The High Street suffers from traffic issues, a current commuter led lack of quality shopping yet maintains an active café scene,. The economic ups and downs have contributed to the fabric of the town, with a High Street that reveals an eclectic personality, through layers of renovation, and a wider town with areas of grand terraces on the one hand and areas of low grade housing on the other. The analysis shows there are a number of iconic and historic buildings worthy of celebrating, areas of quality built environment worth protecting, neighbourhoods that benefit from internal coherence and a favourable location and a new quality housing development whose vitality is challenged by a lack of physical and conceptual connectivity with the Town Centre.

Acknowledgements

Many thanks to Hazel Wills for assembling the High Street panorama on page 19.

And to Iain Sommerville for permission to use postcards from www.burntisland.net.

All photos own images unless otherwise stated.

Figure 1: Cover photo: Burntisland from Lammerlaws Road.

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ABBREVIATIONS

BiF	Burrtisland Fabrications
FC	Fife Council
HES	Historic Environment Scotland
NLS	National Library of Scotland
OS	Ordnance Survey
SG	Scottish Government
SNS	Scottish Neighbourhood Statistics

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1.INTRODUCTION

The Royal Burgh of Burntisland is a small town, population 6,269 (NRS, 2011), on Fife's South coast. Known for shipbuilding, its beach and summer fair, Burntisland's location between hills and sea has shaped its economy and identity. Recent community consultation by the Burntisland Community Futures Steering Group (BCFSG) raised issues including "inappropriate" housing, town centre shops and parking, and coastal amenities. This situational analysis addresses those issues through an evidenced assessment of Burntisland's historic and current physical and socio-economic character.

2.AIMS AND OBJECTIVES

The aim of this report is to evaluate the current character and identity of Burntisland, and particularly the town centre, and the appropriateness of new development.

This involves understanding Burntisland's

- historical context.
- current socio-economic picture.
- town centre character and vitality
- coastal connection.
- individual neighbourhood character; and
- the character of Burntisland's latest development.

3.METHODOLOGY

Available literature, historic maps, socio-economic data, and a count of railway commuters, provides the historic and socio-economic context.

The study area, limited for practical reasons to South of the A921 Aberdour Road / B923 Kirkcaldy Road was divided into neighbourhoods according to internal coherence and edges (Lynch, 1960, p66-69). A realistic analysis of each neighbourhood's architecture and an aesthetic analysis of the sense of each place follows Fife Council's (FC) 2015 place-making "qualities of a successful place" (see Appendix A):

- Distinctive
- Easy to move around and beyond
- Safe and Pleasant
- Adaptable
- Welcoming
- Resource Efficient.

The first five categories are explored through principles in Cullen's (1971) *Townscape*, Gehl's (2011) public spaces and Lynch's (1960) paths, and concepts from Bentley et al (1985) including permeability, robustness, and legibility.

The town centre appraisal is augmented with a Cullen (1971) serial vision of the approach to Burntisland and an analysis of consultation issues (BCFSG, 2015) of vitality and safety. A traffic count after Gehl & Svarre (2013) analysed traffic and parking patterns and an analysis of shopping in the High Street is drawn from categories used in a recent Angus Council (2010) town centre study (see Appendix B) complementing a vacancy assessment.

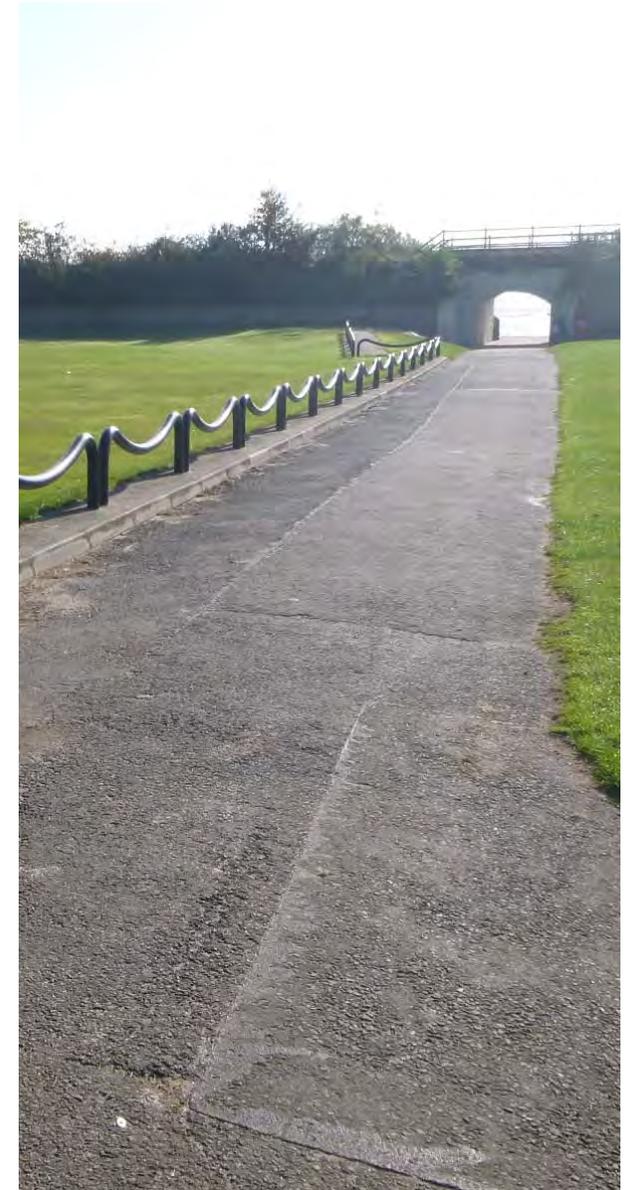


Figure 1: Links Walkway to the beach.

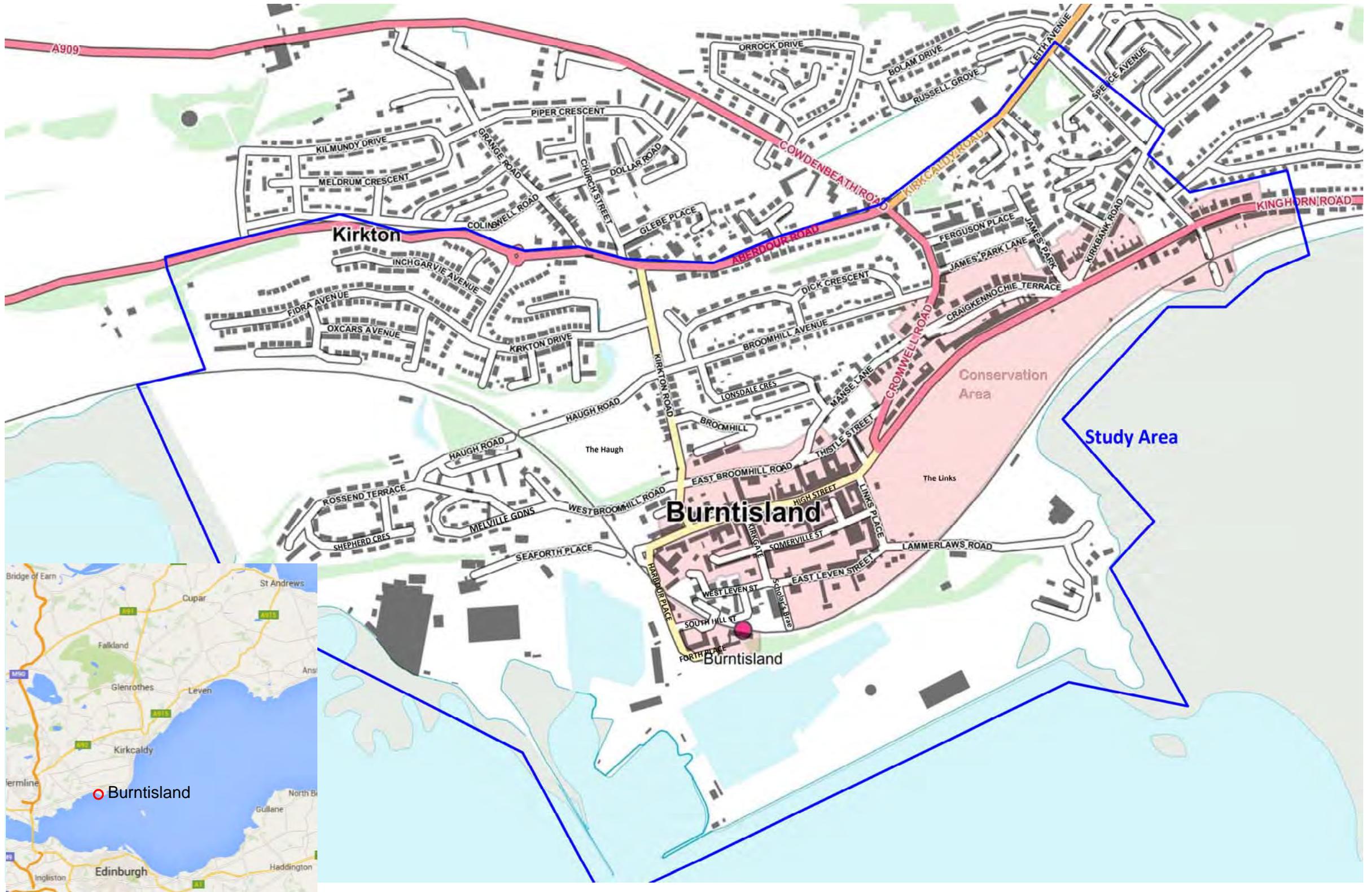


Figure 3. Study Area and Conservation Area. Contains Ordnance Survey data © Crown copyright and database right (2015). And inset location © Google 2016.

4 BURNTISLAND OVERVIEW

4.1 Physical Setting

Burntisland sits across undulating East-West ridges that fall from the Binn hill in the North to the sea. The High Street sits in a shallow valley between the last two rises and reaches from a “very capacious” harbour (Wemyss, 1799) in the West to the large common called “the Links” in the East. Only 6 miles from Edinburgh by ferry, Burntisland attracted visitors for centuries with its “exceedingly salubrious” climate (Wemyss, 1791). The hills have provided stone, lime and water for industry; while the sea and harbour have provided fishing, boatbuilding, and an export base.

Today Burntisland sits 3 miles from Aberdour and Kinghorn either side, with the closest large town, Kirkcaldy, 6.5 miles to the West and Edinburgh around half an hour away by train. The town is 6 miles off the from the A92 Dundee road or 8 miles from the M90 North-South route although the coastal A921 passes through the town, nudging the town centre.

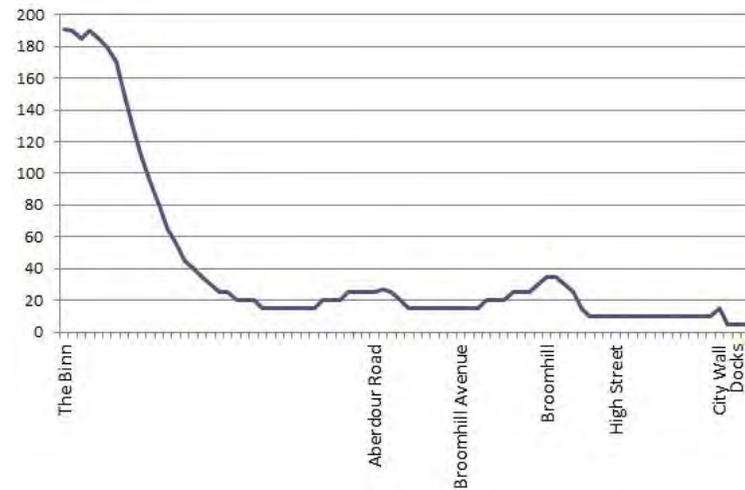


Figure 4 Topographic profile of route marked in figure 5. Not to scale. Own image.

