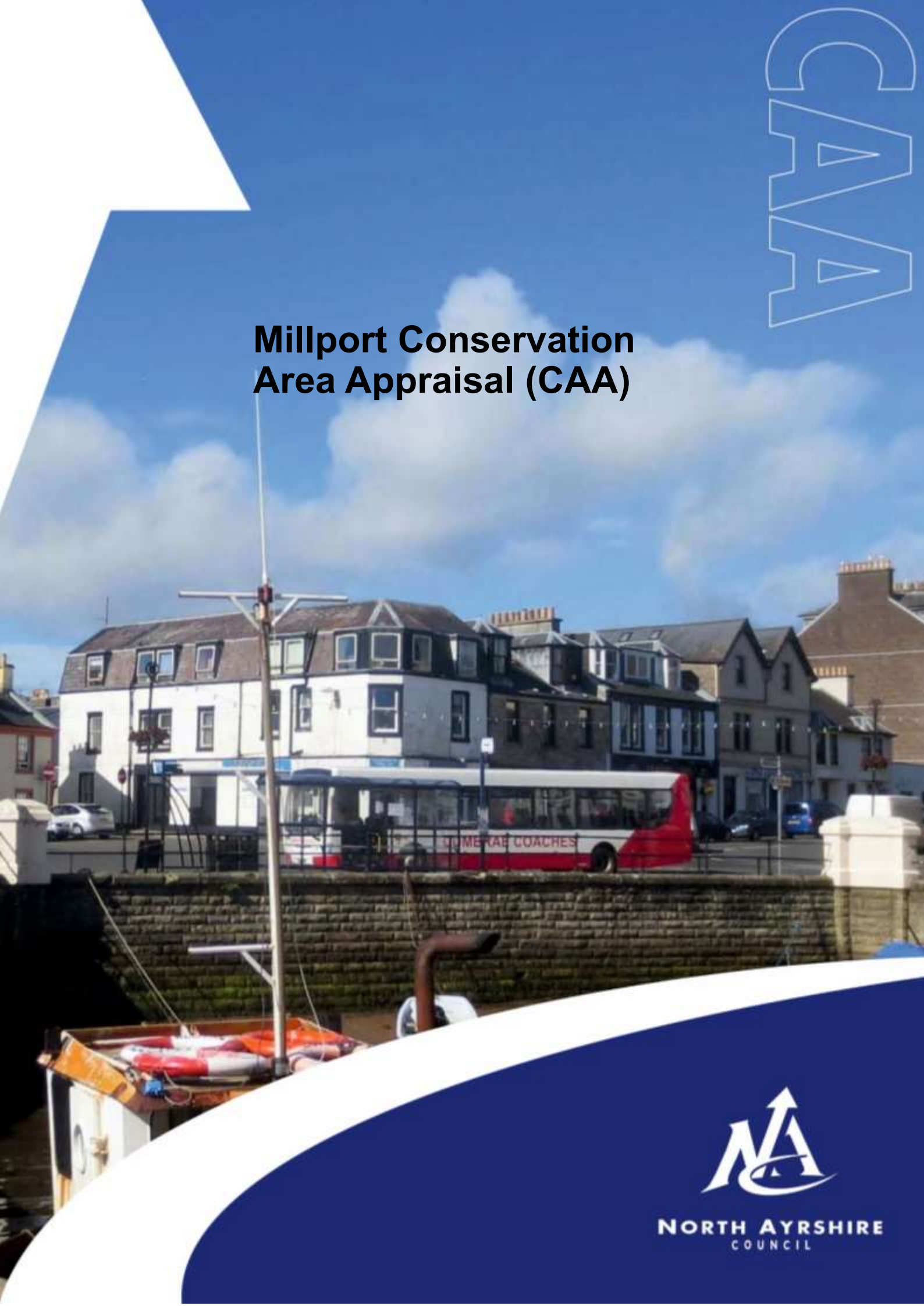


CAA

Millport Conservation Area Appraisal (CAA)



NORTH AYRSHIRE
COUNCIL

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Figure 1-1: Millport waterfront, July 2013 (Peter Drummond Architects)

1.0 The Millport CAA: an introduction

- 1.1 In recognition of the quality of the historic townscape and, as part of a series of initiatives supporting an application for funding under a Townscape Heritage Initiative, North Ayrshire Council have appointed Peter Drummond Architects to carry out a Conservation Appraisal (CAA) of Millport assessing the condition and character of the current conservation area.
- 1.2 Millport Conservation Area is located on the southern edge of Great Cumbrae. It is defined by the most eastern point of Marine Parade extending westerly across the bay to West Bay Road. Millport Bay, itself made up of Kames Bay and West Bay, marks the southern edge of the conservation area with Bute Terrace, Barend Street, Kames Street and Ninian Street terminating the conservation area in the north.

Definition of a Conservation Area

- 1.3 Conservation Areas were introduced by the Civic Amenities Act 1967. The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 sets out current legislative framework for the designation of conservation areas, defining Conservation Areas “as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance.” Planning authorities are required to periodically determine which parts of their district merit designation as a Conservation Area.
- 1.4 North Ayrshire Council currently has 13 conservation areas which range in character from rural to seaside, village to urban. These protect such important townscapes including the heart of old Irvine, Beith, Dalry, West Kilbride, Lamplash,

and Corrie. Each is distinct, reflecting the history and development of individual towns and defining their individual character.

What does Conservation Area Status mean?

- 1.5 Designation offers statutory protection of conservation areas in order to protect their special character. The designation requires North Ayrshire Council to formulate and publish proposals for their preservation and enhancement.
- 1.6 Where a development would, in the opinion of the planning authority, affect the character or appearance of a conservation area, the application for planning permission will be advertised in the local press providing an opportunity for public comment.
- 1.7 The designation of a conservation area also provides control with current legislation dictating that Conservation Area designation automatically brings the following works under planning control:
 - Demolition of buildings
 - Removal of, or work to, trees
 - Development involving house extensions, roof alterations, windows, stone cleaning or painting of the exterior, satellite dishes, provision of hard surfaces, the erection or alteration of gates, fences and walls, and;
 - Additional control over ancillary buildings (such as sheds/garages) and raised decking/platforms.
- 1.8 These controls are outlined within the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (As amended).
- 1.9 Conservation area status does not mean that new development is unacceptable, but care must be taken to ensure that the new development will not harm the character or appearance of the area.
- 1.10 Local residents and property owners also have a major role to play in protecting and enhancing the character and appearance of the conservation area by ensuring that properties are regularly maintained and original features retained.

Purpose of a Conservation Area Appraisal

- 1.11 A conservation area appraisal is seen as an ideal way of analysing the key elements that contribute to the special historic and architectural merit of the study area. It is a useful tool that can identify and promote development opportunities that enhance the conservation area while protecting its character from inappropriate development.
- 1.12 It is necessary therefore for planning authorities, residents and property owners to be aware of the key features which together create the area's special character and appearance.
- 1.13 Primarily this conservation area appraisal will define and evaluate the character and appearance of the study area, as well as identify its important characteristics and ensure that there is a full understanding of what is worthy of preservation.

1.14 The area's special features and changing needs will be assessed through a comprehensive process set out by the Scottish Government, which includes:

- researching its historical development,
- carrying out a detailed townscape analysis,
- preparing a character assessment, and
- identifying opportunities and priorities for enhancement.

1.15 Whilst a conservation area appraisal will help supplement the local development plan for the area, it is a material consideration when considering planning applications for new development. In that case it may be necessary for planning applications to be accompanied by a supporting statement that demonstrates how the proposal has taken account of the character of the area.



Figure 1-2: Millport Conservation Area. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023393

1.16 It is recognised that the successful management of conservation areas can only be achieved with the support and input from stakeholders, and in particular local residents and property owners.

Appraisal Structure

1.17 The appraisal follows the recommendations set out in the Scottish Government's PAN71: Conservation Area Management (2004). This sets out a series of issues which should be assessed in order to determine and thereafter manage the special character of a conservation area.

1.18 The appraisal comprises five key sections:

- A description of the general location, geography, and geology of the area.
- A brief historical overview setting out the development of the town.
- An appraisal of key townscape features.
- An assessment of the overarching character of the conservation area
- Identification of key issues in the future management of the site.

1.19 It is anticipated that this appraisal will, in turn, inform a separate Conservation Area Management Plan which will set out in more detail the policy steps and other measures required to manage the heritage resource in a sustainable way whilst encouraging regeneration.



Figure 2-1: Millport Quayhead, July 2013 (Ironsides Farrar)

2.0 General description

Location

- 2.1 The Cumbraes lie in the Firth of Clyde, approximately 28 miles west-south-west of Glasgow, between the island of Bute to the west and the coast of the Scottish mainland to the east. They comprise two main islands - Little and Great Cumbrae - together with numerous smaller islands, shoals, and tidal rocks.
- 2.2 The islands occupy an extremely prominent position as the Firth begins to narrow north of Arran, dominating maritime views on the southern approaches where they are framed against the Hunterston Headland and Goldberry Hill. The islands are particularly visible from the mainland across the Fairlie Roads, a narrow coastal strait some 1.25 miles (2 km) wide, dominating views from Fairlie north to Largs. The enclosed coastal water of the Roads is used extensively by leisure craft, providing a safe anchorage and pleasant runs for yachts.
- 2.3 Geographically and historically part of Argyll, the islands fall within North Ayrshire for administrative purposes and look towards Largs for a wide range of everyday services such as education and healthcare.
- 2.4 Access to Great Cumbrae is by way of a regular and short (circa 10 - 15 minutes) car ferry service from Largs, terminating at the slip adjacent to Downcraig. The PS Waverley calls at Millport on some of its summer excursions. Little Cumbrae is accessible only by private vessel.

Geography and Geology

- 2.5 Great Cumbrae (commonly referred to simply as Cumbrae) is by far the largest in the group and the only one with a significant permanent population. The island measures approximately 3.5 miles (5.6km) long north - south and 1.9 miles (3.0km) wide, with a total area of 4.4 square miles (11.5 square km). The highest point, Barbay Hill, is 127m (417 ft) above sea level.

Little ("Wee") Cumbrae is located approximately 0.5 miles to the south of its neighbour, separated by The Tan strait. It is approximately 1.8 miles north - south and 1.0 miles east - west, with a total area of 1 square mile (2.6 square km). The highest point on the island is Lighthouse Hill at 121m (406 feet).

- 2.6 Geologically, Great Cumbrae is formed of glaciated Old Red Sandstone, a hard, coarse-grained sedimentary rock, in places containing numerous, rounded, water worn quartz pebbles. Around the town of Millport this is overlain by later Carboniferous sediments (about 300 million old) of clayey marls and calciferous sandstone.

This whole mass has been fractured and shifted by faults which occurred during various different periods of volcanic activity. Magma intrusions on these fault lines have created a series of extrusions or dykes across the island. These rock formations which have become popular with tourists include Crocodile Rock, Indian's Face, Lion's Rock and Queen Victoria's Face.

As with much of the adjacent Ayrshire coastline, Cumbrae has fine examples of raised beaches. These occur perhaps most notably in the area surrounding Bell Bay - where the island's highest waterfall, Horse Falls, plunges over the old sea cliffs.



Figure 2-2: Location Plan. Reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2013. All rights reserved. Ordnance Survey Licence number 100023393.

- 2.7 The Ayrshire Landscape Character Assessment (Land Use Consultants, 1998) categorised Cumbrae as “Coastal Fringe with Agriculture” but noted:

Although there are strong local variations in the landscape character of the Cumbraes, it is not appropriate to identify detailed landscape types at the level of a regional assessment. Great Cumbrae, as the name suggests, is larger, and more settled with much of the island given over to improved pasture and smaller areas (mainly steeper slopes) under deciduous woodland or heather moorland. The settlement of Millport is strung along a bay along the south of the island. Little Cumbrae, by contrast, is more rugged, sharing the geology of the hills above Largs. Settlement is absent and agricultural activity limited to rough grazing.

- 2.8 Farming remains important as a land-use on Great Cumbrae, comprising a mix of arable and livestock in a small number of consolidated holdings. The economy of the island is, however, predominantly tourism and service sector based, with no industrial and only modest commercial uses. Until recently the University of London’s Marine Biology Station provided some 10% of the employment on the island and contributed a substantial amount to the local economy; at the time of writing, plans were well-advanced for a field study centre on the same site.
- 2.9 Cumbrae also has an eighteen hole golf course, two freshwater reservoirs which can be used for fishing, and a number of sports facilities including football pitches and a crazy golf course. Sea fishing is possible at several locations.

Millport

- 2.10 Situated on Millport Bay at the southern end of the island, Millport is the largest settlement on Cumbrae with just over two thirds of the island’s population. ; Little of the overall form of the town has changed since John Bartholomew's 1884 Gazetteer of the British Isles, which noted:

‘Millport, watering-place, in S. of Great Cumbrae island, Cumbrae par., Buteshire, on Millport Bay, Firth of Clyde, 11 miles SW. of Wemyss Bay ry. sta. and 24 miles SW. of Greenock - police burgh, pop. 1738; vil., pop. 1749; P.O., T.O., 1 Bank; is well sheltered and has a good beach; has a pier for the Clyde steamers by which communication is maintained regularly with other places on the Clyde; contains an Episcopal cathedral and college, founded and endowed by the Earl of Glasgow, whose seat (The Garrison) is adjacent. Millport was made a police burgh in 1864’.

