

# Johnshaven



## Conservation Area Review



**LIFEBOAT HOUSE**  
1891 - 1928

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## INTRODUCTION

### Definition of a Conservation Area

A conservation area is defined as 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'

Conservation Areas were first introduced by the Civic Amenities Act 1967. The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 provides the current legislative framework for the designation of conservation areas. All planning authorities are required by the Act to determine which parts of their area merit conservation area status. They are also required to formulate and publish proposals for the preservation and enhancement of the designated areas.

Aberdeenshire currently has 36 conservation areas varying in character and size from Peterhead town centre to the smaller rural hamlets like Garlogie. On 6th February 1996 Aberdeenshire Council designated a Conservation Area in Johnshaven. The boundary of the Conservation Area was drawn around the harbour and the notable buildings along the three roads that run parallel to the harbour and the coast (Map 1).

### What does Conservation Area status mean?

In a conservation area it is the buildings and the spaces between them that are of architectural or historical interest and frequently both. Therefore it is important that the integrity of the area as a whole is safeguarded and enhanced. This is achieved by: Defining the character that merits protection; Use of appropriate controls over development, demolition and advertising; Protection of trees; Appropriate management and enhancement schemes.

Conservation area status does not mean that new development is unacceptable, but care must be taken to ensure that the new development will not damage the appearance or character of the area. Local residents especially property owners have a major role to play in protecting and enhancing the character and appearance of the Johnshaven Conservation Area.

### **Purpose of the Johnshaven Conservation Area Review**

The purpose of the Johnshaven conservation area review is to identify the villages special architectural and historic features and to re-confirm the areas boundaries. The review is also a vital tool to look at the active management of the conservation area by providing the context for the assessment of development proposals and identifying opportunities and priorities for enhancement. The review should be regarded as supplementary guidance to the local development plan policies.

### **Designation**

On 6th February 1997 Aberdeenshire Council designated a Conservation Area in Johnshaven. The boundary of the Conservation Area was drawn around the harbour and the notable buildings along the three roads that run parallel to the harbour and the coast (Appendix 2).

## **Location**

### **Geographical Context**

Johnshaven is located on the north east coast of Scotland, within Kincardine and Mearns, the most southerly of the six administrative areas of Aberdeenshire. It lies within the Parish of Benholm, 6 km to the south of Inverbervie. Johnshaven grew as a fishing village on the narrow coastal plain around a natural harbour. Inland a single access road rises up the steep coastal slope to the A92. This main arterial route links the village to the main towns and villages to the north and south and to its agricultural hinterland.

## **Historical Development**

### **Early History**

Johnshaven dates back to the early medieval period but its origins may date back to the stone age given the archaeological remains found around it. The village around the harbour and its layout dates back to the middle of the sixteenth century. Please see the Johnshaven Timeline in Appendix 4.

### **18th Century**

Johnshaven starts to get mentioned in the 18th Century please see the Chronology in appendice 1 as both fishing and trade expanded along the east coast of Scotland and the village grew in turn. In 1722 there were 26 boats and at least 130 fishermen. The largest boats with a crew of 10 were used only for 3 months in the summer for distant cod fishing, the smaller boats with a crew of eight the rest of the year, there being 13 boats of each type. In 1800 Johnshaven was described as "being sown broadcast" with a population of 1,000 people, a school, licenced Inn (the Ship), sailcloth manufactory and manufacturing houses (possibly weavers) with easy access to the newly built Great Turnpike Road between Montose and Stonehaven. As the local fishermen and women became more prosperous the facilities required increased and the village expanded to support the Church, Inn, School, Grocer, Baker, Tailor, Blacksmith, and Cobbler.

### **19th Century**

During the nineteenth century Johnshaven experienced continued growth with associated economic and social change as coastal trade increased and the railway arrived in 1865. Within Johnshaven new roads, weaving factory, flax mill, homes, a school for girls, churches, chapels and hall were built. The coastguard station was built in 1867 and the coastguard house in 1869. The harbour was improved with the building of the pier in 1871 and the dock in 1884

Year	Population
1743	753
1800	1,000
1841	1,172
1861	1,089
1891	1,047

### 20th Century and 21st Century

Development pressure eased in the early part of the twentieth century with no new buildings of note being constructed until the 1927 with the construction of the first local authority houses. Further local authority development took place in 1932 with the construction of the Roads Depot on the Spinning and Weaving Sheds and subsequent local authority housing schemes. The nearby Lathallan House changed from a private residence to a private school in 1949 providing another source of local employment and demand for the villages services. In 1966 the railway between Montrose and Inverbervie closed.