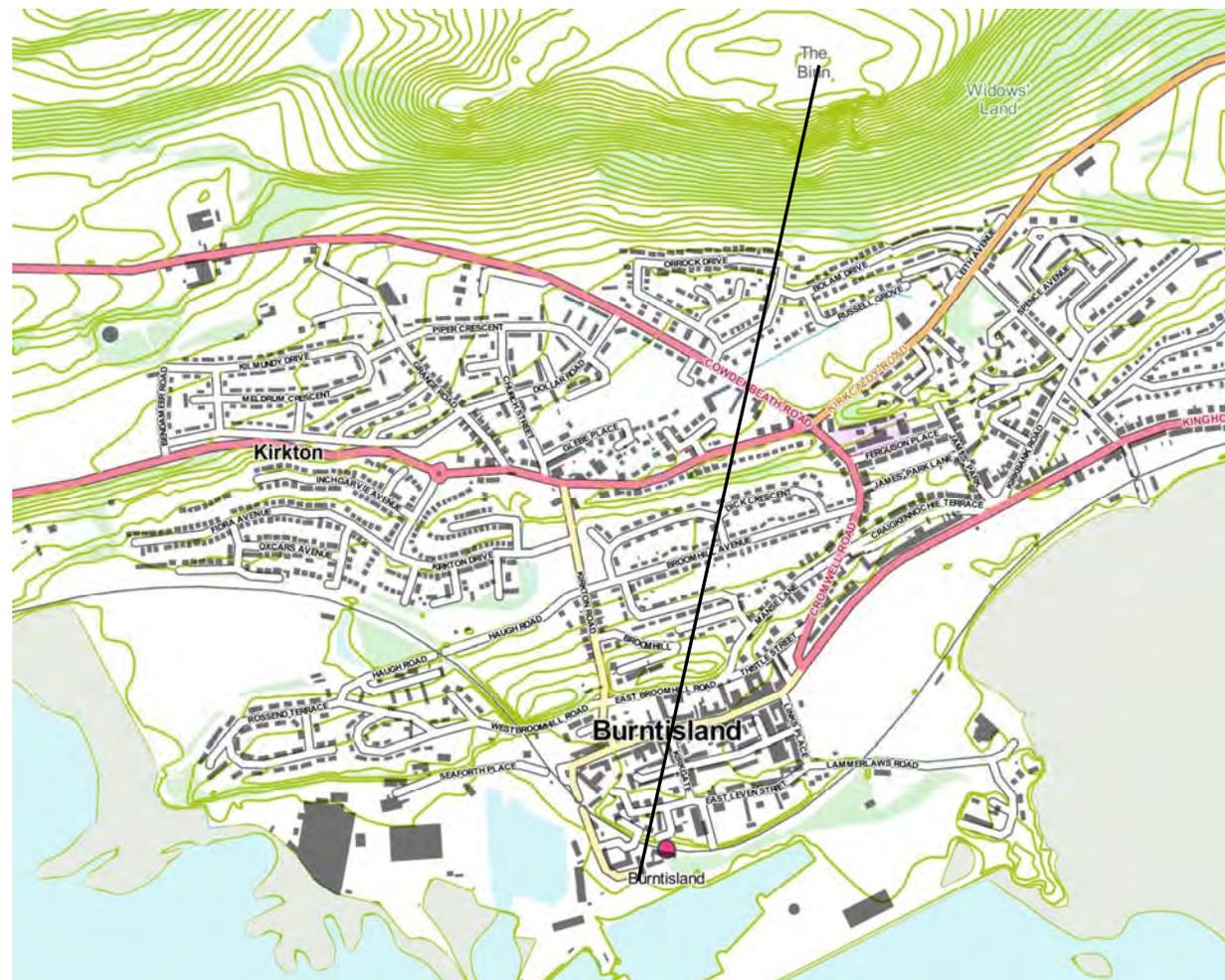


Figure 5. Topographic detail of Burntisland with profile route marked. Contains Ordnance Survey data © Crown copyright and database right (2015).

4.2 Socio-Economic Profile and Trends

Burntisland’s economy has seen growth and decline in agriculture, fishing, shipbuilding, distilling, oil extraction, coal exports, commuting, holiday making and industrial production. The current biggest employers remain at the harbour: Burntisland Fabrications (BiF), and Briggs Marine and Environmental Services. Recent trends include a drop from 2500 employees to 700 at BiF (McCulloch, 2015) and Scott Group’s establishment of pallet manufacturing, drawing employees from its closed Rosyth operation (McCulloch, 2014). An aluminium factory (Alcan) closed in 2002 with 400 job losses (Sommerville, 2009), contributing to the trend of manufacturing employment reduction (NRS, 2011; BCFSG, 2015a). Burntisland is identified as needing to augment its employment land (FC, 2014a), with few other businesses visibly based in Burntisland. While employment figures reflect national trends there is a disparity in deprivation within the town.

Burntisland’s proximity to Fife’s centres and Edinburgh ensures a growing population and housing need (FC, 2012). This includes a high retirement and low 16-29 age population. Most workers commute out and vastly outnumber in-commuters.

Recent aspirations for 300 homes, leisure, retail, offices and a ferry service were postponed after the port owner opted instead for the pallet factory (FC, 2012).

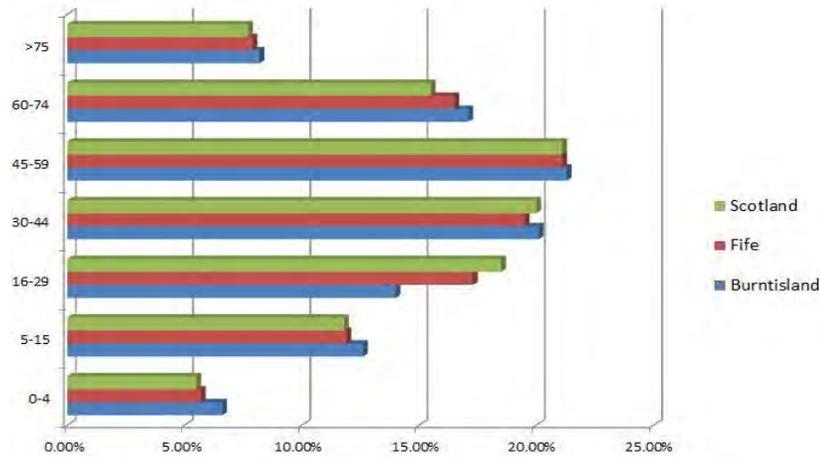


Figure 6 Demographics by age (own graph, data: NRS, 2011).

Social Grade (% households aged 16-64)

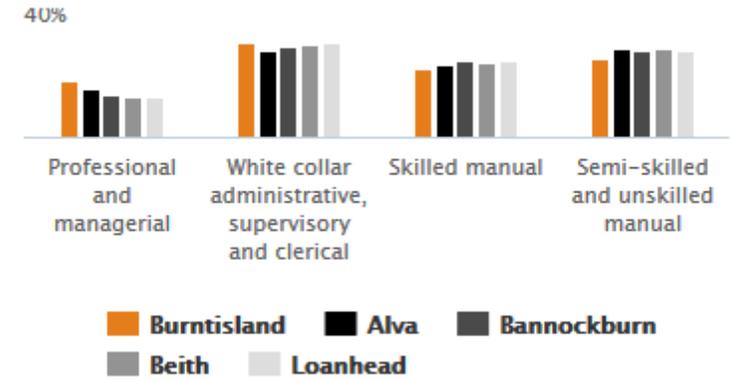


Figure 9: Employment sector comparison with comparative small towns. Source: www.usp.scot © Scotland's Towns Limited.

Distance travelled to work

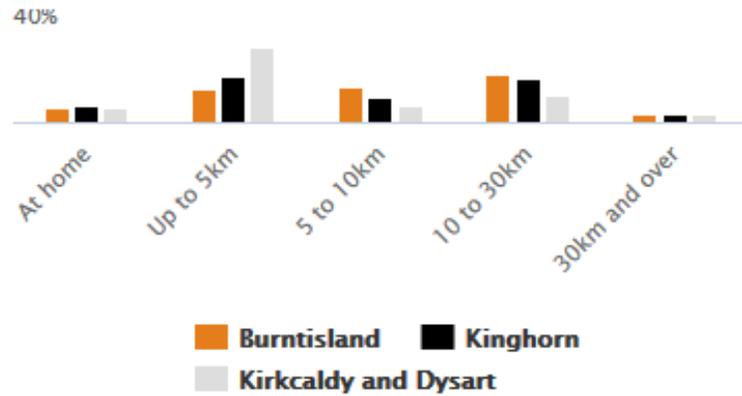


Figure 7: Commuting Distances. Showing significant population commuting 10-30km i.e. Edinburgh, Dunfermline or Glenrothes. Source: www.usp.scot © Scotland's Towns Limited.

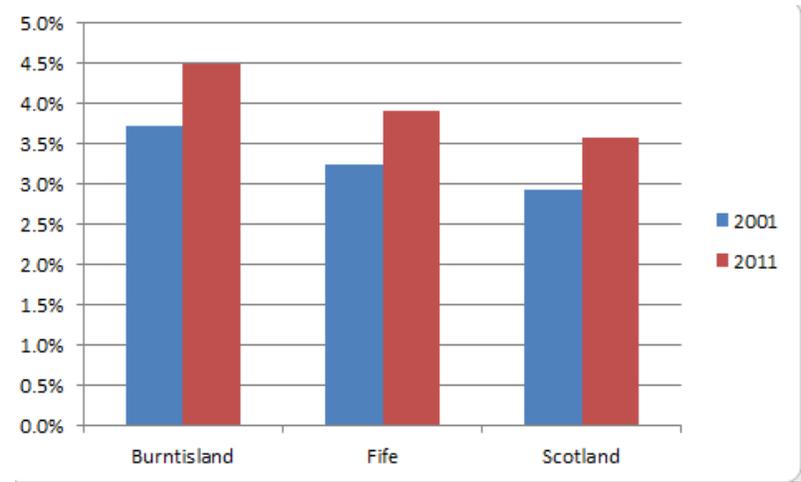


Figure 10 : Unemployment trend. Own graph. Source: NRS, 2011.

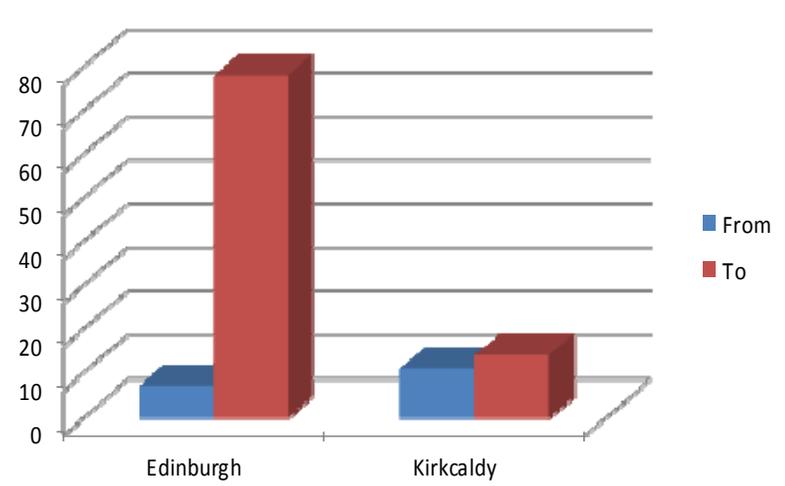


Figure 8: Rail Commuting. Showing commuting numbers between 8:00am and 9:30am on a weekday. Showing significant difference between commuting out of and into Burntisland.