A long, strung-out settlement taking full advantage of the expansive coastline, the central core - if one exists - is to be found around the quayhead and harbour which, until 1967, were the landing point for the ferry. Formerly commercial and retail properties with flats over, now largely converted to dwellings, extend north and east whilst to the west is a tightly knit streetplan of two stored terraced houses.

Punctuating the broad promenade, itself the result of a series of seawall and reclamation projects to protect against tidal inundation, is Garrison House - originally built in the 18th century but extended significantly and now forming a mixed-use community/visitor/café facility.

Eastwards of Garrison House are more villas, predominantly Victorian, behind which lie generally wooded slopes and the surprisingly small but nonetheless striking Cathedral of the Isles.



Figure 2-3: Postcard View, Circa 1921 (SCRAN)

- 2.11 The shore bay is divided by rocky outcrops into two smaller bays - Kames Bay, which has a sandy beach, and the shingle Newton Bay. The beaches, which were designated as bathing waters in 1999, are prized by locals and tourists for views southwards towards the Eileans, Little Cumbrae, and Arran. In addition to the Eileans (two skerries), there are a number of largely tidal outcrops including the Leug and the Spoig.

The bay contains a number of free-to-use visitor moorings for yachts. These are relatively sheltered except in strong winds from the south and southwest.

Statutory Designations

- 2.12 There are currently 17 listed buildings within the Millport Outstanding Conservation Area: 1 at category 'A', 5 at category 'B' and 11 at category 'C'. A map of the conservation area overmarked with the locations of each is attached at appendix one and a description of the key properties is included in section 5.0.
- 2.13 Millport Conservation Area was designated by the County of Buteshire in January 1971.
- 2.14 There are no scheduled monuments within the boundary of the conservation area.
- 2.15 There are no relevant natural heritage designations within the conservation area, although mature trees are protected as a matter of course.
- 2.16 Though technically not within the conservation area there is a small Site of Special Scientific Interest in Kames Bay - the area (comprising the beach) as identified on Map 2/1 of the emerging North Ayrshire Local Development Plan.

Sites of Special Scientific Interest are areas of land or water (to the seaward limits of local authority areas) that Scottish Natural Heritage considers to best represent Scottish natural heritage i.e. its diversity of plants, animals and habitats, rocks and

landforms, or a combination of such natural features

Kames Bay was designated as a SSSI as it is the only example of a shore dominated by sand on Great Cumbrae. It is classed as the classic Scottish site for the study of intertidal marine biology, having contributed more to the understanding of marine biology than any other stretch of beach in Scotland. The bay represents the seaward extension of a geological fault line and the rocks on the western side of the bay are composed of old red sandstone and sandstone conglomerate, whilst the eastern side of the bay is of lower Carboniferous origin.

Historical development

- 2.17 As part of the development of the appraisal and in order to inform our understanding of Millport's development, a desktop study of historical sources including published material and readily accessible archival sources was undertaken.

Early History

- 2.18 Great Cumbrae has a complex early history. Although first mentioned in the Aberdeen Breviorum of 546 AD and a later 714 AD reference in the Annals of Ulster as the 'The Isles of the Virgins', there are significant remains of prehistoric settlement across the island including the remains of a possible fort at Bell Craig and a cairn. A cist was excavated in the late 19th century on Aird Hill, whilst a Standing Stone originally known locally as Gouklan Stone is found adjacent to the B899 about a mile north of Millport.

In the absence of a more focussed programme of research and investigation, little is known about this important period save for the assumption that it follows a pattern broadly similar to that found right along the raised beaches of the Ayrshire coast.

- 2.19 The islands were conquered by Harald Harfager, King of Norway, in 843 AD forming part of the Kingdom of Sodor and Man along with Bute, Arran, Islay, Jura, Gigha, Colonsay, part of Kintyre and the Isle of Man. The Kingdom had the distinction of having the first recorded parliament in the British Isles.
- 2.20 The islands intermittently remained in Norse control until the Battle of Largs in 1263 resulted in the defeat of the Norse King, Haco. A number of the Norwegian dead from the battle were taken to Great Cumbrae and buried there with their weapons. The Treaty of Perth in 1266 settled the dispute with Great Cumbrae being held in trust for King Alexander III. Thereafter in 1539 the island was divided into a series of baronies and holdings under the Crown with the resultant names forming the basis for today's farms - Kames, Hill, Covans, Balleykellet and Bulloch. By the 1850s the island was divided between two feudal superiors - the Earl of Glasgow and the Marquis of Bute.



Figure 3-1: Captain Robinson's sketch of Millport 1845 © National Library of Scotland

- 2.21 The establishment of a settlement at Millport, and its early growth are the result of a 1634 decision to base a Revenue Cutter in the lower reaches of the Firth of Clyde for the collection of tolls and duties for the Crown and to assist in the prevention of smuggling. Millport Bay on Great Cumbrae would have been the obvious strategic base for such a vessel as it commands the two approaches to the ports of the upper Clyde. The initial vessel - 'The Kings Boat' - had a crew of three as well as four 'tide-waiters' who would accompany vessels up river. This necessitated a building programme in the area of Millport to the west of the Quayhead. Prior to this the nearest settlement - the hamlet of 'Kirkcoun' had, for safety, been built further up the hill at the location of the present cemetery, about half a kilometre inland.
- 2.22 The initial building programme established Millport as the base for the Revenue Cutter. The name 'Millport' is derived from the grain mill that once stood at the top of what is now Cardiff Street just to the north of the present Millburn House.

A Growing Town: The 18th Century

- 2.23 The early growth of Millport is recorded on the 1770 map of Great Cumbrae by John Home. This clearly shows the beginning of the development around the Quayhead with Clyde, Cardiff and Stuart Streets beginning to form while Garrison House and its grounds are readily apparent.
- 2.24 This early growth is largely due to the efforts of two generations of sea captains for the revenue cutters which were based on the island after the 1707 Act of Union - Captain Andrew Crawford of the 'Cumbrae Wherry' and his son Captain James Crawford. Millport's current appearance owes much to their efforts. Having leased the land from the Earl of Glasgow, Captain Andrew Crawford first established the Garrison in 1745 as a barracks for himself and his crew and also built a small watch tower on the larger Inner Eilean.



Figure 3-2: Cardiff Street July 2013, PDA

- 2.25 Captain James Crawford inherited his father's role but in a new revenue cutter - the 'Cumbrae Cutter' later renamed the 'Royal George'. With 16 guns the 'Royal George' had a larger crew of 60 men leading to a requirement for more accommodation and a further extension of the settlement. James Crawford also built a more refined residence at the Garrison in the later 18th century.
- 2.26 The further growth of Millport was stimulated by an approach Captain James Crawford made to the Commissioners for Portpatrick Harbour with a suggestion that Millport stone may prove suitable for the new harbour's quay walls. Crawford's suggestion proved correct leading to the quarrying of both the Eileans and a further outcrop - Craiglea - now concealed under the Royal George on the Quayhead. Millport stone was also used in the building of the Caledonian Canal.
- 2.27 The waste stone from the quarrying was used by the sailors to build cottages for themselves along what later became Cardiff Street - a broad street because the Mill Burn once ran down the middle of it to the Quayhead and what eventually became the Old Harbour.
- 2.28 The contiguous nature of the buildings and formality of Cardiff Street with its strong sense of enclosure and Pont de Vue of Millburn House appear to indicate that this was part of a larger plan for the settlement. This plan fits Millport into a broader tradition arising from the Scottish Enlightenment of planned towns along the Scottish west coast including Inverary and Bowmore on Islay both of which date from circa 1770.
- 2.29 The feu superior, the Marquis of Bute, granted feus over the lands around the original settlement. It may well be that the factor for his estates had a hand in laying out the plan of the town - a plan indicating the setting out of the feus, as well as a brief written list of conditions or burdens, would have been required as part of this process. This is a possible area of further research outwith the scope of this document.
- 2.30 The links to Revenue Cutter and the Marquis of Bute leads to a mix of street names connected to members of the revenue cutter crews on the one hand - hence Crawford and Miller Streets, and names associated with the Crichton-Stuart family on the other - Crichton Street, Cardiff Street, Stuart Street, Bute Terrace, and Windsor Terrace.
- 2.31 The increasing development of the settlement was accompanied by an increasing focus on infrastructure. Up to this point the main landing point in the bay was at Strathwherry - hence why the Garrison, the original barracks, is located just to the north of this. However, Captain James Crawford - who desired a safe anchorage and harbour for his crew - suggested that a proper quay be constructed thus giving rise to the Old Harbour at the Quayhead which originally extended back to the base of Cardiff Street.

Doon the Watter: The 19th Century

- 2.32 In 1833, a company was formed to finance construction of a new pier that would be accessible at all tides. Led by Captain James Miller - who lived at Millburn House - this new pier cost £838 with £100 being contributed by the Marquis of Bute. This allowed the harbour to accommodate 30 - 40 herring boats at anchor assisting the local fishing men many of whom lived in the fishermen's cottages in Clyde Street - hence the drying greens for nets at the junction with Miller Street. The rocky outlet of Craiglea formed the base for the new pier with stone rubble being used as infill between the islet and the mainland, thereby forming the Quayhead area of today. Prior to this the Revenue Cutter had to be moored back to the island by heavy chains.
- 2.33 With Glasgow's industrial revolution, the Clydeside economy grew in size, leading to prosperity and population growth throughout the region. This is reflected by the increasing number of inhabitants in Millport. This led to a series of extensions to the original settlement including from the mid 1830's onwards, plans for a new crescent of Georgian villas, to be known as Bute Terrace, to be built on the bluff above the original settlement (known as the "high back"), and the later establishment of the New Town on the western side of the Garrison House. This process was well under way by 1845 and is documented by Captain Robinson's 1845 sketch of Millport.
- 2.34 Central to the plans for Bute Terrace was the 1837 erection of the new Cumbrae Parish Church. A new church had already been erected at Kirkton in 1802 to meet the needs of the growing population but by the 1830s its capacity of 380 sittings was already too small. The new church had a capacity of 750 and was placed at the head of Churchill Street - then known as Covan's Hill. Its simple English Gothic clock tower forms a key feature on Millport's skyline.
- 2.35 In 1843 - only a few years after the opening of the new Parish Church - the 'Disruption' took place throughout Scotland. A large part of the congregation left the Established Church with the then Minister, Rev J Drummond. At first they met in a large wooden hut at the base of Churchill Street but later, in 1858, they erected their own church - the East Church - to a design by promising Glasgow architect Campbell Douglas on land gifted by the 6th Earl of Glasgow within the New Town. Though set back from Glasgow Street, and partially tucked behind the urban wall of buildings, its lofty bellcote is a key local landmark.
- 2.36 George Frederick Boyle, the 6th Earl of Glasgow, took a keen interest in the town. His father had purchased Garrison House from the Crawford family in 1819 before enlarging it. The 6th Earl's fondness for the island led to him erecting a new Episcopalian college on the island - employing the noted architect William Butterfield - one of the greatest designers of the Victorian Gothic revival - to create what he regarded as the New Iona. The 6th Earl lavished £30,000 on campus which was finished with the opening of the Cathedral of the Isles in 1851. Though small, Butterfield's clever use of scale gives the Cathedral real presence - before the maturing of the tree belt around the college grounds the spire of the Cathedral dominated Millport.



Figure 3-3: Cathedral of the Isles July 2013, PDA

- 2.37 Boyle was also a moderniser. In 1864, he established Millport as a Burgh with the Town Council being constituted by a show of hands. Boyle served as Provost until his resignation in 1886 due to his financial problems that had resulted from the collapse of the City of Glasgow Bank in 1878.
- 2.38 The result of the 6th Earl's financial problems was that he was forced to sell Garrison House to the 3rd Marquis of Bute. From 1896 - 97 the house was then further enlarged by the Arts and Crafts Architect Robert Weir Schultz who was commissioned by the Dowager Duchess to extend the upper floor of the house and refit the library. Schultz also designed the sunken garden between the house and Glasgow Street.
- 2.39 The harbour was extended again in 1860 for a sum of £2,310 leading to the advent of regular steamer services and the growing popularity of Millport in recognition of its picturesque setting with superb outlook towards Arran, Ailsa Craig, Wee Cumbrae and Portencross Castle. A trip 'doon the watter' gradually became an annual highlight for many of the Clyde's workers.
- 2.40 By 1865, the arrival of fast steamer connections with the railway head at Wemyss Bay, and later at Fairlie in 1882, brought a new impetus to development in the town. However, this phase was more associated with leisure than industry as the paradigm shift towards the current tourism based economy of Millport took hold in the later Victorian era. Millport was becoming a resort town.
- 2.41 This economic change is marked by both the erection of purpose built hotels such as the Cumbrae Hotel and the building of new detached villa developments on the outskirts of the town. This first took the form of a linking of Millport to the hamlet of Kames Bay with villas being erected along what was to become Marine Parade. These villas catered to a new middle class visitor: the 'carriage folk' who were wealthy city dwellers who would ship off their entire household to holiday homes in

locations such as Millport for the summer season. With the steamer and rail connections it was possible for the head of the family to commute to work in Glasgow.