As with other east coast Scottish fishing communities the later half of the 20th century witnessed a rapid decline in the fishing industry in Johnshaven. In 2011 there are 20 boats registered at Johnshaven Harbour, those involved in commercial fishing focus upon lobsters and shellfish. Mcbeys still use the warehouse on the edge of the harbour as s lobster store. Over the course of the late 20th century and early 21st Century Johnshaven has become more of a commuter village as the number of local shops declined and residents looked to make their living in the nearby towns or Aberdeen. However the Johnshaven still retains its fishing village character which is celebrated each year by the Johnshaven Fish Festival.



## Townscape Analysis

### Setting and Topography

Johnshaven has an attractive setting, derived from its coastal location. It commands impressive and changing views out to sea as you climb the slopes from the harbour up to the primary school or the former Flax Works. Topography also forms a physical barrier between the historic village and neighbouring land and settlements.

The historic heart of the village, the harbour and the land immediately surrounding it, lie at the base of a steep slope which is characteristic of this part of the east coast, between the estuaries of the Rivers Bervie to the North and the North Esk to the south. Inland the ground rises steeply up to the A92 and the gently undulating land which characterises much of the Mearns coastal strip.

### Gateways

The three gateways into the village reflect its historical development although their form and function may have changed over time. These gateways and the development associated with them have shaped the historic character of the conservation area and provide the context within which it's special interest can be considered.

New Road The main and only route for vehicular traffic into the village is New Road. Apart from being surfaced in tarmac this road has changed little over the centuries. It follows the contours down the steep slope of the coastal brae, passing between more recent extensions of the village into its historical core and the harbour.

The Harbour From its early beginnings the harbour has been extended and improved. Although no longer a major trade or fishing port it continues to operate as a working harbour for both fishing and pleasure craft.



The Former Railway Line and Coastal Path The old branch line from Montrose to Inverbervie was finally closed to goods traffic in the 1960s. The track has been removed and station converted to a house. The railway now forms a walking route which forms part of the coastal path providing a northern and southern gateway into Johnshaven which requires both interpretation and some public realm improvements. It provides an attractive off the road route linking the village with Inverbervie to the north and links to the coastal path taking you to St. Cyrus in the south. The route is well used by local residents and provides an important tourist and visitor attraction.

### Boundaries and Edges

The Johnshaven Conservation Area boundary identified in the adopted Aberdeenshire Local Plan is centred on the harbour and the original streets and properties, which grew up during the 18th and 19th centuries. It encompasses the areas of 20th century infill and redevelopment within this historic core see the plan in appendix 2.

To the east the boundary as originally proposed is less clearly defined although it largely correlates with the age of buildings and the gradual expansion of the settlement eastwards.

### Street Pattern

The street pattern in the proposed conservation area clearly reflects the topography and evolution of the village and can be seen in the plans in appendices 2, 5,6, and 7.

Johnshavens roads follow the natural contours and the form of the land. The main road into the village, New Road cuts across the contours only when necessary while Castle Street, Main Street and Mid Street form themselves along the hill. The streets north east of the harbour become more interesting forming Harbour Place, the Square, Waughton Place, Milnes Wynd View and areas of shelter from the coastal winds. The coming of the railway was the possible inspiration for Seaview Terrace. The main streets tend to be wide perhaps because of the historic requirements for trade and movement. However the back lanes and minor streets are narrower possibly reflecting an emphasis on pedestrian traffic rather than vehicles.

### Plot Pattern

Johnshaven conservation area is a dense grain of rows and terraces fronting the coast and the harbour. Plot sizes tend to be small, restricted in size high density of building and by the limited flat land and steep coastal slopes. Many of the older properties front onto the street and garden ground and space to the rear, where it exists, tends to be small and shared.