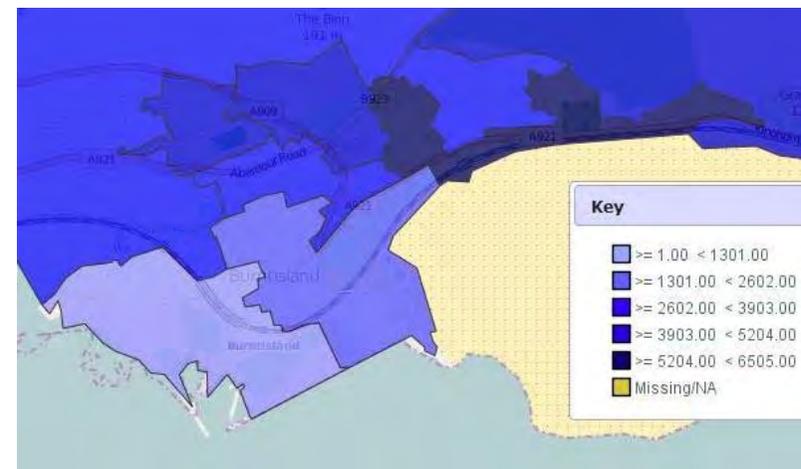


Fig 11: Multiple Deprivation Map (SNS, 2012) showing variation in deprivation within Burntisland .

5 HISTORIC DEVELOPMENT

King James V

The Romans first identified the great harbour (Young, 1913) where a fishing village was first recorded in 1277 (Neville and Simpson, 2012, p133). Rossend Castle at the head of the harbour incorporates a basement from this time (HES, 2015). The town having provided royal service “for generations” (Blyth, 1948) and an Edinburgh ferry since at least 1527, King James V formalised Burntisland’s “advantages of natural endowment” (Hoover & Garrantini, 1985) by commissioning piers and ships (Young, 1915) and granting the town a royal charter in 1541 (Blyth, 1948).

Cromwell

This state-anchored support led to growth and a new Parish Church, paid for by the wealthy townsfolk in 1592, and patronised by King James VI (Coupar, 1836). Cromwell too appreciated the harbour and invaded in 1651, only for the town to demand development of the harbour as price for his occupation (Wemyss, 1799).



Figure 12 : Rossend Castle. Originally part of the Abbot of Dunfermline’s holdings (Gifford, 1988) and rescued from destruction by its current architect occupants (Sommerville, 2009). Image courtesy of www.burntisland.net.



Figure 14: Bleau (1654) Fifae Pars Orientalis. showing a substantial town around the harbour. Note the reference to Seamills indicating the presence of the mill which continued through the 20th century. Reproduced with the permission of the National Library of Scotland <http://maps.nls.uk/index.html>.



Figure 13 : Parish Church. Where King James VI held the General Assembly and suggested a new translation of the bible, leading to the King James Bible (Coupar, 1836). Image courtesy of www.burntisland.net



Figure 4: Young (1915) Tollbooth showing the relationship of the end of High Street to the Harbour. Built in 1606 and demolished 1843 to make way for a new steamboat pier (Young, 1915).

Cromwell to the Act of Union

Cromwell's infrastructure saw the town prospering (Sommerville, 2009) and recognised as a head port (Coupar, 1836). Wealth led to the Sea driven mill, new houses in the Docks, High Street and Quality Street (now Sommerville Street) for fishers and shipmasters (Sommerville, 2009).



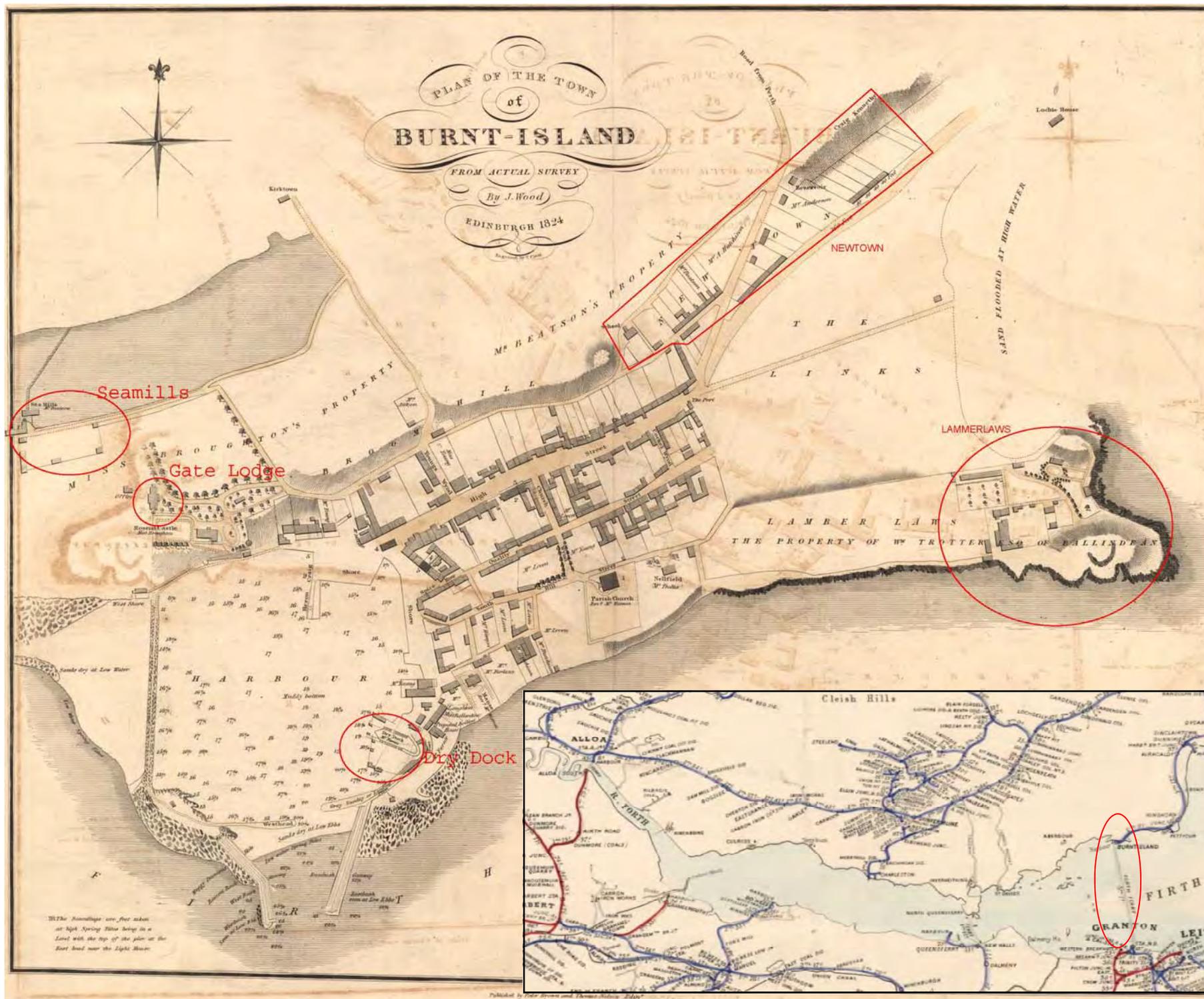
Figure 16: Roy Highlands map 1745-1752. Source: National Library of Scotland. <http://maps.nls.uk/index.html>. © The British Library Board. Reproduced with permission of the British Library. Showing Rossend castle estate, Cromwell's dyke and the two main streets, High Street and Sommerville street. Rossend castle and grounds are shown to the North of the harbour. The dyke at Seamills is also visible.

1707 to end of the 18th Century

The 1707 Act of Union depressed the town's fortunes (Wemyss, 1799) and saw considerable decline in European trade (Coupar, 1836). The harbour was in disrepair and overlooked despite "the best dry dock in Scotland" (Wemyss, 1799) although shipbuilding continued (Sommerville, 2009) and by the end of the 18th century diversification saw a vitriol works at Lammerlaws; a distillery at Grange and culminated in the "great fishing" from 1793 with 500 vessels based in the harbour (Coupar, 1836).



Figure 17: Ainslie (1775) County of Fife. (c) NLS. Reproduced with the permission of National Library of Scotland <http://maps.nls.uk/index.html>. Showing the settlement still centred around High Street, Sommerville (Quality) Street and around the harbour. The mill is prominently marked. The addition of the Lime Kiln on Lammerlaws since the previous map.



The 19th Century

From 1805 the Burntisland fishery became winter only diminishing to 1830 but the port curing industry continued through the 1830s (Coupar, 1836) supported with both input and output transported by sea. Although trade decayed (Coupar, 1836) industries grew, including quarries, the Grange Distillery, whaling, and continued shipbuilding (Barclay, 1832). The tourist trade provided new cottages (Coupar, 1836) and when the railway was extended to the docks a new coal-exporting upturn began (Sommerville, 2009).

A new pier provided a new ferry service in 1844 (Wilson, 1998) followed shortly by the first roll-on-roll-off ferry in 1850 (Sommerville, 2009). A market area effect saw the town expand with hotels and accommodation for railway employees (HES, 2015) including at Forth Place and Harbour Place; and an 1862 parochial directory listing 37 trades (Westwood, 1862). The mansions on Broom Hill East (HES, 2015), the New Town terraces and the primary school were constructed along with a “good deal of rebuilding” in the High Street (Young, 1915) in this period.

Figure 18. Wood (1824). Plan of the Town of Burntisland. With diversification the town is seen to be spreading further including to Lammerlaws with the vitriol works, and the start of the Newtown with fisheries money. The Gate Lodge was built in 1815. NLS ©. Reprinted with permission of the National Library of Scotland. <http://maps.nls.uk/index.html>.

Figure 18A. Airey (1875). Airey's Railway Map of Scotland. Showing the strategic importance of Burntisland railway across the Forth to the capital. NLS ©. Reprinted with permission of the National Library of Scotland. <http://maps.nls.uk/index.html>.



Figure 19: OS 6 inch 1856. Burntisland. © National Library of Scotland. Reproduced with permission of National Library of Scotland. <http://maps.nls.uk/index.html>.

Showing the railway to the docks, the expansion of Kirkton, further houses in New Town and further eastwards along the shore. The bathhouse and old pier are now clearly shown at the eastern end with cottages built up around the minor road from the pier which now passes underneath the railway. The majority of the town is still within the confines of the municipal boundary which runs along the ridge of Broomhill. The harbour still retains its natural form but the area to the west of Seamills has now been reclaimed with the exception of the tidal pond running the mill. The Forth Hotel and neighbouring accommodation for ferry workers are seen close to the railway terminus.



Late 19th Century

Increased dock investment increased revenue from the 1870s but further development was delayed, and new Methil docks took much of the trade in 1880. When in 1890 the Forth Rail Bridge linked to Burntisland another downturn began (Sommerville, 2009).

Figure 20: OS 6 inch 2nd Edition 1896 (Surveyed 1894). 1st Revision 1894. Reprinted with permission of the National Library of Scotland. <http://maps.nls.uk/index.html>.