- 2.42 The second phase of this change was the opening up of the west bay to the development of boarding houses rather than family homes - these villas, with their resident landladies, catered to summer visitors.
- 2.43 The continuing increase in population resulted in a further church - the United Presbyterian Church, or West Church - being erected along Bute Terrace in 1877 at a cost of £5,000. The exterior of the church was unremarkable Victorian Gothic Revival with an asymmetric composition of two pepper pot towers (the larger to the west) beset by a gable with grouped lancet windows. The interior; however, was a different matter. Displaying the wealth and taste of this Millport congregation the church had a full Aesthetic movement interior by Daniel Cottier then at the height of his powers, simultaneously working in both London and New York. Having ceased use as a church in 1933 this important 'A' listed church was badly damaged in a winter storm in 1998 and demolished in early 1999 - a major loss to Millport's built heritage.
- 2.44 As a result of the Marquis of Bute's conversion to Catholicism a small chapel at Garrison House catered to the island's Catholics and was referred to as 'Garrison Church'.
- 2.45 Further infrastructure developments occurred in the latter half of the century. In 1872 the Old Harbour was partially infilled by the Pier and Harbour Company and in 1874 the Stuart Street seawall was constructed with the bulk of the costs being borne by the Earl of Glasgow and Marquis of Bute.

Modern Millport: The 20th Century Onwards

- 2.46 In the early 1900s, the quayside at the Old Harbour was gradually broadened with the building out over the quay steps at the base of Cardiff Street and the Cumbrae Hotel of a new platform for a pavement that was supported on iron pillars and stone piers.
- 2.47 In 1905, the Burgh Council purchased Millport Pier for the greater benefit of the town extending it to its present size thus allowing for the largest excursion steamers to call at the town no matter the tide. These improvements included a timber extension to the pier which allowed waves to roll under and through the pier - reducing the likelihood of damage to ships being buffeted off the pier. The new pier also had a series of charming Edwardian structures: a stone built ticket office (located on the site of the current public toilets); a pavilion, with diminutive clock tower, containing turnstiles for pedestrian access to the pier at a cost of two pence; and a curious trapezoidal shaped building that contained the signals for letting boats know when they had right of access to the busy pier.
- 2.48 The resort town was not immune to world events with a significant number of men enlisting in the Bute Mountain Battery at the start of World War 1 and being sent to fight on the Western Front in April 1915. Cumbrae's War Memorial to the fallen of the First World War, and later those of the Second, was unveiled on Guildford Street in October 1922. The war memorial is in a Scottish Baronial style reminiscent of a Mercat Cross. Executed by Robert Gray Sculptors of Glasgow its style is influenced by that of Sir Robert Lorimer. It forms a key feature on Millport's

waterfront with a battery wall being erected to protect the memorial from the sea. The wall was later extended along to Strathwherry Pier.

- 2.49 In late 1912, an early, and ferocious, winter storm combined with an exceptionally high tide did extensive damage to the seafront and the pier with the Stuart Street sea wall partially collapsing. In order to minimise further damage to waterfront properties in 1929 the Town Council decided to construct a new sea wall further out into the beach. This considerably broadened Stuart and Guildford Streets as well as further reducing the size of the Old Harbour. The iron pillars and stone piers supporting the Quayhead pavement were infilled with a stone wall as part of these works.



Figure 3-4: Millport Old Harbour, Quayhead and Old Pier, July 2013, PDA

- 2.50 Between 1958 and 1959, the section of Glasgow Street in front of the Garrison House was widened by the repositioning of the boundary wall, resulting in a reduction in size of the Garrison grounds.
- 2.51 Improvements in local infrastructure in the latter half of the century have included the demolition of the Edwardian structures on the Old Pier, and their replacement in 1964 by a new mixed use building incorporating offices and public toilets.
- 2.52 There have been few significant alterations to the built fabric of the original settlement and the New Town throughout the later part of the 20th Century. There have been two sets of demolitions: the single storey cottages at 35 - 37 Cardiff Street, a demolition first mooted in the Town Council minutes of 1960; resulting in the gap site at the junction of Cardiff and Crawford Streets; and the demolition of 45 - 47 Glasgow Street, a gap site that was reinstated in 1991. There has also been a degree of rehabilitation of existing building stock with tenements such as 20, 22 and 24 Cardiff Street and 1 - 3 Howard Street, as well as 14 - 18 Cardiff Street being comprehensively overhauled by architects Davis Duncan for Isle of Cumbrae Housing Association between 1994 and 1995.

- 2.53 Millport has continued to expand with new housing occupying the triangle of land defined by Kames Street and Ferry Road - the area formerly occupied by Millport Lawn Tennis Club's four tennis courts until these fell into disrepair during the Second World War, after which the Town Council decided to use the land for an extensive house building programme. There are current plans for erecting new sheltered housing at Copeland Crescent by architects Anderson Bell Christie, and for new toilets and changing facilities at West Bay by Cumbrae Community Development Company.
- 2.54 The key development in the 20th Century that has probably had the greatest impact on Millport and the special character of the conservation area is arguably the least physical. It is the decision to introduce a 'roll on/roll off' ferry running between Largs and the Cumbrae slip in March 1972. This reduced times for ferry trips to the island from 30 to 10 minutes and proved immensely popular. This resulted in the decline of the original Largs - Millport Old Pier route - which was discontinued in October 1973. Consequently, other than bi-weekly summer evening visits by the Waverley or the Balmoral, there are no longer ferries docking and disembarking visitors at the Old Pier - the experience of entering Millport from the sea has been much reduced along with the hustle and bustle of boats coming into the pier. However, the Old Pier remains immensely popular as a place for day trippers and residents to congregate during good weather.

3.0 Townscape appraisal

- 3.1 A detailed assessment of the townscape features which characterise the conservation area has been undertaken in accordance with the recommendations set out the Annex to PAN71: Conservation Area Management. These then inform the appraisal set out in sections 5.0 and 6.0 of this report.

Topography

- 3.2 The topography of Great Cumbrae was primarily shaped by the combination of its setting within the Midland Valley of Scotland which is delineated by the Southern Upland Boundary and the Highland Boundary (the hills of Cowal, Kintyre and Loch Lomond being clearly visible from the island's highest point), and the influence of glacial erosion with the Firth of Clyde being the site of a series of converging glaciers from Loch Goil, Holy Loch, Loch Striven, and the Kyles of Bute.
- 3.3 The weight of the ice depressed the land causing it to slowly rebound as the ice melted in the post glacial period. Sea levels also fluctuated during this epoch leading to a series of raised beaches and cliffs around the island. Millport itself sits on a remnant of this process - the 25 foot beach that extends around the perimeter of the island.
- 3.4 Millport is located at the southern end of the island at the point where the 25 foot beach broadens out into the valley at the mouth of which sits Garrison House. The town overlooks Millport Bay - itself comprised of two smaller bays - Kames Bay and West Bay, a series of small inlets - Foul Port - and a series of small islands - the Eileans - which are formed of grey sandstone. The Old Pier and the Royal George Hotel are located on top of another outcrop of grey sandstone that was levelled off through quarrying.

Gateways

- 3.5 The current approaches to Millport are via Ferry Road and Farland Point, but these are a relatively recent development and give an incorrect impression. The true gateway remains at the historic heart of the settlement - the Old Pier and Quayhead. Until the introduction of the 'roll on/roll off' ferry in March 1972 and the subsequent decline of the original Largs - Millport Old Pier route - which was discontinued in October 1973 - this remained the gateway to Millport with the approach being via the sea and not overland. This original disembarkation point is contained by the urban scaled buildings of the Quayhead and framed by the carefully planned axis of Cardiff Street which announces the gateway to the town.

Street Pattern

- 3.6 Millport is dominated by its origin as an 18th century Scottish Enlightenment planned town, with streets such as Cardiff Street and Crichton Street bearing a strong similarity to those in the contemporaneous west coast of Scotland settlements of Inverary and Bowmore.
- 3.7 The Old Town - The original settlement is defined by the 'T' of the intersection of Cardiff Street, Stuart Street and Clyde Street at the Quayhead - the nucleus which forms the heart of the settlement.



Figure 4-1: Clyde Street July 2013, PDA

- 3.8 To the west of this heart is the narrow vennel of Clyde Street which has an organic unplanned feel similar to that of an east coast fishing port. This single side street curves into the double fronted Miller Street, a linear planned street that heads to the north. Halfway up this street, projecting perpendicular is Crichton Street which runs parallel to the rocky headland. This neat Georgian terrace, overlooking Millport Bay, sits at right angles to Foul Port. The service lane to the rear of Crichton Street has subsequently become Crawford Street, extending back across Miller Street to intersect with the head of Cardiff Street.
- 3.9 Extending to the east of the Quayhead are a series of linear single sided streets - Stuart, Howard and Guildford Streets - that follow the coastal plain as far as the Garrison. These streets are linked by Cardiff, Ritchie, Churchill, Reid and Clifton Streets, but whereas the double fronted Cardiff Street has a broad urban quality and terminates in the Pont de Vue (the French Beaux Arts term for a building acting as a focal point) of Millburn House, Ritchie Street has a more organic feel of an unplanned service lane or vennel. Churchill, Reid and Clifton Streets, on the other hand, are secondary cross streets which subdivide the urban block and are addressed by gable ends and sides elevations of buildings fronting either Stuart, Howard or Guildford Streets.
- 3.10 From map analysis it appears that Howard Street was originally intended as a service lane to the Guildford Street urban block before being gradually extended towards Ritchie Street. The 1845 sketch of Millport by Captain Robinson shows Howard Street only extending as far as Reid Street. The 1856 edition of the ordinance survey map shows the second western section of Howard Street stepping north at the junction of Churchill Street. The later linear alignment of Howard Street appears to have been formalised between the 1856 and the 1895 editions of the ordnance survey map.

- 3.11 Urban blocks in the original settlement between Millburn Street and Clifton Street are small, varying in size from 54 metres by 105 metres at the urban block defined by Stuart Street, Churchill Street, Howard Street and Ritchie Street to 97 metres by 101 metres at the urban block defined by Clyde Street, Miller Street, Crawford Street and Cardiff Street.
- 3.12 The Georgian suburban extension - Directly to the north of the original settlement, at the top of the steep embankment sloping away from the coastal plain, is the later 1830's urban extension of Bute Terrace, a shallow curved terrace of late Georgian/early Victorian villas enjoying spectacular views across Millport Bay to Little Cumbrae and the Hunterston Peninsula.
- 3.13 The original masterplan is for a series of equally spaced villas but during execution this has been subtly adjusted so as to accommodate a local fashion for Pont de Vue (something that would have been familiar to those residents from Glasgow) originally established by Cardiff Street. This helps integrate the terrace into the street pattern of the earlier planned town below. Cumbrae Parish Church, which dates from the 1830's is sensitively aligned so as to terminate the vista up Churchill Street (originally called Church Hill Street) while the villa at 24 Bute Terrace - Strahoun Lodge - is carefully composed so that the asymmetrically placed pediment of its southern elevation terminates the vista of Reid Street.
- 3.14 Clifton Street gives on to the enclosed gardens of Garrison House - the key rupture in the wall of terraces addressing Millport Bay, highly visible on the maritime approach and also marking the break between the earlier settlement on the west and later development.
- 3.15 The New Town - To the east beyond the Garrison lies what is locally referred to as Millport's New Town, the second phase of urban development along the bay from the 1840s on. This follows a similar pattern to the original planned settlement with two single sided linear streets - Glasgow and George Streets - extending to the east. At Long Point, so as to follow the geometries of Kames Bay, these linear streets kink to the north east with Glasgow Street flowing into Kelburn Street and George Street becoming Barend Street.
- 3.16 Similarly, the two linear streets are linked by a series of secondary cross streets - College, Mount Stuart, Craig, Woodlands and Kames Street.
- 3.17 George Street's more organic stepped layout is the result of similar ad hoc developments to that of Howard Street with what would have been a service lane gradually extending between Craigenross and College Street, and only later connecting to Woodland and Barend Street.
- 3.18 The Urban block in the New Town defined by Glasgow Street, College Street, George Street and Mount Stuart Street is considerably longer than the urban blocks of the original settlement though it shares their narrow block widths at College Street and Mount Stuart Street being 69 metres and 63 metres respectively.
- 3.19 The Victorian suburban extensions - These two urban phases define the original extent of the Georgian planned town. Beyond these are the two enclosing wings of later linear Victorian villa development that extend to the east around Kames Bay and Marine Parade to Farland Point, and to the west along West Bay Road to Portachur Point.

Plot Pattern

- 3.20 The adjoining buildings in both the original planned Georgian settlement and the later New Town are located hard up against the pavement retaining 50 - 70 metre long narrow rear gardens to their rear. The gardens of these ten metre wide feus originally extended to the base of the steeply sloping embankment at the rear of the coastal shelf along Millport Bay. Only later do they terminate at either Howard or George Streets.
- 3.21 The development of Howard and George Streets as service lanes along the backlands of the long linear feus is also accompanied by increased urbanisation and densification of the urban block. The development of buildings along these lanes includes small churches, schools, villas, tenements and service buildings such as the Baptist Chapel, the Episcopal School, the Female School of Industry and the Free Church School.
- 3.22 This incremental process is formalised by the development of the Town Hall at the corner of Clifton Street and Howard Street. The resultant feus are confused with many gardens still appearing communal to the buildings addressing either the harbour front or the embankment.
- 3.23 As with those along Cardiff, Stuart, Guildford, Glasgow and Kelburn Streets the buildings on Howard and George Streets are located at the back of a narrow pavement and result in largely single sided streets partially lined by buildings on their southern edge but with dense tree belts at the base of the steep embankment to the north.
- 3.24 The tree belt along Howard Street marks the base of a further series of linear feus that extend perpendicularly down the steep embankment from Bute Terrace. The tree belt occupies the base of the long formal gardens that occupy this slope in front of the late Georgian villas.
- 3.25 The feus of this first suburban extension to Millport are three to four times wider than the feus of the original planned town directly below. Bute Terrace itself is defined by a high retaining wall with the villas placed to the rear of the feu approximately eight metres in front of this wall. This allows for access from the street to the main entrances, located at either the half landing or first floor level of the villas, by either bridge or flying stair. Elevations addressing Bute terrace are meant to be read as rear elevations and those addressing Millport Bay are intended as front elevations for purposes of display. The remainder of these large feus are set aside as gardens.
- 3.26 The feus of the later linear Victorian (and occasionally Edwardian) villas extending along Kames Bay and Marine Parade to Farland Point, and along West Bay Road to Portachur Point, are different again. Here the villas are set back between 12 - 19 m from the boundary wall to the street with their main, public, elevations formally addressing both street and Millport Bay. These feus are approximately 20 - 29 metres wide and 60 metres deep.