Johnshavens later nineteenth and twentieth century expansion happened “up the slope” and tend to have more individual, relatively larger plots, with gardens to the front and to the rear. This variance in plot size and pattern is yet another reflection of the evolution of the settlement over the last two hundred years.





### Open Space

The dense urban form within Johnshaven contrasts sharply with the openness of the coast and the countryside beyond. The Lathallan School playing fields and caravan park borders the village to the north. To the south lies the former Council Depot adjacent the coast. To the west on the boundary of the conservation area lies the former railway line which forms an informal linear park for part of its length and a formal hard and soft landscaped area adjacent the sheltered housing north of New Road. There are also a number of gardens on the slope below Sea View Terrace which although private contribute greatly to the village's sense of place.



Around the harbour the historic quayside and the sea views, provide an attractive outlook enhanced by flower tubs which draws in visitors and provides the focus for the Johnshaven Fish Festival.

### Landscape and Trees

The coastal location, steep slopes and limited garden ground discourage the establishment of larger trees or woodland although there are no particularly good specimens, the trees that do exist in people's gardens achieve more importance due to their scarcity value.

Around Johnshaven opportunist wild flowers and plants can be found in loose cracks and crevasses along the boundary walls and path sides. Around the harbour the formal tubs add colour and interest to what is a hard landscaped busy area.



### Circulation and Permeability

The harbour area retains its status as the main focus for access in Johnshaven where all the roads converge. The roads around the Square, and Harbour Place allow for shared pedestrian and vehicular traffic although lack of physical segregation around the harbour requires some give and take between pedestrian and vehicle traffic.

Elsewhere within Johnshaven on street parking, bends and corners slow down traffic and limit access by larger vehicles while pedestrians enjoy a greater degree and flexibility of movement. Roads and narrow lanes allow access through parts of the village and a number of stepped routes link the upper and lower parts of the village. The North Sea Coastal Trail (Nortrail <http://www.northseatrail.org/index.php/en/maps>) passes through Johnshaven and provides pedestrian access along the coast.

### Views

Clinging as it does to a steep hill side there are many different views into and out of Johnshaven. From the harbour there are views out to sea and along the coast to Lang Craig south of Lunan Bay or inland up to Seaview Terrace and the former Flax Mill off New Road. Away from the harbour views of the sea are restricted by the buildings located close to the harbour with only occasional glimpses permeating through lanes and gap sites. This containment leads to a sense of enclosure and shelter within the heart of the Johnshaven conservation area. This contrasts starkly with the sense of openness and exposure experienced at the harbour and at buildings



and spaces immediately adjacent to the coastline. The following buildings catch the eye from certain vantage points which are significant in terms of visual prominence and Johnshaven's history. The Flax Mill, the Old School House, the ruined Chapel, the Ship Inn, McBeys Warehouse, the Anchor Inn and the Parish Church..

### Activities and Uses

The harbour and the former Flax Mill are the focus of non residential uses and activities in Johnshaven. In and around the harbour fish are landed, local small businesses process fish and associated produce and sell them on. Pleasure craft occupy several moorings as do occasional visitors. Close to the harbour are the Ship Inn, the Anchor Hotel, the Starfish Gallery, Johnshaven Post Office and General Store. The annual Johnshaven Fish Festival reinforces and celebrates these activities. At the former Flax Mill Works other industrial and business uses exist, while on the edge of the village is the caravan park.

Essential services exist for its residents. There is the combined shop and post office, a village hall, parish church, the Starfish arts and craft gallery, a primary school and other services located within the village boundary. There is the potential for new uses at the derelict Chapel and proposals exist for a café and community uses at the former lifeboat building.

### Architectural Character

The majority of Johnshavens buildings within the Conservation Area date from the 19th century, although some will be on the site of earlier buildings. Appendix 3 lists those buildings of particular merit many of which are also listed by Historic Scotland. Some of Johnshavens buildings have been altered or extended which in turn alters the original architectural character. Johnshavens buildings when viewed from a streetscape perspective taking into account the layout, scale, form and design of the buildings collectively and their interrelationships is an excellent example of a Scottish Fishing Village



with a special character and interest which justifies its Conservation Area designation. Most of the buildings retain the simplicity and symmetry of their original architectural style reflecting the economic and social background to their construction rooted in the materials which could be sourced and worked locally.