Showing the substantial port upgrade (A). The metropolitan boundary was aligned with the parliamentary boundary to the North. Wealthy houses including the Craigkennochie Terrace houses (B), and the Broomhill mansions (C) created on ridgelines overlooking the town and coast. Expansion of the town to the North with tenements and a new school in the North on Ferguson Place (D).

Early 20th Century

The East Docks were completed by 1913 (OS, 1921), an incentive for weight-reducing production, including the aluminium works in 1917 which imported bauxite by sea and utilised available coal and water supplies (Wilson, 1988) and employed 500 people by the 1950s (Sommerville, 2009). The factory created a breakwater across Seamills inlet for dumping waste, an area that became known as Red Mud Pond (FC, 2002).

Burntisland shipbuilding utilised the existing infrastructure and knowledge base in the area and produced 310 ships by 1970. (Sommerville, 2009)

With regular ferries Burntisland prospered as a resort town, with cinemas, dancehalls and a new swimming pool at Lammerlaws. Employee and private housing extended including housing schemes at (now) Broomhill Ave and the Castle, consistent with the estate building approach of the Housing and Town Planning Act 1919 (Cullingworth et al, 2015, p20).

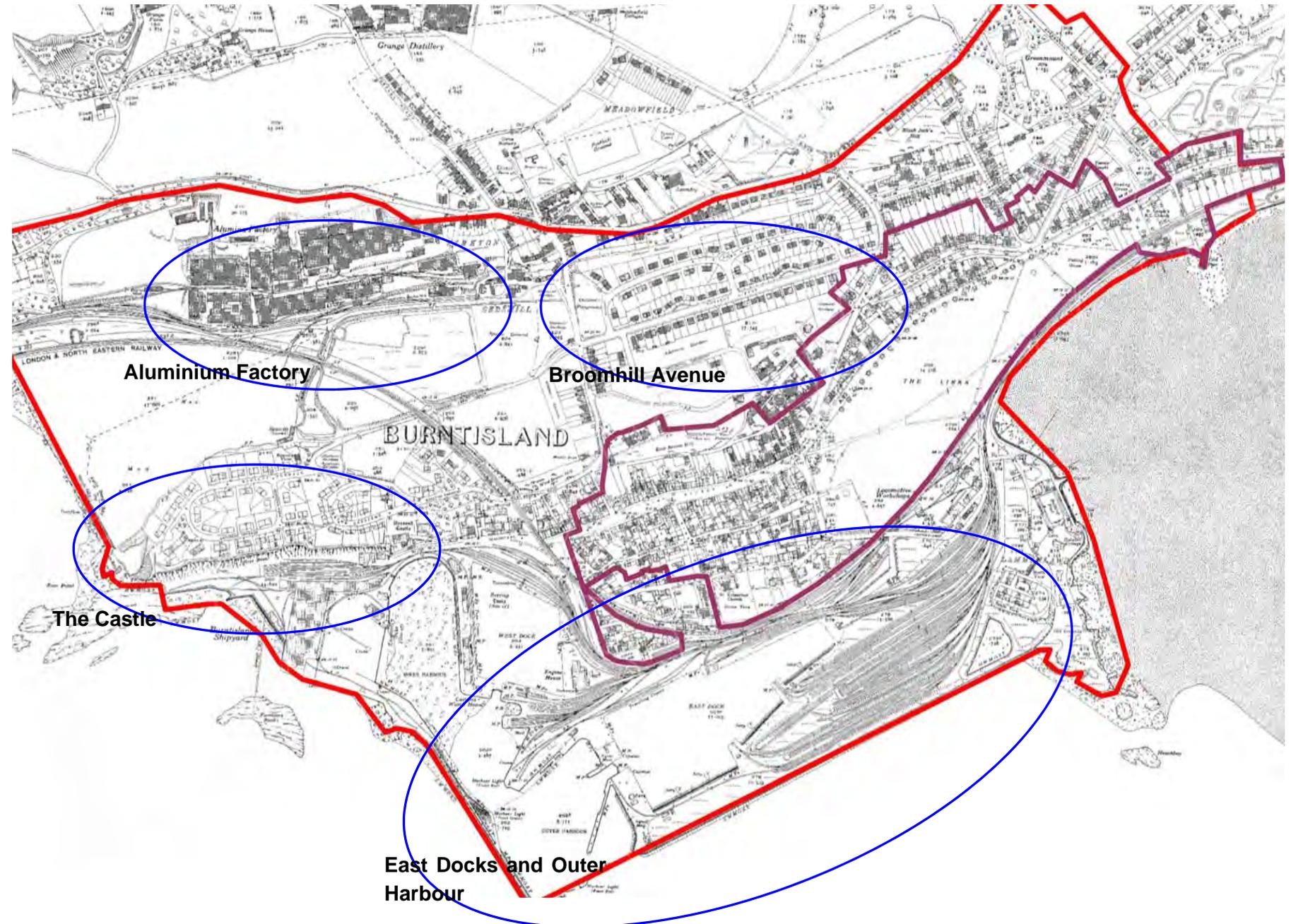


Figure 21 : OS, 1947; 1:2500; surveyed 1943, Burntisland. © Landmark Information Group .

Showing changes since 1894. These include the aluminium factory, housing developments at Broomhill Avenue and the Castle, and the expansion of the East Docks including substantial railway sidings.

Post World War II

With connected rail, coal exports declined and passenger ferries stopped running in 1952 (Wilson, 1988) and . A government penalty halted shipbuilding (Sommerville, 2009) but the infrastructure and knowledge base allowed construction for the offshore energy industry to continue (Bifab, 2015) and a hub for Briggs Marine and Hyspec services.

The 1950s saw redevelopment of Sommerville Street with high density flats introduced into the historic centre (Gifford, 1988).

After rehabilitating red mud pond into greenspace in the 1980s (FC, 2002) Alcan closed in 2002, providing £1m for social improvement, and cleaning the site for housing development (Sommerville, 2009).



Figure 22: Burntisland 1956. Ordnance Survey 1:25,000. Source: National Library of Scotland. <http://maps.nls.uk/index.html>. Showing further extension to the East and extensive housing North of Kirkton. Reproduced with permission of National Library of Scotland.



Figure 23 : Changes to today. Contains Ordnance Survey data © Crown copyright and database right (2015). Own annotations.

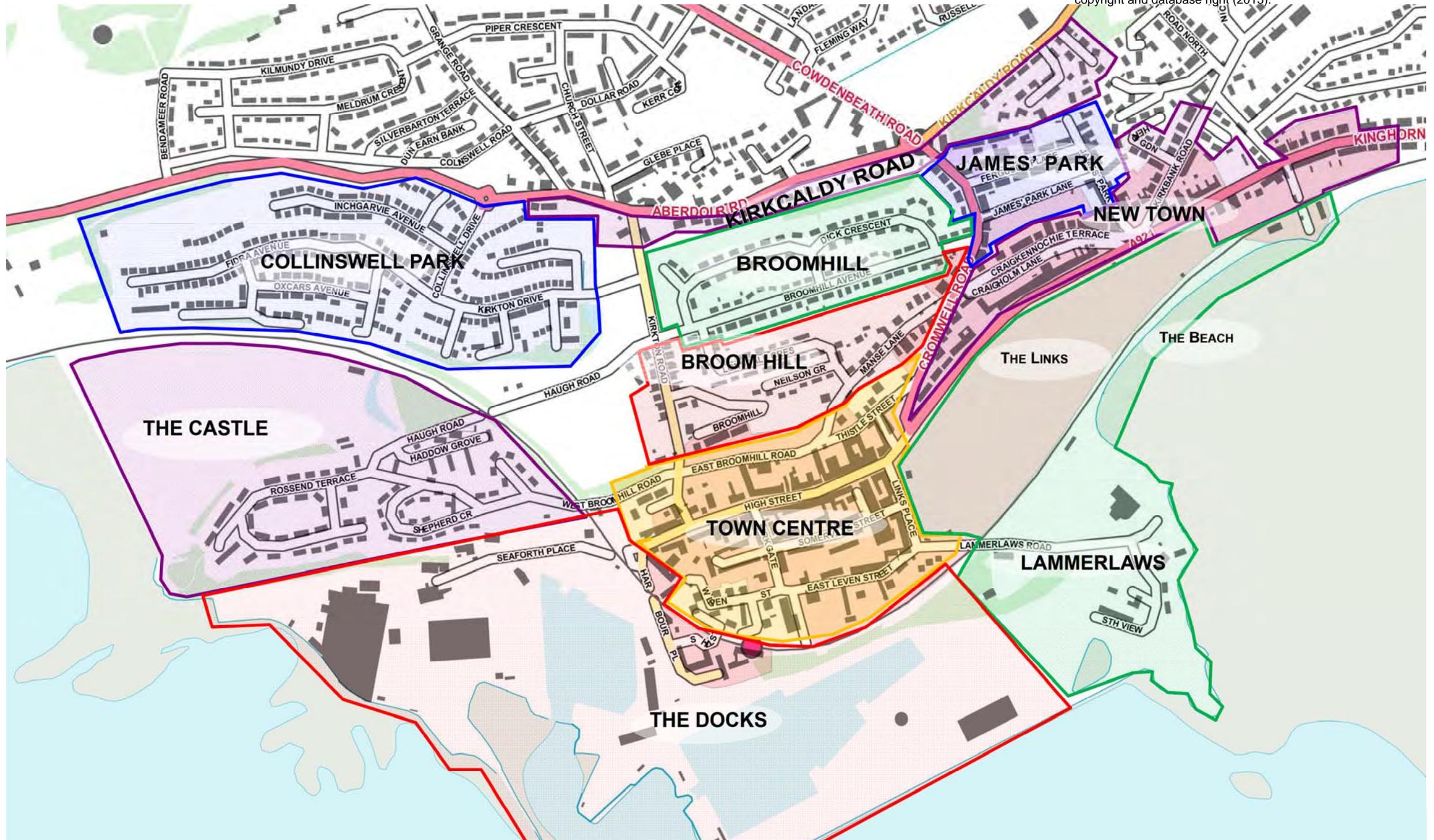
Showing changes since 1956 including 300 houses at Kirkton Grange on the former Alcan site (A), infill housing on the North of Broomhill (B) and further infill in the North East of the study area (C) and the swimming pool replaced by the leisure centre (D). Recent development shown on only in part on map edition includes extension of the housing at the former Alcan site (Collinswell Park) (A) which now extends to the Collinswell House wall, and the new primary school which, including grounds, occupies approximately half of East Toll Park (E). The railway no longer connects to the docks.

6 THE NEIGHBOURHOODS

The neighbourhoods, named for illustrative purposes only, are identified from the historic review above and an overview of the architecture, character and edges (Lynch, 1960). The fairly large number of identifiable districts - and heterogeneity

within some districts - contributes to a degree of disorganisation (Lynch, 1960, p62-72, 104), but some common materials and the connection to landscape creates some consistency.

Figure 26. The identified districts. The area to the East within the study area of Greenmount was not analysed in detail due to its lack of coherency. Contains Ordnance Survey data © Crown copyright and database right (2015).



6.1 The Town Centre

The small town centre sits on a peninsula edged by Broom Hill East and the sea, the Links to the East and a railway bridge in the West. The centre has lost some cohesion. High Street maintains much original form but Sommerville Street suffers a distinctly different character. South, and uphill, historic East Leven Street clashes with 1960s residential West Leven Street.

the approach

Approach to the town centre, is described here for first impressions from the West, drawing from Cullen (1971).