Figure 4-2: Millport Conservation Area Analysis - Landscape. See Appendix One

Open Space

- 3.27 Open space, whether by accident or design, is an important component in the character and amenity of a conservation area. This can extend to formal gardens, as found in Edinburgh's New Town, or a more ad-hoc pattern such as the former private gardens which punctuate otherwise very tight street patterns in traditional towns such as Kirkwall. Every town is different, and an assessment of such spaces is therefore essential.
- 3.28 The original planned development of Millport does not concern itself with open space per se; rather the key open space - Millport Bay - is gradually embraced by the developing town. Within the planned town are a series of open spaces that are integral to our understanding of the development of the settlement and contribute significantly to the special character of the Millport Conservation Area. These comprise a mixture of deliberately planned areas together with a number which were formerly private garden ground. In addition there is the esplanade and some additional areas used for leisure purposes.
- 3.29 Public spaces that are former functional open spaces include:
- **Quayhead** - the key urban space within the town. Once part of the old Harbour though gradually infilled. It has good spatial enclosure to the west, south and north opening onto the Old Harbour and Newtown Bay towards the east. There is a medium degree of activity frontage but limited amounts of permeability with regards to shopfronts.

- **Old Harbour and Old Pier** - the Old Harbour is a B listed structure though it has been much altered since being built in the late 1800s. With boats on moorings and the ebb and flow of tides it is an atmospheric space that people congregate around. The Old Pier has a similar quality but is more open and exposed.
- **Drying Green at Bessy's Port (junction of Clyde Street and Miller Street)** - a small raised lawn with random ashlar retaining walls to Clyde Street and addressed by rocky outcrops to the bay.
- **Jetty and Drying Greens at Crichton Street and Foul Port** - a strip of lawn, accessed directly from the Crichton Street pavement that gives onto the fringe of rocky outcrops and rock pools around Foul Port and West Bay.

3.30 Public spaces that are former private open spaces include:

- **Garrison House** - Within the planned town is a space that is now regarded as a key formal open space but was once regarded as private, Garrison House and its grounds. There is a new multi-use games area along the northern boundary of the Garrison. The gardens also contain three hard tennis courts for use by the community.
- **Grounds of the Cathedral of the Isles** - the grounds of the Cathedral are spatially enclosed, and partially compartmentalised by strong tree structure planting along College Street and in the allee that provides a formal approach to the theological campus and Cathedral.

3.31 Public spaces along the main esplanade and beach comprise:

- **War Memorial and Crazy Golf at Guildford Street** - the dignity of the Scottish Baronial Cumbræ War Memorial is undermined by the adjacency of both the Crazy golf course and the fast food van. The rocky aesthetic of the battery wall protecting the memorial and Crazy Golf course from the sea has been picked up in the flower beds.
- **Strathwherry jetty** - historic stone jetty opposite the Garrison that was once used for mooring the revenue cutter, and in the inert war period used for pleasure and speed boat tours around the bay.
- **Crocodile Rock** - rocky outcrop at Newtown Sands painted to resemble a crocodile's mouth by retired Glaswegian architect Robert Brown in 1913 - it has been repainted in this fashion ever since.
- **The Leck** - stone pier amongst rocky outcrop at Newtown Sands.
- **Kames Bay esplanade** - broad tarmac pavement to the rear of Kames Bay beach and SSSI bordered by an area of grass. There is a set of toilets at the west end of the esplanade and a shelter at the mid way point.
- **Marine Parade paddling pool at Kames Bay** - small concrete lined interwar paddling pool at the mid-point of Marine Parade.
- **Play area and model boat pond at West Bay** - a broad area of lawn on what is referred to as the 25 foot beach. Built into the rocky outcrop fringe to West Bay is a disused interwar concrete boating pond structure.

3.32 Public spaces used for leisure purposes comprise:

- **Marine Parade and St Ninian Street playground** - large triangular lawn, open to both streets, with play equipment tucked along north edge. The space is positively overlooked by the houses of Marine Parade but is also addressed by the rear boundary walls, and out-buildings of the houses addressing Kames Bay.
- **Millport Bowling Club** - bordering the conservation area.



Figure 4-3: Millport Stuart Street July 2013, PDA

Circulation/Permeability - Vehicular

- 3.33 Millport is the only settlement on Greater Cumbrae - a small island. This is a major determinant on the circulation patterns of the settlement.
- 3.34 The only route around the island - the B896 - also forms the main thoroughfare through the town. However, the reality is that there are only two places for vehicles (Cars and Busses) to go - between Millport and the Cumbrae to Largs ferry at Cumbrae Slip. There is also a secondary route to the ferry - Ferry Road or the B899 that allows more direct access than the more circuitous B896 which has to deviate around Farland Point. The bus service runs between the Quayhead, at the base of Cardiff Street, and the Cumbrae Slip. Private vehicles are limited with many day trippers leaving the car at Largs or at home. This arrangement means that traffic flows are limited or involve small numbers and tend to follow the 15 minute frequency of ferry arrivals and departures.
- 3.35 In addition the 10.25 mile long circumferential route of the B896 is relatively flat. During the summer months this appeals to both visiting walkers and cyclists - with many casual and novice cyclists, who may not ordinarily cycle but who simply want

to go for a relaxed jaunt on a day out, hiring one of the purportedly 1000 bicycles available from several outlets in Millport.

Circulation/Permeability - Pedestrian

- 3.36 The layout of the planned town benefits from good permeability with a fine scale of urban blocks and streets. The small scale of the original settlement's urban blocks assists permeability and makes them readily walkable.
- 3.37 The urban block in the New Town defined by Glasgow Street, College Street, George Street and Mount Stuart Street is more problematic. Though still walkable it is significantly longer making it slightly less permeable than the urban blocks in the original settlement.



Figure 4-4: Millport Conservation Area Analysis - Key Landmarks and views

Views and Landmarks

- 3.38 Millport benefits from views into the town from across the bay particularly as Millport Bay is entered along the B896 from either Farland Point or Portachur Point. The views from Farland Point are particularly attractive as, having passed through the enclosure of dense shrubs on the cusp of Marine Parade, the skyline of Millport opens up across the bay and the Eileans.
- 3.39 Notable on the skyline are key Millport landmarks including:
- Looming over the dense tree belt backdrop to the settlement, the spire of the 'A' listed Cathedral of the Isles by the notable Victorian Gothic Revival Architect, William Butterfield. This is the smallest cathedral in the British Isles and Europe;

- The clock tower of 'C' listed, English gothic, Cumbrae Parish Church;
- Sitting in front of the Cathedral of the Isles, the bellcote of the unlisted East Church and,
- Breaking through the wall of buildings around the bay are the garden grounds of the Garrison dominated by the 'B' listed Garrison House with its 18th Century Gothic revival profile.

3.40 Within the town is a series of carefully structured urban views with key buildings being located so as terminate key streets.

3.41 The most urban of these is Cardiff Street where the 'B' listed Millburn House is framed by the tenements and terraces lining this broad street. The intended Pont de Vue is slightly undermined by Milburn House being set back away from, and elevated above, the street as well as being screened by mature trees. Nevertheless this composition sets up a fashion for Pont de Vue within the original Millport planned settlement. Other examples are:

- Cumbrae Parish Church, a 'C' listed handsome, well-proportioned but simple English gothic Church dating from 1837, performs the same role for Churchill Street, effectively terminating a dense Avenue of trees. These trees are currently overgrown and could do with thinning out so as to re-emphasise the intended view.
- Strahoun Lodge, a 'C' listed late Georgian villa at 24 Bute Terrace is carefully composed so that its asymmetrically placed pediment acts to terminate the vista of Reid Street though it is partially obscured by the dense tree belt.

3.42 Other key landmarks are:

- The unlisted Royal George Hotel with its Dutch Mansard roof and Arts and Crafts style chimney acts as an introduction to the town to those disembarking from the Old Pier and supplies a strong sense of enclosure to the Quayhead. The current appearance of the hotel dates from 1939 but analysis of historic photographs reveals that this was a re-modelling and extension of an early Georgian building that had been gradually altered since at least 1860.
- The unlisted former Cumbrae Hotel at the corner of Cardiff Street and Stuart Street. In appearance the hotel dates from the late 1880s - mid 1890s the oriel bay projecting through the arch being a motif taken from Glasgow's Central Station Hotel by Rowand Anderson. However, from analysis of historic photographs the three bay, three storey section at the corner of Cardiff Street addressing the Quayhead is older, dating from at least the 1860s. The hotel was converted into flats in the mid 1970s.

Activities and Uses

3.43 Millport is unusual in Scotland's Central Belt in being the major, and indeed only, settlement on a small island. This has a major influence on the settlement's activities and uses.

3.44 A further factor is the unusual nature of circulation on Great Cumbrae - the B896 forming a single closed loop around the island, aligned with a ferry link bringing buses, cars, cyclists and pedestrians at 15 minute frequencies.

- 3.45 The combination of limited and predictable traffic flows, relaxed cyclists and pedestrians all occupying the same space is unusual in both Scotland and Britain. It is particularly pronounced on the Stuart Street, Guildford Street and Glasgow Street promenade where the relationship of shops, cafes, restaurants and pubs to the beach has the benefit of making for good integration of vehicles, cyclists and pedestrians. This mix - and driver expectations that pedestrians might step out into the street without warning - keeps traffic speeds slow. The result is that in many ways Millport is a good model for the Scottish Government's Designing Streets policy.
- 3.46 Although Millport is readily accessible to the Scottish mainland, the number of visitors increases significantly during the summer months. However, Millport's ready accessibility can be a double edged sword for numbers of day visitors - if the weather is bad day numbers decline, conversely if it is good visitor numbers spike.
- 3.47 There are significant differences in activity levels throughout the day with intense activity involving visitors and shoppers from circa midday to 5:00pm after which visitor numbers fall back as people head for home via the ferry. Weekends and public holidays throughout the summer months also witness increased levels of activity.
- 3.48 The combined nature of a rural island economy and a small resort town on an island within close proximity to the mainland and a large conurbation also determines uses within Millport.
- 3.49 A tourism based economy means that shops, cafes, restaurants, pubs and food outlets within the conservation area cater to the demands of short stay day trippers with many closing particularly early, even at the height of the season, as day trippers return to the mainland via the ferry.
- 3.50 Though hotels and short lease holiday apartments are scattered along the waterfront throughout the conservation area, given the short journey times back to the mainland many visitors opt for a day visit.
- 3.51 This combined with the onset of cheap package holidays to locations with guaranteed sunshine has led to a decline in the traditional 'doon the watter' holiday and families staying for the fair fortnight. This in turn has led to a decline in turnover for hotels resulting in closures and conversion into flats or holiday apartments. The loss of rooms and longer staying guests has had a detrimental effect on the local economy with a curtailing of income - an overnight visitor generates twice the revenue of a day tripper.
- 3.52 The diminishing of revenue from tourism is compounded by accessibility of Millport to the mainland and the attractiveness of supermarkets at Largs to local residents. This has led to the closure of a range of local shops with the loss of butchers, fishmongers and bakers. Unlike many other similarly sized towns, the vacant retail floor space has been absorbed through conversion to residential use. While this may mean that Stuart, Guildford and Glasgow Streets do not suffer from the visual impact of large numbers of vacant shops, the shopping parade is getting thin and patchy. Glasgow Street, in particular, is suffering with very few shops, cafes and food outlets remaining.
- 3.53 Uses also change according to the location of the street. For example the harbour facing streets are dominated by retail, restaurant, cafe and pub uses, or residential

at ground level and with hotels, short lease apartments or flats above. In contrast the streets that address the embankment are a mix of smaller scale residential use and occasional light industry or service uses (mechanics, builders' yards, bus and council vehicle servicing depots).

- 3.54 Various events are held to generate visitor numbers and revenue including the Country and Western Festival in September and the Millport illuminations at the September weekend. These festivals are focused on the Quayhead, promenade and the grounds of Garrison House.
- 3.55 There are other uses on Great Cumbrae include agriculture, the SportScotland national centre Cumbrae for watersports, and the Scottish University Marine Biological Station.

Architectural Character

- 3.56 Millport has two main architectural characters according to age and location within the outstanding conservation area. Two styles predominate - Georgian and late Victorian though there are occasional Edwardian tenements and villas.
- 3.57 The earliest buildings are grouped in the urban blocks around Cardiff Street and the Quayhead though most of the buildings facing on to Cardiff Street or the Quayhead have themselves been comprehensively re-developed over the two centuries since the establishment of the original settlement.