### Buildings of Merit

The Johnshaven Conservation Area contains 20 listed buildings which are detailed in appendix 3 however it is important to note that it is the combined effect of all the buildings in the Johnshaven streetscape which contribute to its special interest.

### Building Materials



The traditional materials found in the conservation area include:-

- Sandstone
- Slate
- Corrugated Iron
- Cast iron
- Timber
- Wrought iron
- Harl render
- Traditional Brick
- Clay

Modern materials are also found

- UPVC
- Aluminium
- Modern Brick
- Artificial stone
- Concrete
- Felt
- Asbestos
- Dry Dash



### Townscape Detail

The Johnshaven Conservation Area townscape is the sum of its parts. Some details in the townscape changed with recent alterations and developments since the original Conservation Area designation in February 1997. The core character and the essence of the traditional fishing village remain. Simple vernacular principles and the use of local building materials are still evident and contribute to the character of the conservation area in the following features.

- Steep roof pitches
- Slate roofs
- Metal roof lights.
- Brick chimneys stacks
- Skews (the parapets at the gable end of a pitched roof).
- Sash and case sliding windows
- Panel doors
- Stone boundary walls
- Cast iron railings
- Dormer windows
- Stone outhouses and stores
- Fishing net greens.



### Public Realm

Roads and footpaths in the village are predominantly tarmac. Some paths are surfaced with concrete paving slabs, or setts although tarmac is used. The condition varies. Around the harbour the road surface has been patched and replaced over time in many places. The metal railings and the lighting columns at the Harbour are in need of replacement.

Around Johnshaven there are a variety of boundary treatments. Rubble stone boundary walls of varying heights are important features of the Johnshaven Conservation Area. Some walls have been demolished, badly repaired, or replaced with timber or other materials. On some steep downhill stretches of the paths metal handrails dating back to the early 20th century still survive.

Street lighting and street furniture in the area are modern and not in keeping with the historic character. Ordinary standard lighting columns are used and signs are also standard for roads, streets and harbour.

There is little soft landscaping other than the plant tubs around the harbour which soften its appearance.

Seating is also limited to the harbour where a few wooden benches provide opportunity for visitors and residents to rest and enjoy the setting.

### Condition

Within the majority of the conservation area the overall condition is fair. Some buildings and areas are well maintained but there are some areas and buildings where dereliction, lack of maintenance and neglect has had a negative impact on the amenity and appearance of the area.

## Character Assessment

### Key Features

The historical and architectural interest of the conservation area is largely derived from its historic setting. The approaches to the harbour, the harbour itself and the various buildings and spaces around it, together help to define its special character.

Like many coastal villages in the North East, Johnshaven was essentially a working village. Original buildings, although attractive in terms of their form and material finishes are rather plain and unpretentious, lacking embellishments. Building density is relatively high with public open space being located at the edge of the village near the caravan park. The larger homes higher up the slope have generous, attractive gardens although few trees, possibly due to the offshore winds.

The majority of the buildings within the conservation area are 19th century stone and slate construction. Most of the properties are terraced and built onto the footpath. Housing was developed speculatively as individual and pairs of plots. This explains the variety of scale which adds considerably to the quality of the street. There is a mix of single, two and two and a half storey properties.

There are three distinct character zones evident within the conservation area; the mixed use area of the harbour, the coastal edge to the north and south of the harbour and the hinterland on the slopes leading up to the railway.

### The Harbour

In the harbour area the traditional uses and occupations of a historic Scottish fishing village can still be seen. Fishing, commercial, religious and residential buildings sit side by side presenting an interesting and coherent street scene which links visitors back to the 19th and 20th centuries.

Harbourside buildings include the McBeys Fish Store, the two hotels, post office and store, the derelict former chapel, the former lifeboat station and many homes reflecting historical uses and economic development.



The stone walls of the harbour itself with strong clean lines and limited street furniture conveys a solid utilitarian style clearly reflecting the areas historic function and value. The boats within the harbour with their use of bold colours contrasts well with the greys and greens of the stone walls and breakwaters.