Figure 25. The approach route following the A921 from the West . Contains Ordnance Survey data © Crown copyright and database right (2015).



Figure 26. First sight of the Binn gives a sense of anticipation, and identity with the landmark.



Figure 27. Screened vista on the right creates drama.



Figure 28. Change in level gives direction, definition given by line of wall, anticipation by curve, glimpse of town landmarks.



Figure 29. Anticlimax where road levels out and bland housing.



Fig 30. Sense of possession again with characterful houses.



Figure 31. Burntisland Primary School © HubECS and Figure 32 (own image) . New building provides interest but building on right creates familiarity without drama



Figure 33. Turning down Cromwell Rd brings a change in level and deflection creating anticipation.



Figure 34. Deflection continues, changes in building heights and deflection create interest, closeness to road creating intimacy.



Figure 35. Anticipation. Landmarks of Parish Church and Burgh Hall providing identification and focal points.



Figure 36 Town centre buildings revealed, angled buildings on left creating interest.



Figure 37. © Google, 2015. Sense of arrival at roundabout, opening up of vista on left at Links, and marked with war memorial.



Figure 38. Arrival at the High Street, clearly marked with tall buildings including colourful Port Building on the right.

distinctive

The High Street underwent 19th and 20th century renovations but maintains a number of impressive and historic buildings (FC, 2010) including the distinctive 1899 East Port Flemish tenement building (HS, 2015) and 19th century tenement with neighbouring 1860 Free Church spire (Gifford, 1988) flanking the entrance. A slightly curved street, fluctuating roofline and variety of dormers create interest but the mix makes for an elusive personality (Gifford, 1988).



Figure 39. Town centre listed buildings. Contains Ordnance Survey data © Crown copyright and database right (2015).

This is seen through an 1849 palazzo (Gifford, 1988) on the North followed by a swift change in scale while on the South, a three-storey grey dash 1960s tenement gives way to grand tall arched windows before dropping again until a corniced Victorian commercial building (HES, 2015) on the Kirkgate corner.



Fig 40: Fluctuating roofline of the South of High Street.



Figure 41: Noticeable absence.



Figure 42: The Communications Museum sitting uncomfortably amongst mid (left) and late (right) 19th century tenements

Figure 43: Left hand entrance to High Street with church spire behind.



Fig 44: Star Tavern



Fig 45: Burgh Chambers



Fig 46. Mary Sommerville's 17th Century house (with the giant chimney) juxtaposed with 1950s flats at the end of the street.



Figure 47: Flavour of the western end of the High Street



Figure 48 West Leven Street: square featureless flatted buildings



Figure 49. Slightly more imaginative 1960s terraced houses, with sharp public/private delineation.



Figure 50: 1915 cinema now converted to flats, with East Port building marking N side of High Street Entrance



Figure 51: Somerville Street flats



Figure 52: The Parsonage



Figure 53 The 16th Century parish church, birthplace of the King James Bible.

At Kirkgate the Museum of Communication is an odd juxtaposition of scale, at a node marked by the gothic Burgh Chambers. Next door the Andrew Carnegie funded library on the South faces the noticeable absence of the demolished Palace Cinema (FC, 2010). At Lothian Street, High Street descends, physically and stylistically, despite the presence of the crow stepped gable 18th century Star Tavern, owing in large part to the 1957 renovations programme,

Sommerville Street, originally "Quality Street" is dominated by 1950s council housing which envelop a 16th century two-storey (later) masonic lodge (HS, 2015) and Mary Sommerville's late 16th century childhood home.

On West Leven Street tall faceless buildings provide little public realm interaction. By contrast the narrow meandering East Leven Street retains much original character, enhanced by the stone wall (FC, 2010), the 16th Century Parish Church, the mid-19th century domestic gothic Parsonage (HS, 2015) and an impressive five storey tenement.



Fig 54. East Leven Street Tenements. Much as they are today. Source: www.burntisland.net

safe and pleasant

The East-West orientation of the town and character provides legibility and foot passageways promote permeability but limited signage hinders visitors' accessibility to the historic assets.

In High Street pedestrians should experience the priority over cars important for safe, vibrant centres (Gehl, 2011; FC, 2015). While High Street meanders and has raised crossing points there is a strong delineation between traffic and pedestrian areas and an allegedly dangerous parking design (BCFSG, 2015; 2015c).



Figure 55 Meandering street layout, with angled parking and separation of pedestrians with bollards.



Figure 56: Raised crossing point



Figure 57 Direct connection between the High Street and the Links in the past. (Wilson, 1998).



Figure 58. Severed connection with the Links today.



Figure 59 Pedestrian dominant High Street entrance. Source: www.burntisland.net.



Figure 60. Vehicle dominated entrance today. Truck carrying pallets from the Port

welcoming

Town Centres should display public realm quality, diversity (DETR, 2010), variety and richness (Bentley, 1985). The town centre public realm is enhanced by proximity to the Links, and detail and texture in shop fronts and street furniture. Redevelopment introduced broader paved areas with facing benches although few were observed in use on sunny (autumn) days.

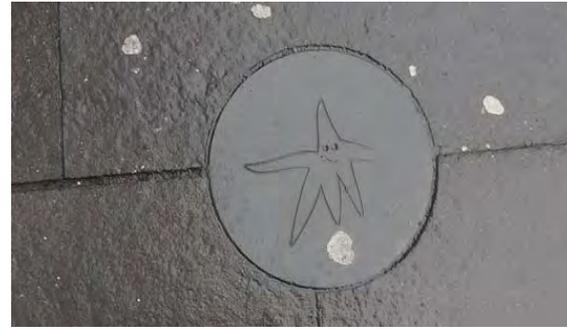


Figure 63: Floor detail in High Street.



Figure 64: Furniture detail in High Street.



Figure 65: Social space eastern High Street.



Figure 65a: Social space with facing benches despite the South facing view over the Links to the left.

Town centres should also have a “good mix of shops” (FC, 2015). Consultation comments raised shop variety as an issue (BCFSG, 2015c). High Street’s Eastern End is the most vibrant with popular cafes and a co-op. High Street contains a good selection of local food suppliers but limited comparison shopping (see survey below) and only one restaurant .

While there are few vacancies, gaps are created by part-time opening, offices and residential areas on the ground floor creating quiet zones, particularly to the West of the Museum of Communication.



6.2 The Docks

Burntisland's history is intertwined with the Harbour but the town is effectively isolated today with Harbour Place separated physically from the original harbour by a fenced yard and conceptually by the railway bridge.

Around the harbour are 17th, 18th and 19th century crowstepped buildings on Harbour Place, and historic buildings saved by private enterprise including the 19th century Royal Hotel and 1847 classically columned railway terminus.



Figure 67. 1856 Harbour (see p 8) Showing Harbour Place and forth Hotel before they were cut off from the town by the railway (see 1896 map on p 9).

Despite residential use, the area is dominated by Burntisland's three biggest employers and business units clustered in the terminus. Other than parking, there is no formal public space around the harbour, which has an industrial, and in places derelict character. The ferry service originally proposed in 2007 (SEStran, 2007) and residential and leisure development of the East Docks (FC, 2012), displaced by Scott Group's pallet factory would be welcomed by stakeholders and residents (BCFSG, 2015b; 2015c). Re-establishing access to the port could utilise a location with visual connection to the Parish Church and tangible reminders of Burntisland's historic relationship to the sea.



Fig 68: Employee Parking at BiF

The 1824 Forth Hotel, however was demolished in 1997 (Somerville, 2014), and replaced by orange flats that attempt sympathy with neighbouring Downie's Stables' windows and gables.



Fig 69: Downie's Stables at Fig 70 : Flats on site of Forth Hotel Fig 71: Railway terminus, now offices.

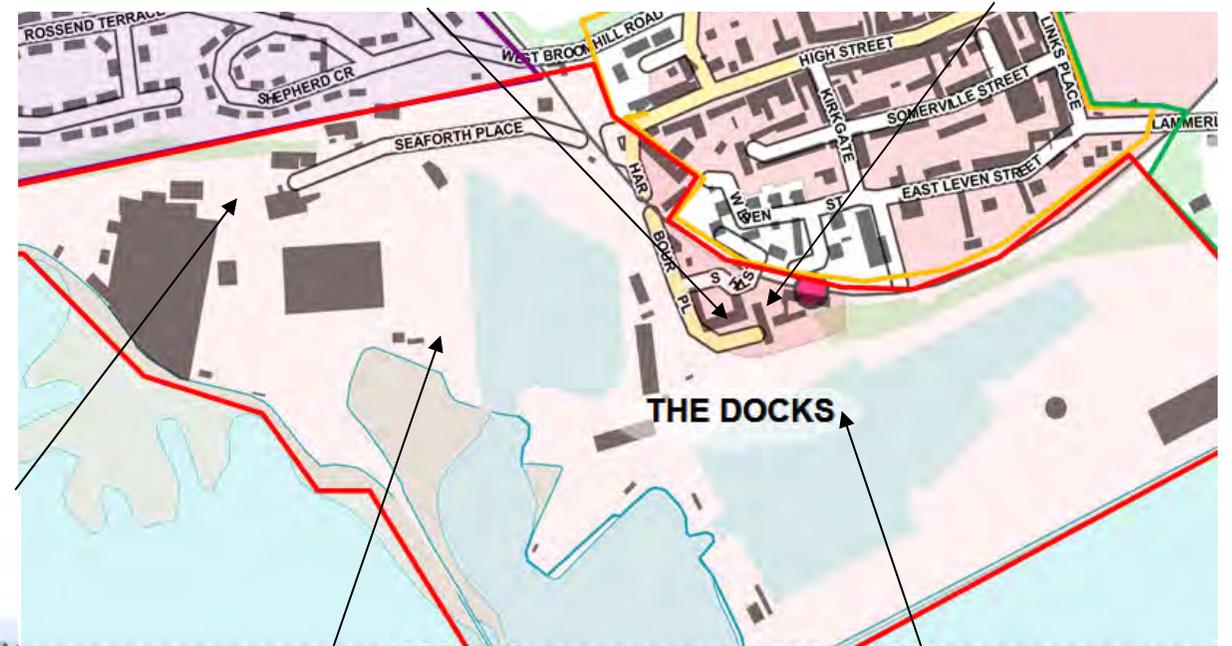


Fig 72 : The Docks District.



Fig 73: Industrial usage of docks



Fig 74: Briggs Marine vessels.

6.3 Lammerlaws, the Links and the Beach

Lammerlaws

The town's connection to coastal Lammerlaws is visually severed by the raised walled road, with pedestrian access along the road or via the Links. Home to ruins of an 18th century limekiln, mid-19th Century tudor gabled cottages looking East (HES, 2015) and mid-19th century cottages looking West from their promontory. On the North side of Lammerlaws sits the Beacon Leisure Centre with pools and sports pitches. The highly visible Beacon which replaced a popular but "cheap" art deco swimming pool (Gifford, 1988) imposes a car park in the space between itself and the sea.

the links

The Links is constant through Burntisland's history as common good land used for cattle grazing, laundry (McNeill, 2012), golf and cricket (Sommerville, 2009) and now the 4 month Burntisland Summer Fair. The High Street runs eastward naturally down to the Links, now interrupted by the busy intersection. Kinghorn Road forms the Northern edge where the New Town terraces form an attractive enclosure. New play areas at the Eastern end are popular although residents have asked for increased facilities, lighting, and a shorter summer fair (BCFSG, 2015c).

the beach

The beach is disconnected visually by the railway embankment but this did not impact the resort status in the 1930s (Sommerville, 2009). Three underpasses give access from the Links with clear paths, which create interest themselves through enclosure and anticipation. The beach promenade is of a width that encourages interaction, increased by outward facing seating against the wall. The railway embankment also ensures a car-free waterfront. At the Eastern end the colourful former Tearoom (currently holiday accommodation) with decorative cast-iron verandah gives merit to community desire for a beach café.