Figure 4-5: Georgian Terrace 12- 28 Crichton Street July 2013, PDA

- 3.58 The earliest remaining vernacular buildings are to be found on Clyde Street. There is historic map evidence for buildings lining Clyde Street from a 1772 map of Greater Cumbrae by John Home. Many of the buildings have been redeveloped or altered but it is possible that 16, 17, 19 and 21 Clyde Street are original single storey fisherman's cottages even if their roofs have been altered in the late 19th

Century as a result of an initiative by the Marquis of Bute to create additional floor space for holiday lets so as to provide further income for island families.

- 3.59 The 'B' listed buildings at 12 - 28 Crichton Street form the best remaining example of a Georgian terrace in Millport. However many of these houses have suffered from small scale but incremental changes since the early 1970s. These have reduced the overall architectural integrity and value of the terrace. Rather than uniformity of appearance there is a mix of stucco, cement render and pebble dash harl. All the traditional sash and case windows have been replaced with UPVC windows with differing styles of opening mechanisms and proportions of glazing bars thereby further undermining the former uniformity of the terrace. No. 12 has significant problems to roof, building fabric and windows. It is on the Buildings at Risk Register for Scotland.
- 3.60 Another example of a relatively intact Georgian terrace of townhouses and tenements is nos. 10, 11, 12 and 13 Kelburn Street in the New Town.
- 3.61 Many of the plots in the original settlement and the New Town have been completely redeveloped during the late Victorian and early Edwardian era. Good examples of redeveloped plots include the aforementioned Royal George Hotel and Cumbrae Hotel. Other late Victorian mixed use tenements of note include 20 - 22 Stuart Street (Family Amusement Centre) and 27 - 29 Stuart Street (On Your Bike).
- 3.62 Examples of Edwardian tenements on redeveloped plots can be found at 20 - 27 Guildford Street (dating from 1904 - 06), and a harled Edwardian tenement with red sandstone trims at 26 - 27 Kelburn Street in the New Town.
- 3.63 Good examples of late Georgian villas include the 'B' listed Millburn House and many of the villas set below Bute Terrace including the 'C' listed Fairlie, Seaview, Springfield and Strahoun Lodge. The front elevations of these villas face towards Millport Bay and have simple symmetrical Palladian details such as the pediment and dentals on Strahoun Lodge. However, many of these villas have been extended, altered and subdivided with new porches and unsympathetic replacement glazing.
- 3.64 The two enclosing wings of later linear Victorian villa development that extend to the east around Kames Bay and Marine Parade to Farland Point, and to the west along West Bay Road to Portachur Point contain a wide variety of styles. These villas embody the Victorian delight in historic eclecticism and display. A good example is the 'B' listed Eastwood at 9 - 10 Marine Parade. This semi-detached villa is notable for its exuberant three storey bowed bay windows with decorative cast-iron balconies wrapping round the bays at first floor level. Many of these houses have been altered internally and Eastwood is no exception - it now contains six houses.
- 3.65 The best of the Georgian buildings is the 'B' listed 18th Century Gothic revival Garrison House which was one of the homes of both the Earl of Glasgow and the Marquis of Bute. The house has been much altered and extended since the early 19th Century but always in a sympathetic manner.
- 3.66 The building of highest architectural value within the Outstanding Conservation Area is the 'A' listed Gothic Revival Cathedral of the Isles and Episcopal College. Begun in 1849 and consecrated as a cathedral in 1876 it is by the architect William Butterfield, one of the greatest and most original designers of Gothic Revival. Though unfinished the complex appears much grander than its actual size. The interior, particularly the chancel and sanctuary, contains rich polychromatic tiles,

stained glass and stencilling. The Cathedral and college is now largely obscured by the dense tree belt at the base of the embankment to the south of George Street but once loomed over the Garrison grounds.

- 3.67 The most prominent post war buildings are the Catholic Church - Our Lady of Perpetual Succour - dating from 1958 and in a diluted interwar Swedish modern style by the architect Robert Rennie and the 1962 public toilet and office block at the Old Pier. The Ritz Cafe at 26 Stuart Street is an increasingly rare example of an unaltered 1960s cafe interior.
- 3.68 There are several contemporary buildings within the conservation area including two Modernist infill houses - 6 Clyde Street from 2003, and semi-detached 16 -18 Ritchie Street from 2006 designed by architect David Boyle - both of which comprise interlocking volumes, terraces, pitched roofs and panels of dry dash render and timber.
- 3.69 There is extensive evidence of endemic unsympathetic introduction of UPVC windows, doors and rainwater goods throughout the Millport Outstanding Conservation Area.

Public Realm

- 3.70 There are few fragments of the original Georgian early street fabric and the occasional example of the late Victorian Public realm. There are examples of cast iron lamp standards at the Old Pier and Quayhead. Victorian cast iron handrails to the Old Harbour and Newtown Sands. There are also relics of whin setts along Clyde and Miller Streets and natural stone paving behind 9 Quayhead.



Figure 4-6: Stuart Street and Sea Wall July 2013, PDA

- 3.71 There is a good example of interwar public realm - the embankment wall of 1929 when the Prom was rebuilt and extended into the bay, allowing for the widening of Stuart and Guildford Streets. The wall was restored and the promenade upgraded with the help of funding from the then European Economic Community further to a serious storm in January 1991 which left both road and embankment badly damaged. However, the original interwar lamp standards are missing - doubtless victims of a storm surge. The post war lamps - crowned with a crenellated heraldic shield motif - remain in good condition and are used for the Millport illuminations. The original 1860s sea wall was uncovered during the upgrading of Millport's sewage system in 2003-4.
- 3.72 The 1991 public realm of brick paviers along the promenade is well maintained with recent seats and other street furniture.
- 3.73 The pavements in front of the buildings and shops on Stuart, Guildford, Glasgow and Kelburn Streets are made up of concrete paving slabs. Elsewhere the pavements are tarmac. Those to the promenade are in good condition while those at the Quayhead have been badly patched by repairs.
- 3.74 The main urban space within the settlement is the Quayhead at the junction of Cardiff, Clyde and Stuart Streets. Though occasionally referred to as Quayhead Square this is an irregular organic space with a poor public realm which nevertheless benefits from good enclosure and outlook.
- 3.75 This is a key node within Millport's town centre but its potential is under exploited. It is currently little more than a bus turning circle while the largest public structure within the space is the bus shelter.
- 3.76 The adjacent harbour is 'B' listed and picturesque. Given the proximity of the Quayhead to the harbour, people are clearly attracted to it, sitting on quay walls enjoying a view over harbour and fishing boats. It's the obvious place to establish a small market or encourage pavement cafes.

Building Materials - Traditional

- 3.77 As might be anticipated, given the historic nature of the majority of the properties in central Millport, traditional building materials predominate:

Stone - The predominant building material in the Millport conservation area is stone. The majority of blonde sandstone appears to have been sourced from local quarries. Examples of the use of Ballochmyle stone date from the early 1900s. These include the tenements at 20 - 27 Guildford Street as well as the townhouses at 1 - 6 Kames Bay. In the case of the early Georgian villas, townhouses and tenements this stone has been reserved for key features such as quoins, architraves and doorframes.

Render - Many of the older Georgian buildings along Clyde, Miller and Crichton Streets and more occasionally on Stuart and Guildford Streets are composed of local stone that has then been stuccoed and limewashed. However, most if not all of the current render will be 20th century cement render which is causing problems by trapping moisture internally and not allowing buildings to breath. The dressed stone window and door margins are typically painted. 16 Guildford Street is an example of where the original stucco has been removed exposing the random rubble substrate.

Several of the stone buildings have been linostoned, the most prominent of which are 20 - 22 Stuart Street (Family Amusement Centre) and 27 - 29 Stuart Street (On Your Bike).

Slate – The majority of buildings within the conservation area are roofed in Ballachulish slate. There are several exceptions, including the East Church which has recently been re-roofed in Spanish slate and more recent buildings including 4a, 8a and 8b Churchill Street and 9 Ritchie Street, which have utilised Chinese slate.

Cast Iron – The conservation area benefits from having fragments of good cast iron from the late Victorian and Edwardian eras remaining in situ particularly external stair balustrades and gates to the villas along Bute Street. The cast iron columns in the bowed bay windows of Eastwood (9 - 10 Marine Parade), combined with bracketed cast iron balconies, are particularly interesting. There is historic photographic evidence of extensive cast iron cresting to the former Cumbrae Hotel and 4-5 Quayhead.

Building Materials - Modern

3.78 Though not of consideration in the designation of the conservation area many modern materials are having a detrimental impact upon its special character and our appreciation of it. These include:

UPVC - The majority of buildings that make up the conservation area have had their traditional timber sash and case windows replaced by UPVC windows - this is endemic. These have differing proportions of opening lights, varying opening mechanisms and sizes of glazing bars. UPVC replacement front doors are fewer but not infrequent. Many cast iron drainage pipes and gutters have also been replaced by UPVC equivalents. Several new build properties within the conservation area have UPVC eaves and fascias in addition to downpipes and gutters - this is a development that has also affected several of the older properties.

Aluminium – though not as frequent as UPVC there are instance of buildings and shopfronts with replacement aluminium windows.

Concrete or Fibre Cement slate roof tiles - Though sympathetic and contextual the modern interventions at 6 Clyde Street and 16 - 18 Ritchie Street have been roofed in fibre cement roof tiles that have been modelled to have a similar appearance to slate though without the natural characteristics such as tone, texture and markings. There are occasional examples of more historic built fabric where traditional slate roofs have been replaced by concrete roof tiles.

Roofing felt - certain buildings have had replacement felt roofs in flat roof areas that would formerly be sheathed in lead. There is one instance of a new roof that has been faced with felt roofing tiles.

Brick - there are instances of alterations to historic masonry fabric being executed in brick though it tends to be in buildings such as garages and outbuildings within backland areas, or at the base of several more modern buildings that are otherwise rendered. Brick has also been used as a public realm material along the esplanade.

Cast stone - many of the more recent new buildings in the conservation area use cast stone in an attempt to mimic the stone of the adjacent historic built fabric.

Roughcast or pebbledash - a significant number of the Georgian buildings within the conservation area have had their stucco replaced with roughcast or pebbledash though this is not contemporaneous to the age of the buildings or indigenous to the conservation area.

Cementitious render – several of the new buildings in the conservation area are coated in cementitious render systems.

Asphalt – all the roads in the conservation area have been asphalted during the course of the latter half of the 20th century. This, combined with road markings, has had a profound impact on the appearance of the conservation area. Formerly the conservation area would have been dominated by a mix of compacted dirt or tarmac roads with a verge of whin setts – many of which can still be seen at the edges of asphalt roads in the original settlement.



Figure 4-7: 7 Miller Street July 2013, PDA

Condition

- 3.79 In general there is a high degree of occupation of buildings - either as owner occupier or as holiday lets - and adequate maintenance within the conservation area. There are instances of a need to bring forward or increase routine maintenance. Though the bulk of the building stock is in good repair there are buildings that would benefit from urgent repair, four of which are on the Buildings at Risk Register for Scotland:

- **12 Crichton Street** - a B listed two storey, 3 bay Georgian townhouse from the late 18th century which has significant problems to roof, building fabric and windows, and there may be structural issues.
- **7 Miller Street** - an unlisted, flat roofed 3 bay single storey building. It is currently boarded up, unmaintained and in poor condition.
- **The East Church on Glasgow Street/George Street** - an unlisted but prominent local landmark dating from 1857. The Church halls fronting onto George Street are abandoned with the rear half of its roof in poor condition. There are possible structural issues at the wall head facing George Street. The bellcote above the south gable of the former Church has lost its louvres and the tracery within the lancet arch housing the bell is missing.
- **The Garrison Stables, 3 Clifton Street** - 'B' Listed former stable blocks that sit within the curtilage of Garrison House. Two buildings interlock to form the larger courtyard.

3.80 As part of the survey of the conservation area a further series of potentially problematic buildings were identified:

- **The Town Hall** - an unlisted building at 5 Clifton Street. Dating from 1878 this is a key building for the community. Seven of the nine lancet windows on the hall's first floor are boarded up. The wall head to the east elevation has been subject of repair and the pitched slate roof is in poor condition.
- **The Public Toilets at the Quayhead** - a predominantly single storey building rising to two storey pavilion in the centre of the plan. Of brick construction with concrete trims and cope. Adjacent to the Quayhead the toilets are located at a key node between town centre and pier but are in poor condition with the offices on the first floor appearing vacant.
- **2 Clyde Street** - a small outbuilding at the back of 1 Cardiff Street/Minstrels Restaurant. The roof of this building is in poor condition with loose slates and gutters. The render is also in poor condition. It does badly let down Clyde Street.

3.81 In addition there is a further building that, though it is in reasonable condition, merits attention due to the loss of original architectural detail:

- **1 to 6 Stuart Street** - the unlisted former Cumbrae Hotel. Prominently sited at the corner of Cardiff Street and Stuart Street, it overlooks the Quayhead. The building was converted into flats in the 1970s. It appears that the architectural detail, including architraves, pilasters and pediments, has been removed from the west half of the building. Analysis of historic photographs indicates that the western part of the building is the original extent of the hotel - the eastern half being a late 1880's extension. Therefore it may be that the details were pegged onto the earlier stone facade (so as to tie it into the more fashionable aesthetic of the extension) making them vulnerable to loss.