Fig 75: The Beacon Leisure Centre and sports pitches.



Fig 76: View from Lammerlaws over East Docks



Fig 77: The Burntisland Fair. May to August. Source: www.whatsonscotland.com



Fig 78: The Beach Tearoom

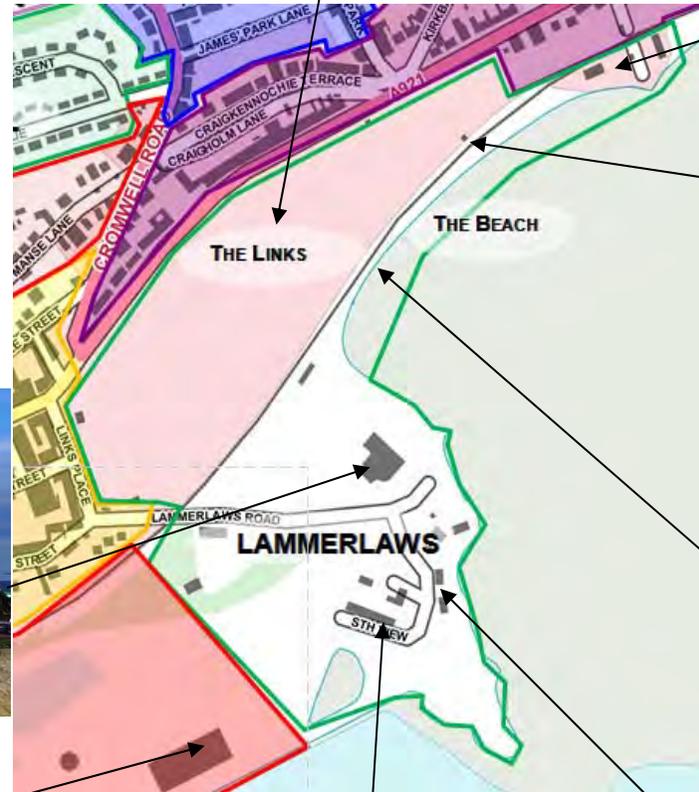


Fig 83 : Lammerlaws. OS 2015. © Landmark Information Group, Crown. Source Digimap:



Fig 79: Links to beach underpass



Fig 80. The Beach



Fig 81: South View cottages



Fig 82: Albert and Victoria Cottages

6.4 New Town

With increased wealth the town expanded eastwards during the 19th century. This neighbourhood is largely within the conservation area and characterised by its Georgian and Victorian terraces and open views over the Links.



Fig 83: 1856. OS 12 inch 1st edition (see p 8).

Modest houses on the corner of Cromwell Road give way along Kinghorn Road to tall bay windows followed by the early 19th century long unbroken terrace of Craigholm Crescent. With slight variations in windows, doorways and dormers, the roofline and scale is maintained throughout. Facing the Links and the sun, and fronting a wide road, a sense of grandeur is maintained. Perched above and behind is the later 19th century Craighennochie Terrace, characterised by tall semi-detached villas with finialled gables and prominent bays enjoying uninterrupted views providing exclusivity. To the East the landmark gothic Erskine Church marks the western end of the Links. Kirkbank Road to the North-East starts with two storied bay window pairs, but becomes a patchwork of character with for example mock timber framed upper

floors (HES, 2015). Kirkbank Road is remarkable as a broad, tree lined avenue and its gentle rise, or fall, provides a sense of direction

On Kinghorn Road the terraces continue to the bowling green with a late 19th century listed pavilion with an eclectic mix of styles (HES, 2015). After Lochies Road the South side contains simple harled cottages marked on maps as Bentfield Villas overlooked on the North side by paired Victorian houses with a consistency of scale but with interesting variations in bays and gables. The absence of cycle lanes is apparent here, supporting suggestions of a Kirkcaldy cycle route (BCFSG, 2015c) in consultation.

Almost all of the houses in this area have a front garden, often behind a low wall or hedge, many with seats outside, welcoming by blurring the public-private divide (Gehl, 2010).



Figure 84: Kinghorn Road villas with overly plain modern addition with garage in place of front garden.



Figure 85: Heriot Gardens, marking a turn in scale away from the Kinghorn Road terraces.



Fig 86: Craighennochie Terrace.



Fig 87: Simple lines of Craigholm Crescent.



Fig 88: Craighennochie Terrace and Craigholm Crescent from the Links



Fig 89: Kirkbank Rd, marking another turn in style



Fig 90: Bowling Pavilion



Fig 91: Kinghorn Road East terrace with geometric gables.



Fig 92: Kinghorn Road East: Bentfield Cottages

6.5 James Park

Ferguson Road, Eastern Cromwell Road and James Park developed contemporaneously with Craighkennochie Terrace and the lack of modern housing reflects the New Town character. The area sits on the slope beneath the Kirkcaldy Road sloping to the back of Craighkennochie Terrace.

The Western side of Cromwell Road lined with later but sympathetic single storey semi-detached bay windowed dwellings curves around to 1905 gothic style St Serfs church (HES, 2015) on the East, Victorian terraces, and an interesting jumble of angles in the corner. In Ferguson Place, there is Burntisland Primary School 1874 Tudor gothic style (HES, 2015) with tall gables; and several sets of consistent four door terraces with variations only in bays and dormers. The West side of James Park repeats gableless, two storey double bay pairs. While there are variations in style the materials and stretches of continuity give this area consistency.

The primary school, now closed is elevated above Ferguson Road but is still overlooked by opposite houses for security. An application for 25 affordable homes has been approved here adding adaptability. The streets here are narrow and quiet with small front gardens. James Park is distinguished by the North-South view from, the Binn to the sea drawing the eye.



Fig 93 (left) view up James Park and Fig 94 (right) view down James Park to Erskine Church and the sea.



Fig 95: St Serf's Church



Fig 96: later semi-detached houses on Cromwell Rd.

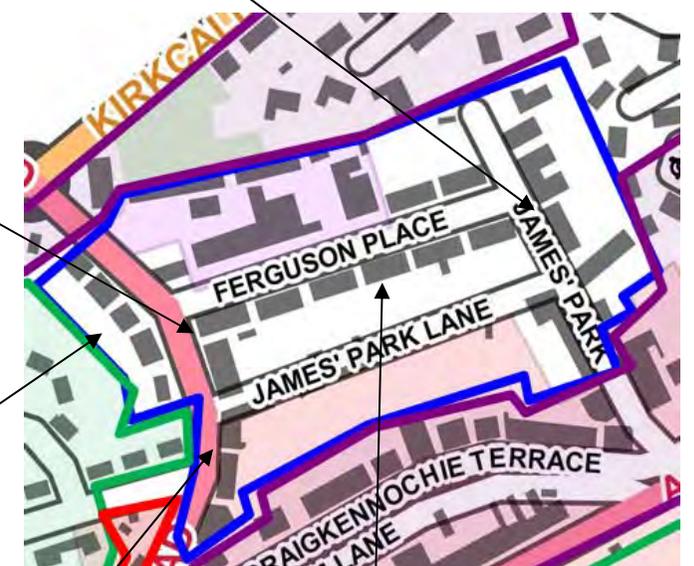


Fig 97 Terraces on Ferguson Place showing consistency of scale.

Fig 98: Angled house on corner of Cromwell Road.

6.6 Kirkcaldy Road

Kirkton, on the Aberdour to Kirkcaldy Road was originally a separate village, with the surrounding area marked by mills, the Grange Distillery, and Binnend oil works and village. The road marks a transition between the flat area towards the Binn filled with housing in the 1960s, and the recommencement of the slope to the sea. The houses running along this ridge on the South of the road are characterised by overlooking both North and South

Along the road there are stretches of styles but little coherence. From the high roofed 19th century squared rubble cottages in the West to the landmark 3 storey former stone (mill?) buildings, now flats at Kirkton and two storey simple rendered semidetached Burntisland shipping employee houses overlooking Toll Park. By the 1980s new streets filled in behind the eastern end with individual detached houses with little consistency.



Fig 99: OS 1856 map (see p 8) showing Kirkton separate from Burntisland.



Fig 100: Cottages at Kirkton

Fig 101: Corner Kirkton and Aberdour Road



Fig 102: Cottages on ridge line. © Google 2012.



Fig 103: Shipbuilding employee housing

6.7 The Castle

The Rossend Castle estate now known as the Castle was undeveloped until this housing development in the 1920s. Its edges are clearly defined by a road and Seamills greenspace to the North, stone wall and cliffs to the South, and the Haugh common goods land, two stone walls and the railway in the East. Until the development the mostly 16th Century tower stood alone here at the Eastern end of the Ross peninsula. Saved from demolition by private interests it is now architect's offices.

The area is primarily filled with 1920s style hip roofed covered brick houses which swapped traditional slate for tile. Density of tenure increases westward with those at Ross Point containing substantially more flats and lack of maintenance reflects deprivation index findings.

The impermeable edges give a sense of isolation particularly with only two exit points, one a narrow road and the other a sunken road that passes beneath the railway. Navigation on foot however is facilitated by the slope and views North and connecting pathways but the route to town is a narrow footpath close to traffic with a high wall restricting movement.

The Seamills greenspace is accessible but without paths or facilities, while a new play area is across the road out and overlooked by few houses.



Fig 104A. Seamills building



Figure 106. Castle Flats X Large and extended



Figure 107. Exact replica of Broomhill + garages, along with small front garden.



Figure 108. 1960s terraces, interesting roofline but repetitive. Lack of front gardens limits interactions.

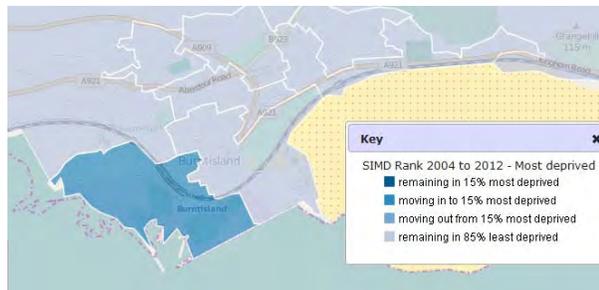


Figure 104. Map of multiple deprivation showing the Castle increasing deprivation between 2004 and 2012 (SNS, 2012).

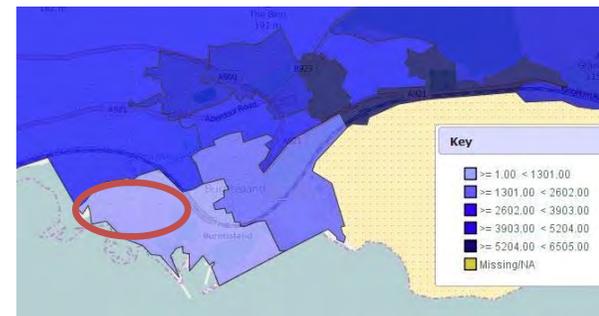


Figure 105. Maps of multiple deprivation showing the Castle with the highest ranking (SNS, 2012).