3.82 Finally there is a further potential priority building:

- **Cumbrae Parish Church** - dating from 1837 this 'C' listed handsome, well-proportioned but simple, English gothic Church on Bute Terrace is the oldest church in Millport and performs a key role in the townscape being the Pont de Vue for Churchill Street. The clock tower of the church is also very prominent on Millport's

skyline. The church is at risk of redundancy with the congregation preparing plans and securing planning permission in principle for a new church on land behind Millport Primary School. The reason for this development are fabric repairs required to the church with the roof leaking badly and the wall head showing signs of bowing.

Townscape Details

3.83 There are a number of architectural details and construction materials found throughout the conservation area which make a contribution to the special character and appearance of the town:

- **Windows** - some of the principal buildings retain their original windows. These include the Gothic revival timber opening lights at 'B' listed Garrison House (which are possibly a later interpretation by the Arts and Crafts Architect Robert Weir Schultz - the appearance of the windows alters between the 1880s and 1910), the leaded lights at the 'C' listed Cumbrae Parish Church and the stained glass windows at the 'A' listed Cathedral of the Isles. There are also examples of domestic Stained Glass by Daniel Cottier (Strahoun Lodge) and Oscar Paterson.
- **Doors** - many of the original panelled timber doors survive to both domestic and commercial premises.
- **Rainwater Goods** - many buildings within the conservation area retain original or early cast iron rainwater goods.
- **Slate Roofs** - the majority of buildings within the conservation area retain their original Ballachulish slate roofs.
- **Decorative Cast Iron** - Good examples of gates and balustrades to external stairs can be found along Bute Terrace including the gates to 10 Bute Terrace. There are other examples of external stair balustrades at Miller, Howard and George Streets. There are cast iron columns in the bowed bay windows of Eastwood (9 - 10 Marine Parade), combined with bracketed cast iron balconies. The Cathedral of the Isles benefits from both decorative leadwork and imaginative decorative cast iron. There are good examples of cast iron finials surviving including one surmounting the archway to the Garrison stable block, and others along West Bay and Marine Parade.
- **Boundary walls, Gateways and Gate piers** - Good examples of boundary walls and gothic Gateways can be found at both the Cathedral of the Isles and at Garrison House - these may have involved William Butterfield who was commissioned by the Earl of Glasgow to carry out work at both sites. There are early Thomsonsque gate piers in the boundary wall to the large Thomsonsque villa at 10 Bute Terrace. Similarly there are intact boundary walls and gate piers to many of the villas along West Bay and Marine Parade.
- **Dormers and Pediments** - many of the surviving Georgian terraced houses and small tenements along Stuart, Guildford, Glasgow and Kelburn Streets have retained their dormers and pediments. These vary in design from round to bowed and chamfered bay with piended and hipped roofs, to simple pedimented dormers often arranged in a symmetrical manner. The most prominent pediment is on Strahoun Lodge at 24 Bute Terrace. Many of the later Victorian villas along West Bay and Kames Bay benefit from asymmetric and picturesque arrangements of

dormers, often linked to bay windows below. From analysis of historic photographs it is apparent that many of these benefited from elaborate barge boards. There are further examples of dormers in late Victorian tenements such as those at 27 - 29 Stuart Street.

- **Chimneys** - many of the original chimneys remain on the buildings within the conservation area. The most striking examples are the octagonal chimneys on Garrison House which add much to the romantic gothic revival profile of the building. Butterfield's careful asymmetric composition of chimneys on the college buildings adjoining the Cathedral of the Isles are also of note.
- **Shopfronts** - Many original timber window frames and fascias remain. Examples of traditional awnings can still be seen on Stuart, Guildford and Glasgow Streets, with several intact fascias containing awning mechanisms that no longer appear to be in use. The best surviving example of a shopfront is the stationers and vintners at 1 - 6 Stuart Street.
- **Street furniture** - There are occasional examples of Edwardian Street furniture including a fire hydrant at the junction of Miller and Crichton Streets. The post war street lighting columns - crowned with thistle motif - are still present along the promenade. Most of the current street furniture including the benches along the promenade and at Crichton Street dates from the EEC funded works of the early 1990s. Unusually for a Scottish town the conservation area benefits from remarkably little traffic and street signage with no pedestrian barriers.
- **The water and tides of Millport Bay** - the changing surface of the water in Millport Bay, the quality of light reflecting off it and the smell of salt water, forms a major characteristic of the conservation area.
- **The boats and ships** - the movements, numbers and types of boats - pleasure craft, ferries and small fishing or work vessels - moored in the bay, tied to the old Pierhead or beached in the old harbour, add to the character of the conservation area.

Landscape and Trees

- 3.84 The backdrop of Millport is dominated by a variety of large, mature trees, particularly along the eastern flank of the valley that forms Kames Bay and the headland of Farland Point. The embankment on the western flank of the Kames Bay valley is smaller but similarly wooded passing behind Millport Primary School and connecting up with the specimen planting along the top of the embankment defined by Bute Terrace.
- 3.85 There is strong structure planting in the grounds of the Cathedral of the Isles. This includes an allee extending from the entrance gateway on College Street up the flights of stairs to the terraces upon which the theological complex sits. A tree belt along the College Street edge of the Cathedral grounds also extends along the base of the embankment to the north of Our Lady of Perpetual Succour. Contained within this tree belt is dense deciduous planting, possibly windblown, on what would have been the grounds of the former St Andrew's Home - the centre for the treatment of tuberculosis. This extends across the embankment to the former Free Church Manse, now Mansewood Nursing home, and the Craig-En-Ros Road. To the east of the Craig-En-Ros Road is a further belt of mature trees that extends

along George Street before heading to the north west along the boundary between the cul-de-sac and the former Gas Works. These trees are protected by a Tree Preservation Order.

- 3.86 At the base of the embankment addressing Howard Street there is a dense belt of trees associated with the properties and feus of Bute Terrace. These trees are probably mature specimen trees that, no longer being pollarded - as would have been the Victorian fashion - have grown into tall dense canopies overhanging Howard Street. This tree belt extends back up the embankment in the form of an allee which forms a pedestrian extension to Churchill Street thereby linking the lower town to Cumberae Parish Church and Bute Terrace. These trees are protected by a Tree Preservation Order.
- 3.87 There is a notable Scots Pine within the private front garden of 11 Bute Terrace that is prominent on the skyline particularly given its adjacency to the clock tower of Cumberae Parish Church. There is a series of mature trees within the garden of Garrison House that also begin to screen the eastern and western flanks of the house. These trees in combination with the wooded embankment behind the primary school form an effective counterpoint to the large open fields that flow down the valley towards Newtown and Kames Bays. There is a further outcrop of mature specimen trees in the garden of the former Elmbank Villa which once occupied the feu where there are now four sheltered houses.
- 3.88 Trees within the Conservation Area are protected by the Town and Country Planning (Scotland) Act 1972, as amended by the Town and Country Planning (Scotland) Act 1997. North Ayrshire Council must be given six weeks notice of the intention to cut down or carry out work on a tree in a conservation area except in the circumstances prescribed by planning legislation. Failure to give notice renders the owner liable to the same penalties as for contravention of a Tree Preservation Order (TPO). There are two Tree Preservation Orders (TPOs) within the Conservation Area. The first is the belt of trees that form the southern boundary of Howard Street while the second extends away from George Street along the back of the Craig-En-Ros Road cul-de-sac.

Biodiversity and Ecology

- 3.89 Kames Bay was designated as an SSSI as it is the only example of a shore dominated by sand on Great Cumberae. It is classed as the classic Scottish site for the study of intertidal marine biology, having contributed more to the understanding of marine biology than any other stretch of beach in Scotland. The bay represents the seaward extension of a geological fault line and the rocks on the western side of the bay are composed of old red sandstone and sandstone conglomerate, whilst the eastern side of the bay is of lower Carboniferous origin.

Public Art & Lighting

- 3.90 There are few examples of Public Art or sculpture within Millport. The key example is the War Memorial to the fallen of the First World War which was unveiled on Guildford Street in 1922. The war memorial, executed by Robert Gray Sculptors of Glasgow is in a Scottish Baronial style reminiscent of a Mercat Cross and influenced by the style of Sir Robert Lorimer - the key Scottish architect for the War Graves Commission. The memorial incorporates corbel heads of soldiers, as well as a lion finial. It is similar to those in Newton Mearns and Govan. Further research is required to establish authorship. The war memorial was surrounded by railings

but these were removed in 1936. The current railings are a more recent innovation. The proximity of the Crazy Golf course to the Memorial is unfortunate.

- 3.91 The other prominent example of Public Art is the reoccurring crenellated heraldic shield motif in the lamp standards that provided the street lighting along the promenade. The standards are also used as the armature for the Millport illuminations that occur annually in late September.

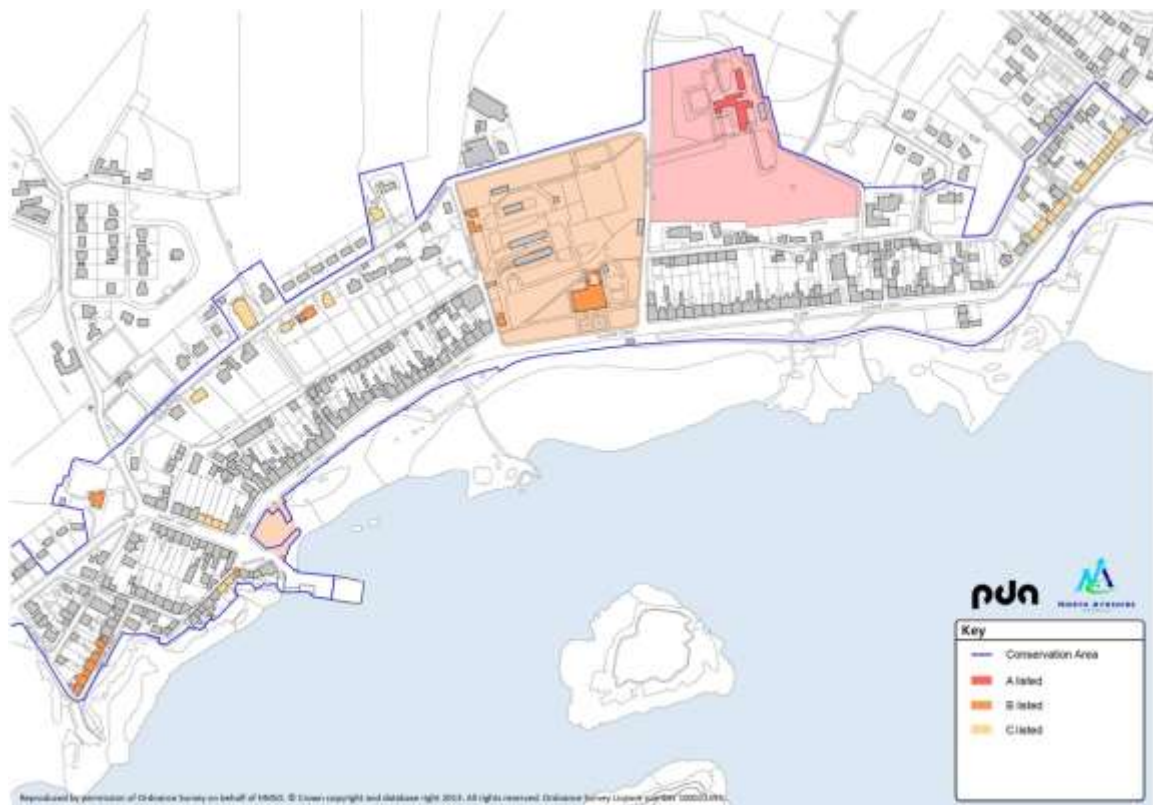


Figure 4-8: Millport Conservation Area Analysis – Listed buildings

4.0 Character assessment

Listed Buildings

- 4.1 An important part of the character assessment of a place involves an evaluation of its building stock and the identification of key buildings that make a valuable contribution to the urban form, character and appearance of a conservation area.
- 4.2 There are currently 17 listed buildings within the Millport Outstanding Conservation Area, 1 at category 'A', 5 at category 'B' and 11 at category 'C'. The third category is confusing, however, as several Georgian terraces are collectively listed. So for instance the 'B' listing for 12 - 28 Crichton Street covers eight properties while the 'C' listing for 6 - 25 Kelburn Street covers 14 properties. While the buildings comprising these terraces may be contemporaneous in date, their varying details and proportions reveal them not to be the work of a single author.

Additionally the conservation area has lost a major 'A' listed building - the United Presbyterian Church of 1878 on Bute Terrace. This had an important interior by the Victorian interior designer Daniel Cottier but the disused church was badly damaged by a falling tree during a winter storm in 1998 leading to demolition in 1999. Nevertheless the broad range of listings reflects the spread from national to regional to local importance of the architecture within the conservation area.

- 4.3 The following are examples of listed buildings which contribute positively to the townscape and appearance of the conservation area:

The Cathedral of the Isles. Listed Category A. Commissioned as an Episcopalian theological college by the Hon. George Frederick Boyle, the 6th Earl of Glasgow and built between 1849 and 1851 by the notable Victorian Gothic Revival Architect, William Butterfield. The refined gothic structure is the smallest cathedral in the British Isles and Europe. Butterfield was a superb designer and the cathedral is no exception - having a scale and presence much larger than its actual size. Nevertheless the dense tree planting on the lower slopes of the college grounds are currently obscuring the visual impact of the campus which in Victorian times dominated Millport. The spire remains the key feature on Millport's skyline.