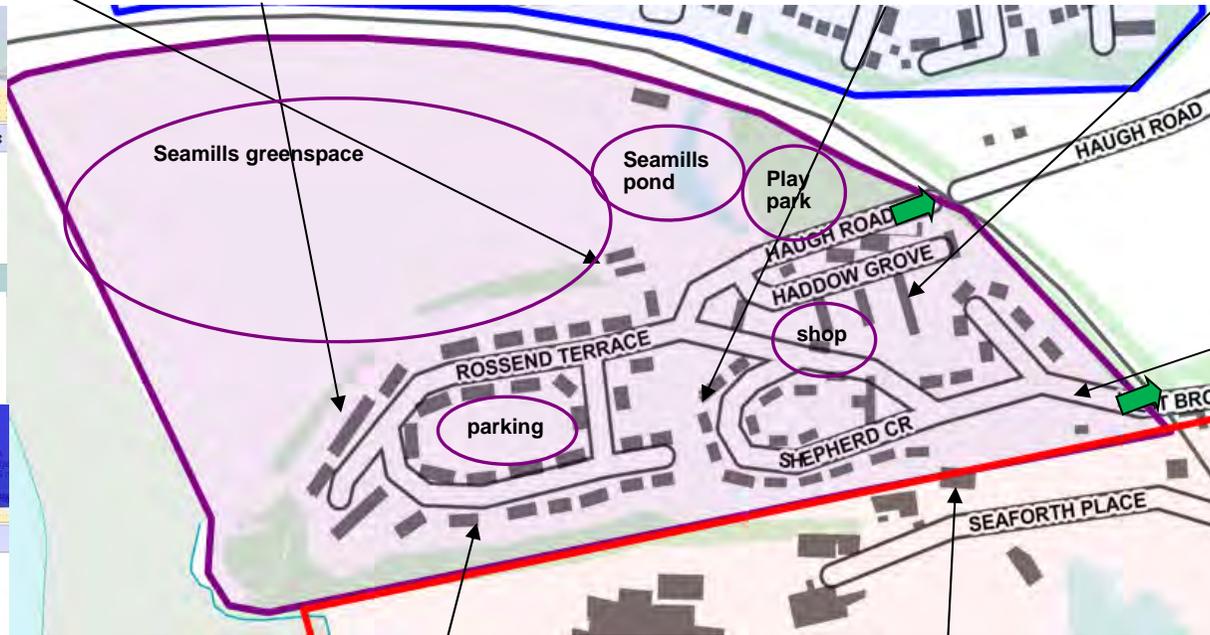


Figure 109. Mid 19th Century listed archway. Dated 1382 but built by a much later owner (HS, 2015; Gifford, 1988).



Figure 112. Flatted dwelling (four flats) characteristic of the district.



Figure 111. Rossend Castle. 13th Century basement, 16th Century tower house with later additions. Saved from destruction and renovated by Hurd Rolland Partnership architects who maintain use and ownership. 17th Century painted wooden ceiling removed to Edinburgh in 1950s. Current



Figure 110. Road and walkway from (left) and to (right) the castle showing steep narrow road and footpath.

6.8 Broomhill Ave

Like the Castle, the neighbourhood, is a planned 1920s development, with primarily brick 1920s townhouses but here are restricted to semi-detached homes. Detached and semi-detached more traditionally styled cottages line the South side of Broomhill Avenue, along with two authentic Victorian houses trapped in the development. The artificiality of the street layout and scale is broken by set-backs and use of colour.

The playground, while poorly equipped is surveilled by surrounding houses and the roadside, from which it is sunken giving a greater sense of security – and observed use – than the Seamills pond playground.

Each house is set back close enough, with a a wall or hedge low enough, to create a bridge between public and private space although the wide streets dissipate much of the intimacy (Gehl, 2010). While visually legible with views to the Binn, being overlooked by ridges on both sides detracts from the grandeur attempted in the street layout.



Figure 113: Play area with overlooking houses



Figure 114: 1920s townhouses, with

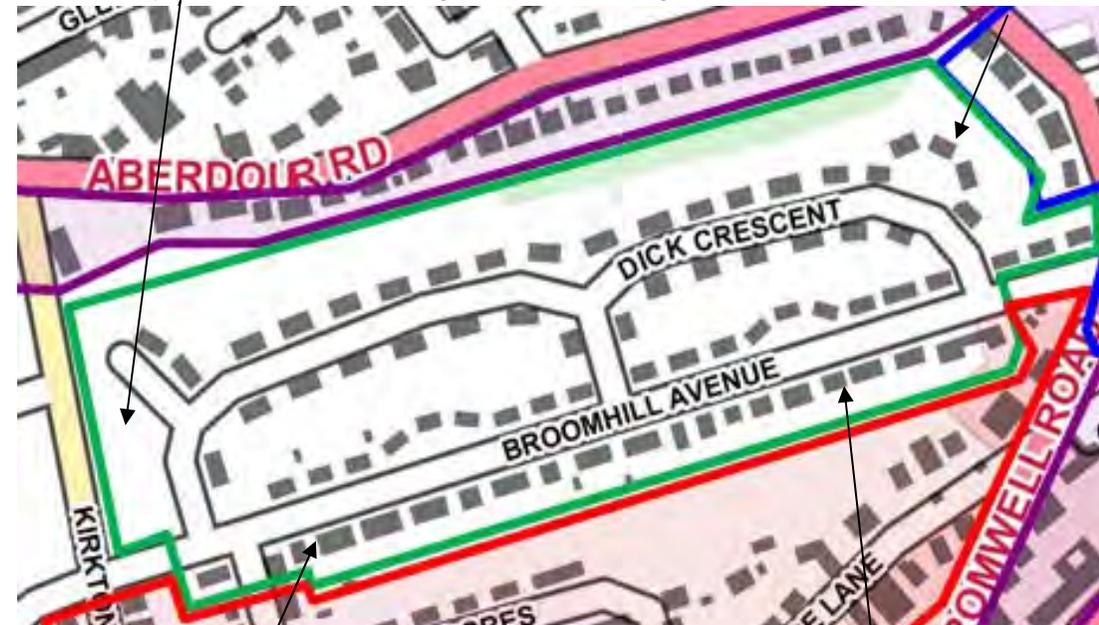


Figure 115. Broomhill Ave and Dick Crescent.



Figure 116. 1900s semi-detached with low wall. © Google, 2015.



Figure 117. South side single storey with painted quoins.

6.9 Broom Hill

The neighbourhood sits on the North side of Broom Hill East, between Cromwell Road and Kirkton Road and dropping down to Broomhill Avenue.

There are three patches within this area. The 19th century shaped rubble bay window, dormered dwellings of Kirkton Road, with a general cohesiveness until Lothian Road. Manse Lane is dominated by late 20th century houses but also contains colourful, 1858 free gothic mansions (HES, 2015) overlooking High Street and a pair of gabled houses with projecting, timbered uppers marking the corner with Cromwell Road (HES, 2015). Finally, the 1950s saw functional terraces and modest cottages introduced into Lonsdale Crescent and Neilson Grove. The mix of housing types provides adaptability and further robustness is evident in storage sheds and a community garden.

A network of paths complements visual permeability but the paths are rough including steep steps leading to a recently installed viewpoint. Limited signage restricts access for visitors to the town centre, gardens and the viewpoint.

The area is open and light owing to the height, and the usual front yards with low walls are welcoming. Shared public space is provided by the storage sheds and community garden, which is currently overlooked only by an empty lot and derelict St Serf's Church Hall and may be impacted by proposed housing.



Fig 118: Lonsdale Crescent.



Fig 121: Broomhill Gardens



Fig 122: 35 Cromwell Road



Fig 123: The Manse



Fig 119: Kirkton Road houses east, with timber framed dormer gables.

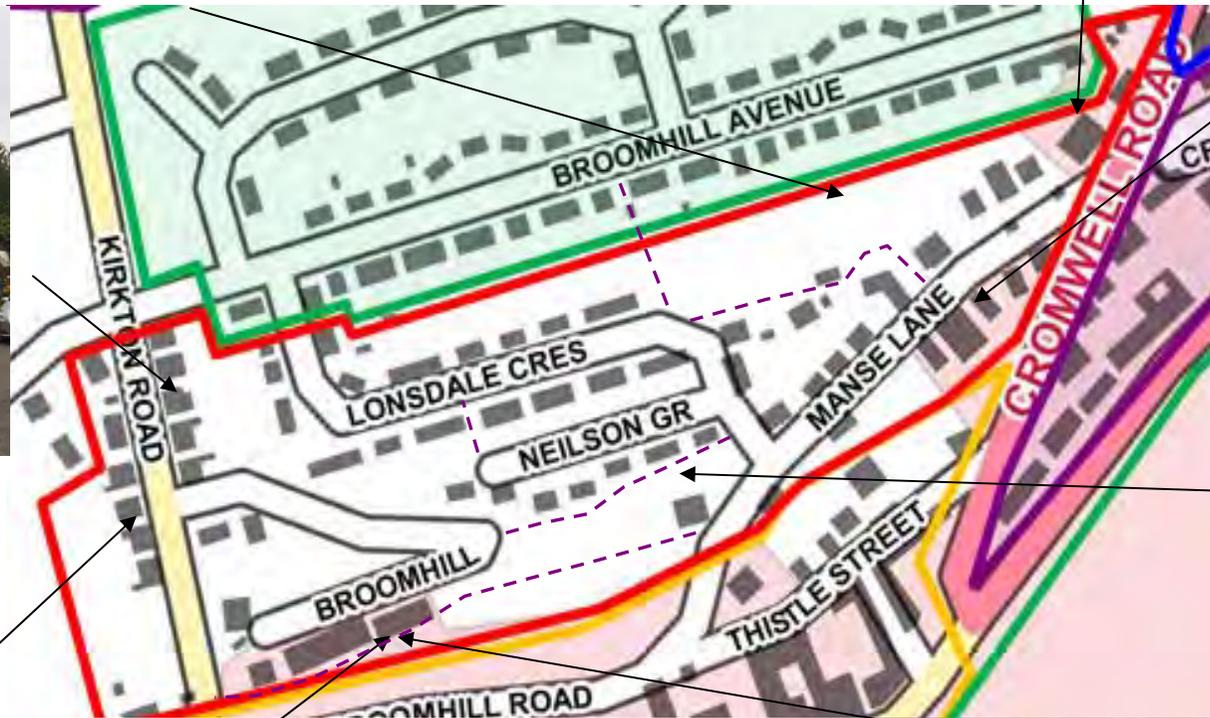


Fig 120: Kirkton Road West side



Fig 124 : Broom Hill mansions as seen from High Street



Fig 125: highly distinctive arched doorways and windows



Fig 126: Steep overgrown steps to newly constructed viewpoint.

6.10 Collinwell Park

The recently completed Collinwell Park development began shortly after the Alcan site closed in 2002. Community consultation has raised concerns with the scale of development and use of “anywhere houses” lacking local identity (BCFSG, 2015c). Burntisland has a mixture of styles, but common themes exist, from paired single and doublestorey stone houses, frequent bay windows and dormers, to the terraces of New Town and Ferguson Terrace. Neighbourhoods also share low walled, semi-private front yards and strong permeability and legibility.

the neighbourhood

Edges are formed to the North by the A921, to the West by the Collinwell House estate wall and to the South by the railway and a burn. The Eastern edge is marked by an undeveloped part of the site and Kirkton Road. Note the recently completed extension to Inchgarvie Ave is now complete with houses on both sides, indicated on the map by a grey line.

distinctive

The houses appear of a modern quality using a variety of styles but materials which resonate through use of stone walling, dry dash render, stone lintels and sills, notwithstanding the coloured concrete wall tiles (FC, 2004). However unlike Burntisland as a whole, the houses often use all these materials, are generally detached and lack bay windows and dormers. One more traditional section uses anachronistic red fascia brick. There is an internal cohesiveness with mixes of the same materials, maintenance of height and density, and progressions of scale but with little apparent link to surrounding history. The at-risk doocot (HES, 2014) at Geds Mill, linked to Collinwell House, is excluded by a high timber fence. Overall a distinct character exists but not one that relates particularly to Burntisland.

easy to get around

The view to the Binn provides legibility, although visual permeability to the Seamill greenspace is limited due to house density and height. Two of the three main access roads end abruptly hindering vehicular movement while permeability for pedestrians is restricted. The Fife Coastal Path running alongside the railway to the South is accessible only at either end of the neighbourhood, with access via the side roads prevented by fences. An early proposal for Eastern access to the greenspace under the railway (Edwards, 2006) has not been implemented limiting contact with other areas of Burntisland.

safe and pleasant

Meandering streets, speed restrictions and controls provide safety, but with driveway parking prevalent the area feels dominated by vehicles. A required upgraded walking route along the burn is complete (FC, 2005) but not 3 metre footpaths throughout. Small paved side-streets create a shared pedestrian-friendly semi-private driveway for a safer sociable space. However despite the 20ha site the only greenspace is the sustainable drainage area. A play area provided at Seamills pond is accessed through a narrow railway underpass with no surveillance from the development.

welcoming

The gently winding roads and variety of styles provide welcoming interest with the exception of straight Kirkton Drive, but in contrast with Burntisland's low walled front yards frontages are only grass and driveway with little public/private lingering space.

adaptable

Adaptability is restricted by a poor mix of tenures with mostly 4-5 bedroom houses. Proposed apartments were prevented by market conditions (Hurdolland, 2011) and a retail development proposed was rejected for safety reasons (FC, 2012).

Overall concerns about the scale and spatial connection of the new subdivision appear justified.



Figure 127 : Car dominated front yards (phase 3).



Figure 128. Colinswell Drive Phase 1. Note similarities with figure 129 in roofline, lintel and sills, but projecting lower storey unique .



Figure 129. Kirkton Drive. Phase 1. With porch rarely seen elsewhere



Figure 130. Rough similarities between new wall and Colinswell estate wall.



Figure 131: Phase 3 house, mix of different materials, large scale unusual in Burntisland.



Figure 132: Historic Doocot separated from the neighbourhood.



Figure 133 : Fence between Fife Coastal Path and housing.



Figure 134. Sideroad with change of paving.



Figure 135. Uninviting passage to play area.



Figure 136. Clear edge at East of subdivision.

7. CONCLUSION

Burntisland has a location and economic history inextricably tied to the sea and reflected in its historic Port buildings, castle and railway buildings and the iconic mansions and terraces built with fishing and shipping money.

The recent community plan consultation raised issues with the High Street, a desire to develop the harbour, and create a beach café, and concern with the scale and connection of new development with Burntisland's character.

The character of the neighbourhoods provide context for an appraisal of Collinswell Park development. The iconic buildings of the High Street and East Leven Street, the sophisticated houses of the New Town are a strong contrast to

1920s development at the Castle or in Broomhill. Collinswell provides quality houses in safe streets but reflects Burntisland less in its use of materials, car dominated vistas and lack of public private interaction and permeability on foot is restricted.

It should be noted however that Burntisland is a mix of styles, and other areas such as the Castle also are affected by similar issues.

The High Street is attractive and vibrant, but only in a small section. Concerns of shopping appear justified, with little comparison shopping, and stretches of ground floor residential and offices that create gaps. The amount of residential in the centre contributes to its vitality in the

Eastern shops but a strong commuter population may be hampering further improvements. The High Street also has an issue of through traffic and parking which dominate and also restricts the traditional link of the High Street to the Links.

Connection to the Harbour, Lammerlaws and the beach are also physically disrupted by infrastructure but where the Docks are unwelcoming the beach, and the Beacon Centre still attract plenty of users, suggesting an attractive development at the Port would enable Burntislanders to reconnect with the harbour that has shaped their town.



Fig 137: View from Broom Hill East viewpoint.

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9.APPENDICES

Appendix A

Making Fife's Places Evaluation Framework (FC, 2015)

Distinctive	Key issues to be addressed
	Essential
	Is the proposal an appropriate design response to the surrounding context in terms of townscape & landscape character and habitats (in particular the quality of detailing and materials in historic or sensitive landscape locations)?
	Does the proposal make the most of existing buildings, landscape, and habitats including trees?
	Where applicable - Does the proposal comply with any conservation area appraisals or the following Fife Council Guidance: Windows in Listed buildings and Conservation Areas; Shop front Design Guidelines; Painting the exterior of listed buildings and unlisted buildings in Conservation Areas?
	Important
	Does the use of natural features, buildings, street patterns, spaces, skylines, building forms, landscape and use of materials create a place with a distinctive character?
	Have opportunities been taken to incorporate green infrastructure into the fabric of the buildings and the spaces between them?
Best Practice	
Does the proposal preserve cultural or historical associations for the community?	

Easy to move around and beyond	Key issues to be addressed
	Essential
	Has a network of continuous routes been created? Are public spaces, streets and footpaths connected into routes within and surrounding the development? Is it well integrated with the existing settlement?
	Has the proposal considered green networks in and around the development area, and made provisions to connect to these and/or enhance their value as part of the green infrastructure provision?
	Important
	Are routes safe and direct, pedestrian and cycle friendly, and offering a range of options to get to local facilities and public transport?
	Are the streets and public spaces designed to be accessible for all users (including service vehicles, public transport, wheelchair users, pushchairs, the elderly and the visually impaired)?
	Are the streets designed as places that respond to the site rather than based on standard details?
Best Practice	
Does the development use landmarks, vistas and gateways to make it easy to find ways through the development? Does this work for all modes of transport?	

Welcoming	Key issues to be addressed
	Essential
	Where it is on the edge of a settlement is the relationship between new development and the countryside sensitively handled?
	Important
	Are entrances and the front of buildings clearly defined?
	Can people find a good mix of shops, sitting out and play-space, places of employment, local services and transport links within easy walking distance of their homes?
	Is there a clear network of public spaces and streets that are well-shaped and proportioned by buildings?
	Is there a strategy for the public realm and landmark sites / public art? Is public art fully integrated into the design of landmark buildings & spaces?
Best Practice	
Does development encourage people of all ages and abilities to meet and mix with each other?	
Does the layout make good use of views?	

Safe and Pleasant	Key issues to be addressed
	Essential
	Is the overall scale of development appropriate for the site?
	Are the open spaces, streets and paths overlooked by windows and doors? Are there any undesirable blank facades or gables facing onto public spaces?
	Are the streets designed primarily as safe places for people incorporating natural traffic calming measures and avoiding rat-runs?
	For housing developments – does the layout accommodate car parking so that development does not appear dominated by cars?
	Important
	Do the main entrances face onto the street?
	Do the street blocks and buildings have a built form (layout, density, scale and massing) appropriate to their location in the settlement?
	Does the layout accommodate a range of car parking so that development does not appear dominated by cars?
	Are there clear boundaries between public and private spaces?
	Are the public spaces well designed and useable (visually attractive, adequately sheltered, uncluttered and well lit), with suitable management arrangements put in place?
	Is new or existing planting of appropriate species and at an appropriate distance from new/existing buildings, accounting for growth over a number of years?
	Best Practice
Does the proposal encourage activity for all ages and abilities at different times of day, and in different seasons and weathers?	
For housing developments – does the development accommodate a range of car parking options?	
Is there suitable storage provision for cyclists?	

Adaptable	Key issues to be addressed
	Essential
	Are opportunities provided to make connections to possible future development sites?
	Important
	Does the development provide a mix of tenures, building densities, forms and sizes that can accommodate the needs of a diverse range of users (by age, gender and degree of mobility)?
	Best Practice
Could the buildings or spaces be easily adapted to change in the future?	
Have opportunities been provided for growing food as individuals or a community?	

Appendix B

Angus Town Centre Health Check Criteria (Angus Council, 2010)

Range of Shops & Services

The table overleaf provides a full list of the retail codes used in the 2010 Town Centre Health Checks, within Angus. These codes (known as Unit for Retail Planning Information (URPI) codes) are taken from Angus Council's Retail Floorspace Survey, which is an annual survey of commercial uses within the seven towns and at the Angus Gateway development.

For the graphs of this appendix, the URPI codes are arranged by the broad categories of convenience; comparison; service; sui generis; and vacant uses. Each broad category is as follows:

Broad Category	Constituent URPI codes
Convenience	010; 020; 040; 041; 042 & 091
Comparison	000; 050; 051; 052; 053; 060; 081; 082; 070; 071; 072; 080; 081; 082; 090; 092; 093; 094; 095
Service	111; 112; 113; 114; 120; 121; 122; 123; 124; 125; 126; 127; 128; 130; 131; 132; 133; 134; 135; 136; 137; 138; 139; 140; 141; 142; 144; 145;
Sui generis (e.g. workshops)	143; 146; 147
Vacant	210; 211

The graphs show the number of units within each URPI classification as well as a moving average, which shows major changes in the number of units across codes and indicates any trend between/within the broad categories. These graphs display the full results of the 2010 town centre survey, in terms of the range and number of commercial uses.

The following is a list of URPI codes and their associated descriptions:

URPI CODE	DESCRIPTION
0	NOT KNOWN OR VARIETY
10	FOOD
20	ALCOHOLIC DRINK
40	BOOKS, NEWSPAPERS AND MAGAZINES
41	BOOKS
42	NEWSAGENT, MAGS
50	CLOTHING AND FOOTWEAR
51	FOOTWEAR
52	MENS WEAR
53	WOMENS, GIRLS, INFANT WEAR
60	FURNITURE, FLOOR COV, TEXTILES
61	FURNITURE
62	HOUSEHOLD TEXTILES
70	RADIO, ELECTRIC & OTHER DURABLES
71	DOMESTIC APPLIANCES
72	RADIO TV, MUSICAL & PHOTOGRAPHIC
80	HARDWARE & DIY SUPPLIES
81	CHINA, GLASS & HARDWARE
82	DIY & DECORATING SUPPLIES
90	OTHER GOODS
91	MATCHES, SOAP ETC
92	CHEMIST
93	JEWELLERY ETC
94	RECREATIONAL & OTHER MISC. GOODS
95	CAR ACCESSORIES
111	BANK
112	BUILDING SOCIETY

113	INSURANCE
114	OTHER FINANCIAL
120	LEISURE
121	BOOK MAKER
122	VIDEO RENTAL
123	SNOOKER BILLIARD HALL
124	AMUSEMENT ARCADE
125	TV RENTAL
126	PUBLIC HOUSE
127	FITNESS CENTRE
128	OTHER LEISURE
130	MISCELLANEOUS MEETING PLACE
131	POST OFFICE
132	PROPERTY CENTRE
133	RESTAURANT
134	CAFE/TEAROOM
135	TAKEAWAY FOOD
136	HAIRDRESSER
137	DRY CLEANER
138	LAUNDERETTE
139	SHOE REPAIRS
140	PRINTER
141	TRAVEL AGENT
142	STORAGE
143	OTHER MISCELLANEOUS
144	OFFICE
145	PROFESSIONAL SERVICES
146	PERSONAL SERVICES
147	PUBLIC SERVICES