Garrison House. Listed Category B. The Garrison takes its name from the original house and buildings on the site erected by Commander Andrew Crawford in 1745 upon land leased from the Earls of Glasgow - reputedly the only payment required was a rose every 11th July. These were replaced in the later 18th century by a more refined residence before being acquired and enlarged by the 4th Earl of Glasgow in 1819. The house was subsequently altered by successive generations of the Boyle family (including reputedly by William Butterfield while working on the Cathedral of the Isles) before being sold to the 3rd Marquis of Bute by the Hon. George Frederick Boyle, the 6th Earl of Glasgow when he faced financial difficulties in 1888. From 1896 - 97 the house was further enlarged by the Arts and Crafts Architect Robert Weir Schultz who was commissioned by the Dowager Duchess to extend the upper floor of the house and refit the library. Schultz also designed the sunken garden between the house and Glasgow Street for the Dowager Duchess.

From 1948 onwards the house was used as public offices for the town. However, in 1997 it was vacated by North Ayrshire Council and in 2001 was badly damaged by fire. With financial assistance from Historic Scotland, North Ayrshire Council, Argyll and Islands Enterprise, and managed by a local development company - the

Cumbrae Community Development Trust - the house was re-opened in 2006 having been restored, for circa £6 million, as a new Medical Surgery, Museum, Library, offices and cafe for the Millport Community by Lee Boyd Architects.

Millburn House. Listed Category B. Reputedly built by Captain James Miller. The house takes its name from the old Mill Burn which still runs through the grounds before entering into a culvert under Crawford Street. A simple two storey 3 bay Georgian villa it is painted white with dressing and window surrounds picked out in black. The building acts as the Pont de Vue for Cardiff Street setting the fashion for this within the original settlement.

Cumbrae Parish Church. Listed Category C. Dating from 1837 this handsome, well-proportioned but simple, English gothic Church is the oldest church in Millport. Part of its stone fabric incorporates elements from an earlier church of 1805 at Kirkton which the congregation had already outgrown. The clock tower of the church addresses a steep avenue of trees, and acts as the Pont de Vue for Churchill Street thereby performing a key role in Millport's townscape.

12 - 28 Crichton Street. Listed Category B. Dating from the late 18th century collectively these eight Georgian two storey and attic, 3 bay townhouses with dormers form the best example of an original Georgian terrace within Millport.

Strahoun Lodge. Listed Category C. Built in the late 1830s the pediment on the south elevation of this subsequently enlarged and subdivided late Georgian villa acts as the Pont de Vue for Reid Street.

Eastwood, 9 - 10 Marine Parade. Listed Category B. The best preserved example of a late Victorian villa in Millport, this semi-detached villa is notable for its exuberant three storey bowed bay windows with decorative cast-iron columns with bracketed balconies wrapping round the bays at first floor level

Unlisted buildings

- 4.4 There are also key unlisted buildings which make a positive contribution to the character and appearance of the conservation area. Many of these buildings act either to unify the townscape of the Victorian holiday resort or give a flavour of the wealth of Millport during the Victorian and Edwardian eras. These buildings include:

1 to 6 Stuart Street - the unlisted former Cumbrae Hotel. Prominently sited at the corner of Cardiff Street and Stuart Street, it overlooks the Quayhead and forms a key part of the townscape of Millport. Analysis of historic photographs indicates that the western part of the building is the original extent of the hotel - the eastern half being a later 1880's extension. The metropolitan style of the building - the oriel bay projecting through an arch motif is derived from Rowand Anderson's Central Station Hotel in Glasgow - gives an idea of the aspirations of the then owners. This was one of the first hotels to be opened in Millport. As well as the hotel bar - which occupied the corner overlooking Cardiff and Stuart Streets - the building contained a bazaar, a fruiterer, and a butcher. The dining hall extended along the full extent of the first floor extension and opened onto a dance hall at the rear - making it a popular venue for weddings.

The Royal George Hotel - sitting out on the pier and addressing the Quayhead, this unlisted hotel is one of the most prominent buildings in Millport. Its Dutch Mansard roof and broad stepped chimney give it an Arts and Crafts appearance and are clearly intended to establish the comfortable air of a resort town, but are in

fact a 1939 remodelling of an earlier Georgian building by the architect Thomas Noble Southorn, who had studied at Glasgow School of Architecture in 1913 - 14, and worked in Manchester prior to returning to the Glasgow practice of Frank Southorn & Orr upon his father's death. Southorn's English experience may help explain the character of this building.

East Church - an unlisted but prominent local landmark dates from 1857 and is the result of the upheaval of the 'Disruption' of 1843 - it survives as a record of the impact of this event on the peoples of the town. In Millport the Rev J Drummond left the Established church to form the 'Free Church' which met in buildings in Churchill Street directly below the Parish Church. The East Church was later built, at a cost of £2,250, to accommodate the congregation on a site gifted by the 6th Earl of Glasgow. The bellcote above the south gable of the Church is prominently sited on the Millport skyline being located directly in front of the spire of the Cathedral of the Isles when viewed by those rounding the bend of the headland at Farland Point. The Church is possibly by the architect Campbell Douglas who had several Free Church commissions at this date including the Scots Gothic Briggate Free Church in Glasgow and the tall-spired North Leith Free Church.

Millport War Memorial - prominently located on Guildford Street the war memorial is in a Scottish Baronial style with Lion Rampant forming the capital to a free standing column arising from a crenellated octagonal base on whose elevations are carved the names of the fallen. The monument is reminiscent of a Mercat Cross and influenced by the style of Sir Robert Lorimer - the key Scottish architect for the War Graves Commission. Further research is required to establish authorship.

Our Lady of Perpetual Succour - though tucked out of sight between the Cathedral of the Isles and the back of the urban wall of Glasgow Street this unlisted church is important because it reflects the increasing proportion of Catholics amongst Great Cumbrae's population in the post war years. This was partially the result of the evacuation during the war of Pollokshaws Catholic School to Millport. The children and their accompanying parents gave rise to a congregation of circa 300. Though many left after the war, the church of 1958 was built to accommodate this congregation. The church with prominent bell tower and porch is in a diluted interwar Swedish moderne style by the architect Robert Rennie.

The Ritz Cafe at 26 Stuart Street - though not a building per se the unaltered 1960s cafe interior with its jazzy moderne style and the graphic colours of the Formica trims is an increasingly rare example of a 1960s retail interior. This popular cafe adds to the nostalgic appeal of Millport harking back to the resort's 'Doon the Watter' post war heyday.

Character Zones

- 4.5 The appraisal has identified three character zones within the conservation area, each occupying approximately a third of the total area:
- The core of the town comprising contiguous buildings, rising from the back of the pavement, of both the original settlement around the Quayhead, Cardiff, Clyde, Stuart and Guildford Streets and the New Town extending towards Kames Bay.
 - The grounds of the Cathedral of the Isles and the Garrison, providing a spacious and very different open centrepiece to the town.

- Behind the esplanade and historic core, a series of detached villas set back from the street within spacious gardens.

The feu pattern, architectural vocabulary, and level of open space in each combine to create a distinct identity, albeit one that perhaps blurs around the edges. In assessing any development proposals, it will be important to ensure that each reflects the specific character of each zone.

Gap Sites

- 4.6 Millport is fortunate enough to have remarkably few gap sites within its built fabric with only two major ones noted that detract from the character of the conservation area.
- 4.7 The most prominent gap site is at the junction of Cardiff and Crawford Streets. This site resulted from the mid-seventies demolition of two small cottages which would have occupied the feus at 35 - 37 Cardiff Street. Local sources suggest that the cottages were in poor condition. This has allowed the radiused corner of the junction of Cardiff and Crawford Streets to be increased and sight lines improved. Given that the remainder of Cardiff Street has been comprehensively overhauled by Cunninghame Housing Association, it looks as though the demolition may have been prompted by road engineering improvements to the B896. The gap site has been landscaped with a large flower bed placed as a chord across the radius while the remainder of the space is covered with concrete paving slabs. The demolition has given the now exposed gables of 33 Cardiff Street and 2 Crawford Street undue prominence within the townscape.
- 4.8 The second site sits between 18 and 14 Miller Street and extends towards the side of 6 Crawford Street. Combined with the now derelict 18 Miller Street this gap site, with overgrown weeds, abandoned equipment and heras fencing, has an air of neglect about it that makes for a negative contribution to the conservation area and on Miller Street in particular - a street which at the time of writing is suffering from a downturn in property values.

Archaeological Resources

- 4.9 There has been no systematic archaeological investigation to determine the condition and extent of any surviving archaeological remains within Millport conservation Area. In addition to the possible archaeological remains associated with the present 18th century planned town, it is also likely that the western end of the town around Foul Port may contain further archaeological remains associated with earlier Viking occupation. Such remains could provide important information not only on the early origins and development of Millport, but also regarding the development of the early Scotland as well as the impact of the Scottish Enlightenment upon rural economies.
- 4.10 In view of the surrounding archaeological sites on Great Cumbrae recorded in the 1870s, 1930s and 1960s, there is also some potential for archaeology of similar periods to be found within the Conservation Area itself. Whilst 20th century redevelopment around the quayhead area is likely to have compromised evidence of the 17th and 18th century settlement, some caution should be taken where significant earthworks are required as part of any development proposals as they may further impact on surviving evidence.

Assessment of Significance

- 4.11 Millport has both an educational, social and physical significance. The late 1700s plan of the original settlement reflects developments in Scottish town planning arising from a combination of factors including the growing impact of industrialisation on agricultural practices, the increasing urbanisation of a formerly scattered rural population and urban ideas associated with the Scottish Enlightenment on the back of ideas imported from both Europe and the early settlements in the Caribbean and the American Eastern seaboard. The layout of Quayhead and Cardiff Street with the Pont de Vue of Millburn House is reflected in contemporary planned towns along the Scottish west coast including Inverary (rebuilt by the 5th Duke of Argyll in 1770) and Bowmore on Islay (built by Daniel Campbell the Younger from 1770 onwards).
- 4.12 The original street pattern may also be influenced by the rapid development of Glasgow after 1750 particularly James Barry's plans for Glasgow's first new town with its predilection for Pont de Vue. It is likely that the crews of the Clyde Revenue Cutters will have noticed and adopted this Glaswegian fashion for their newly built town.
- 4.13 It would also be interesting to examine the backgrounds of the Campbell family to see if there are further clues there - that Captain James Campbell had the connections to influence the Commissioners of Portpatrick Harbour and the Caledonian Canal into adopting Millport Stone as being suitable for their requirements is revealing. It suggests he was aware of the leading civil engineers and thinkers of the day - John Smeaton and Thomas Telford.
- 4.14 The development of the town is also tied up with the growth of trade between Scotland's West Coast and the colonies on the Eastern Seaboard of America. The Revenue Cutters were based at Millport so as to prevent smuggling and ensure that taxes derived from this profitable trade were secured for the UK Exchequer.
- 4.15 During the later Victorian era the development and economy of the town shifted towards tourism with the establishment of hotels and the construction of villas along both Marine Parade and West Bay. Many of these villas were specifically designed as boarding houses reflecting the importance of summer residents in the Victorian resort town.
- 4.16 The rise of day trippers and the 'Doon the Watter' holiday as a social phenomenon was promoted by the rival Railway companies promoting steamer services from various pierheads along the Clyde Coast thereby opening up resort towns, such as Millport, to workers from the Glasgow conurbation - with the influx of day trippers continuing to this day though more muted than it once was.
- 4.17 In physical terms the setting of Millport is also significant. Not only does the town enjoy a magnificent natural setting, within an estuary at the junction of a great geological boundary, it controls key approaches to the entrance to the upper Clyde.
- 4.18 All these attributes give Millport a rich culture and history giving a High Regional Significance to the Millport Conservation area as the best preserved example of a Firth of Clyde holiday resort.

Key Features

- 4.19 Following an assessment of buildings, areas and significance it is now possible to identify the key features which define the special architectural and historic character of the Conservation Area. These are considered when determining development applications within the Conservation Area:-
- 4.20 **Street Pattern** - the linear formality of the contiguous planned town dominates the central section of the Conservation Area with a series of Pont de Vues in Cardiff, Churchill and Reid Streets. This contrasts with both the formal but spacious crescent of Bute Terrace and the more organic swept wings of Marine Parade and West Bay.
- 4.21 **Plot pattern** - the tightly packed feus from Crichton Street through the original settlement and on to the eastern end of the New Town at Kames Street contrast with the larger Georgian and Victorian villa plots on Bute Terrace, Marine Parade and West Bay as well as with the large open gardens of the Garrison.
- 4.22 **Building Line** - the principal streets within the planned original settlement and the New Town are reinforced by a strict adherence to a strong building line where buildings rise from the heel of the pavement. The villas in contrast are either set in front of the street (Bute Terrace) or set back from the street observing a more informal building line (Marine Parade and West Bay).
- 4.23 **Building Height** - Building height is generally defined by the original two, two and a half storey buildings and the later three storey properties located around the Quayhead, along Cardiff, Crichton, Clyde, Glasgow, Guildford, Kelburn and Miller Streets. The majority of the villas along Bute Terrace are two storey as are those on Marine Parade. The villas on West Bay are predominately 1 and ½ storeys plus attic.
- 4.24 **Millport Bay and the Eileans** - the sea ebbs and flows into the Conservation Area changing the characteristics of the bay frontage twice a day and creating a natural attractive feature of interest linking the town with the surrounding landscape and estuary.
- 4.25 **Vernacular Architecture** - traditional stone one, two and three storey with sash and case windows, slate roof, cast iron rainwater goods and chimneys dominate the planned original settlement and New town.
- 4.26 **Grand Villas** - the Georgian and Victorian villa developments are built on a grand scale within their own spacious grounds.
- 4.27 **Traditional Materials** - traditional materials predominate including slate, red and blonde sandstone, stucco, timber windows and doors and stained glass, all contributing significantly to the character of the Conservation Area.
- 4.28 **Roofline** - characterised by the varying heights of chimney stacks and roofs both along the water front and setback along Bute Terrace, the spire of Cathedral of the Isles, the English Gothic clock tower of Cumbrae Parish Church, the Bellcote of the East Church and the Georgian Gothic revival profile of Garrison House.

- 4.29 **Architectural details** - many buildings retain original details such as traditional timber entrance doors with fan lights above, decorative stonework, leaded glass and ornamental cast iron.
- 4.30 **Green Character** - The large open lawns of Garrison House and the Cathedral of the Isles, the mature villa gardens, the promenade and beaches in the foreground and wooded embankment in the background, all contribute to the special character of the Conservation Area.
- 4.31 **Landscape Setting** - the high quality of the surrounding landscape contributes positively to the visual amenity of the town, providing a scenic approach and should be protected.

Key Challenges

- 4.32 **Loss of Architectural Detail** - Original architectural details form the key defining characteristic to the appearance and value of the Conservation area. Their retention and repair is the key criterion in the area's preservation and enhancement. Insensitive shopfront alterations including inappropriately sited roller shutters, replacement doors and windows, removal of cast iron decorative railings and gates have to some degree eroded the special character of the conservation area.
- 4.33 **Insensitive alterations and insertions** - the roofscape of the buildings in the conservation area is highly visible from across the bay. However, there have been many alterations and insensitive insertions to into the historic roof fabric. New dormers or even entirely new roofs to accommodate further floorspace, have had an impact on the proportions of the original properties. Examples include the conjoined pediment of 10, 11 and 12 Guilford Street where an insensitively enlarged window and associated dormer have unbalanced the proportions of the symmetrical Georgian elevation.
- 4.34 **Use of Inappropriate materials** - Whilst some of the historic fabric is in good condition where modern materials have been introduced for purposes of repair this has led to a loss of the special character of the conservation area. Examples include the endemic replacement of timber sash and case windows with unsympathetic UPVC or aluminium framed windows of differing proportion, inappropriate render and repairs utilising cement based products or linostone and insensitive roof repairs using incorrectly sourced slate or other roofing products.
- 4.35 **Gap sites** - the strong sense of spatial enclosure that characterises the original Georgian Planned town and later urban extension of New Town is undermined by gap sites in two locations. While one has been attractively landscaped the second has a negative impact and presents a threat to the integrity of the Conservation area
- 4.36 **Public realm** - the impact of traffic management schemes including road markings, traffic signage as well as road and pavement maintenance has a significant effect of the special character or the conservation area.

5.0 Summary recommendations

- 5.1 This section of the appraisal sets out recommendations to assist North Ayrshire Council in the effective management of the conservation area, helping support the local community whilst sustaining the cultural heritage. It is anticipated that these will be further developed as part of a Conservation Area Management Plan, to be adopted by the local authority during 2013.

Conservation Area Boundaries

- 5.2 Completion of the Conservation Area Appraisal highlighted a small boundary issue on Bute Terrace. Consequently this draft document contains a proposal to amend the boundary fringe to include the late Victorian and Edwardian Villas at 3 and 5 Bute Terrace and Millport Bowling Clubhouse and lawns. The reason for this amendment is that:
- The two villas at 3 and 5 Bute Terrace are very similar to the houses fronting Marine Parade and West Bay which form part of the Conservation Area;
 - The Bowling Club is a good example of a largely intact Edwardian clubhouse and this and the expansive lawns contribute to the special character of Millport as a Clyde holiday resort.

Development

- 5.3 Minor works such as the replacement of traditional timber sash and case windows and their replacement by unsympathetic UPVC or aluminium framed windows with differing proportions and opening mechanisms, and the removal of other small scale detail such as decorative cast iron railings or the inclusion of inappropriate shopfront details such as a different awning style can have a cumulative impact on the visual integrity of the Conservation area.
- 5.4 North Ayrshire Council is committed to the preservation and enhancement of the Conservation area's special characteristics through the application of Local Development Plan policies HE1: Conservation Areas and HE2: Listed Buildings. The policies encourage pre-application discussions and note that proposals for development which would adversely affect the visual amenity or historical/architectural character of a conservation area, including its setting, buildings, open space or trees, shall not accord with the Local Development Plan.

Gap Sites

- 5.5 Development guidance including briefs for the two gap sites could be drawn up so that developers have a clearer idea as to the size and scale of development as well as appropriate materials that can be sensitively and sensibly accommodated within the Conservation area and so can budget accordingly.

Shopfronts and Signage

- 5.6 Shopfronts play a major role in the character of our historic streets - they help to attract more customers to individual shops and enhance our town centres, creating attractive places to live and work. Several original shopfronts in Millport have, however, been replaced by unsympathetic modern facades which are detrimental to

both the building and Street as a whole. Shopfront initiatives in Glasgow's Merchant City and Edinburgh's Royal Mile have shown that simple improvements to the signage, security (including positioning and incorporation of roller shutters) and awnings can have a significant impact on the visual integrity of the Conservation area's townscape.

- 5.7 An initiative to reinstate missing awnings would also chime with the aim set out in Jura Consultants' Great Cumbrae Development Plan (Published May 2010 P.141). Analysis of pre-Second World War historic photographs reveals evidence of 47 traditional awnings between the junction of the Quayhead and Woodland Street. Contemporary analysis of the same streetscape reveals that there are 26 awnings or canopies - however, not all of these are traditional awnings - 11 are new style retractable awnings, 9 are Dutch Blinds (non indigenous to Scotland). Only 6 shops with traditional awnings remain and one of these shops - Shields Butchers on Glasgow Street - has now closed.
- 5.8 North Ayrshire Council has Town Centre Design Guidance (approved as non-statutory Supplementary Guidance June 2010) providing guidance on scale, massing, materials etc. and should be consulted at an early stage in drawing up any proposals for development within town centres.

Maintenance

- 5.9 One of the greatest threats to the buildings of the Millport Conservation area is limited maintenance and care leading to decay and loss of fabric. The most effective means of preserving the character and appearance of the conservation area is by encouraging regular programmes of repair and maintenance of the buildings. Various elements in traditional buildings - windows, doors, guttering, chimneys, pointing of masonry, and roofs need regular attention so as to extend their serviceable life. The greatest cause of building decay is failure of the roofs and exterior walls. Regular maintenance is a cost effective way of doing this as it can help reduce longer term repair costs and extend the life of the building fabric.

Information and Advice

- 5.10 Building owners, residents, and local businesses are key stakeholders in ensuring the preservation and enhancement of the Conservation area. Information and guidance for owners can explain the implications of living in a Conservation area and provide advice and pointers on the best and most economical way for them to maintain their properties. The guidance can help explain in an accessible and non-technical manner the principal causes of decay, how they can be prevented, and where repairs are necessary how they should be carried out. The information can also provide details of any available grant assistance. The Inform Guides prepared by Historic Scotland are also useful sources of information. A list of useful names, addresses and contact details is supplied at the end of this document.

Public realm

- 5.11 There is a need to improve the standard of, and better co-ordinate, street surfaces, street furniture and signage in select locations throughout the Conservation area. The location that would benefit most from consideration is the Quayhead, a key urban space in the town but which suffers from poor public realm, location of street furniture and signage. It is also the place most visitors to Millport disembark from, be it by bus or via the Waverley from the Old Pier. It may be that an intelligent

design led approach to the Millport Conservation area streetscape based on Scottish Government policy 'Designing Streets' is preferable to a standards based methodology for this key node within the town centre.

- 5.12 Thought should also be given to the setting of Cumbrae War Memorial which is currently impinged on by a fast food van to the east and the Crazy Golf course to the west.
- 5.13 Another possible area to explore is broader pavement widths for pedestrians on the principal shopping streets particularly Stuart and Guildford Streets where the carriageways are generous at 10 - 12 metres wide and the pavements are sized between 2.5 - 3 metres. This could assist a more vibrant street culture with adequate space for outdoor seating for cafes - something that attracts people and may help Millport's tourist economy.
- 5.14 It is essential that all parties involved in street design ensure that streets contribute as positively to the environment of the Conservation area as is possible and respect and enhance local character and contribute to placemaking. Street markings should also be kept to a minimum so as not to undermine the existing character of the Conservation area. The opportunity should be taken in cases where the carriageway is being resurfaced or where lines have worn off completely to introduce narrower lines and markings that are less likely to distract from the character of the Conservation area. This is particularly the case on small streets like Clyde and Miller Streets where the street markings can be visually dominant.

Article 4 Direction

- 5.15 The effect of an Article 4 Direction is to control minor works which could erode the character and appearance of the conservation area. Article 4 Directions do not preclude the carrying out of certain works but do require planning permission to be sought.
- 5.16 No Article 4 Directions are in place within Millport Conservation Area.
- 5.17 Recent changes in Scottish legislation, the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011, has amended the scope of Permitted Development rights for householders. This has meant that these Permitted Development rights have been removed for householders in all conservation areas throughout Scotland and includes development such as:
 - House extensions
 - Roof alterations
 - Window replacement
 - Stone cleaning or painting of the exterior
 - Erecting satellite dishes
 - Provision of hard surfaces
 - Alterations or erection of ancillary buildings such as sheds/garages and
 - Raised platforms or decking
- 5.18 These cover all key areas where incremental small-scale proposals might have an impact, however one area which the local authority may wish to consider is a restriction on statutory undertakers and utility providers in order to ensure that any such development within key areas like the esplanade are sensitively designed.

Enforcement

- 5.19 Any policy is only of assistance if it is followed. There are a number of areas in the conservation area where there are clearly issues around historic non-compliance. In order to prevent any future erosion of character it is recommended that the local authority develop additional planning guidance specific to the Millport conservation area and implement an appropriately robust enforcement policy against unauthorised works.

The Local Development Plan

- 5.20 The emerging North Ayrshire Local Development Plan contains historic environment policies
- 5.21 Supplementary guidance sets out the factors that guide decisions on planning applications and what may be required to ensure new development is acceptable in planning terms. Supplementary guidance of particular relevance to heritage related matters within Millport include:
- Rural Design Guidance
 - Design Guidance - Single Houses in Rural Areas
 - Coastal Design Guidance
 - Neighbourhood Design Guidance
 - Town Centre Design Guidance
 - Advertisement Policy
 - Advice Note - Window Design for Conservation Areas & Listed Buildings
- 5.22 The full list of supplementary guidance is available on the Council's website: www.north-ayrshire.gov.uk/localplans

6.0 Further information

Bibliography

General References

Millport and the Cumbraes – a History and Guide, JRD Campbell, © North Ayrshire Council 2003, Updated and Reprinted by North Ayrshire Council 2004, ISBN 1 897998 01 5

Old Millport, Andrew Clark © 2006, Stenlake Publishing Limited, ISBN 978-1-84033-376-3

Millport and the Cumbraes, Images of Scotland, Martin Bellamy © 2003, Tempus Publishing Limited, ISBN 0 7524 2790 3

Royal Commission on the Ancient & Historical Monuments of Scotland [RCAHMS] - National Monuments Record of Scotland (photographic archive and library), 16 Bernard Terrace, Edinburgh.

The Buildings of Scotland Ayrshire and Arran, Rob Close and Anne Riches, Yale University Press New Haven & London, ISBN 9780300141702

Legislation and Statutory Instruments

Planning (Listed Buildings & Conservation Areas) (Scotland) Act 1997. (As amended by the Historic Environment (Amendment) Scotland Act 2011)

The Historic Buildings and Ancient Monuments Act 1953; (As amended by the Historic Environment (Amendment) Scotland Act 2011)

The Ancient Monuments and Archaeological Areas Act 1979; (As amended by the Historic Environment (Amendment) Scotland Act 2011)

Town and Country Planning (General Permitted Development) (Scotland) Order 1992, (and subsequent amendments).

Policy Context

North Ayrshire Council Modified Local Development Plan Part 2 Detailed Plan Policies February 2013

Scottish Planning Policy (SPP) February 2010

Scottish Historic Environment Policy (SHEP) July 2009.

Planning Advice Note 71: Conservation Area Management

Designing Places - A Policy Statement for Scotland (2001).

Designing Street - A Policy Statement for Scotland (2010).

Conservation

Historic Environment Scotland's INFORM Guides are available from Historic Environment Scotland's website. These are short leaflets which gives owners of traditional buildings information on repair and maintenance.

Useful contacts

Advice on Planning Applications:

North Ayrshire Council
Cunninghame House
Irvine, KA12 8EE

Tel: 01294 324319

Advice on maintenance of historic buildings:

Historic Environment Scotland
Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Tel: 0131 668 8600