### The Coastal Edge Areas

The coastal edge area consists of those parts of Johnshaven to the north and south of the harbour area immediately overlooking the sea. This includes West Street, South Street and Dock Street on the south side of the harbour, this area is mostly residential except for a garage and former council depot site. The northern coastal edge includes Fore Street and Beach Road with the play area, playing fields and the caravan park forming the edge of the village. The coastal path follows this route through Johnshaven.



### The Hinterland

The hinterland covers most of Johnshaven and is topped by the former Flax Mill built of brick. This area has a surprising range of traditional stone buildings with slate or tiled roofs, a wealth of window designs and a surprising array of different chimney materials including brick, stone and metal. The streets of varying widths tend to run north to south and half of Johnshavens listed buildings are within this area. Few of the original non residential buildings remain most having been converted, e.g. the Old School House on Seaview Terrace, the Brewers House and Old Post Office at Waughton Place. Further research may find other non residential uses in this area. These buildings are modest in scale and type.

### Key Challenges

The utilitarian character and the simplicity of the original architectural detailing and the use of local materials possibly based upon 19th century pattern books helps to define the appearance of the Johnshaven Conservation Area. Their retention is important for the conservation and enhancement of the area.

With the evolution of the village into a commuter settlement, there is a danger that the character of the Johnshaven Conservation Area will be changed by prettifying buildings and attempts to create a picture book village or by gradual additions and alterations more appropriate to a conventional modern settlement.

### Positive Buildings and Areas

These are considered to be buildings or areas which contribute positively to the character of the Conservation Area and which it is considered desirable to conserve and enhance.

- The harbour and piers, which provide the core focus both for the historical development of Johnshaven and for the designation of the Conservation Area.



- Mcbeys Fishstore a prominent local landmark, grade B listed building and the base of an important local business
- The former Lighthboat Station, another local landmark also a grade B listed building and a key site within the centre of the village for new mixed uses to support community based enterprises.
- The Square is also a key place within Johnshaven formed by the Anchor Hotel and the Ship Inn
- Waughton Place, the site of the former brewery and the post office mainstays of 19th century life in Johnshaven. Waughton Place still retains the original street pattern and the architectural style of buildings remains mainly intact.
- Station Brae a narrow wall lined track which links the lower (coastal) and upper (hinterland) halves of Johnshaven.
- Mid Street, Main Street and Castle Street where groups of traditional buildings survive retaining their original pattern and architectural style, reflecting the historic development of the village.
- Seaview Terrace where some of the larger, more imposing properties with generous gardens look out over Johnshaven.

### Negative Features

Within Johnshaven but the following sites raise concerns, detracting from the character and appearance of the conservation area :

- The former ruined Chapel at the harbour.
- The former Council Depot on West Street
- The former Flax Mill

On a general note the following issues need to be considered

- Loss of traditional streetscape features and their replacement with inappropriate and uncoordinated street surfaces; railings, bins, signage and lighting.
- Loss of architectural details (e.g. original sash and case windows, doors and other joinery, boundary walls and railings) and loss of original materials (e.g. harling, slate roofing, stone and iron work).
- Insensitive infill and modern developments especially twentieth century box dormers and large flat roofed garages which are out of scale and character with the historic properties;
- Traffic and prominent car parking along some streets which diminishes the overall amenity of the area especially during peak traffic periods
- Unsympathetic signs and frontages
- Television aerials and satellite dishes located on frontages
- Lack of building maintenance in some parts of the Conservation Area



### Sensitivity Analysis and Buildings at Risk

The edges of the Conservation Area and existing gap sites and open spaces can be sensitive to potential development. It is as important to protect the historical links and inter-relationship between the buildings and the open spaces between them and surrounding them as it is to protect the character of the buildings and the streetscape.

There are no buildings currently listed on the Scottish Civic Trust's Buildings at Risk Register. Buildings in Johnshaven which become vacant and neglected should be retained and refurbished rather than demolished.



### Assessment of Significance

The townscape of Johnshaven still retains the essence of the old fishing and trading settlement. Simple vernacular features can still be found and the activity in and around the harbour area continues to reflect its historical importance to the area and its close relationship with the sea as celebrated by the Johnshaven Fish Festival. The restrictions and advantages imposed by topography and the coastal location which influenced its evolution are also still clearly evident in the layout and character of the area. Of special note is the role that people have played in the village's development and the physical evidence that remains of their involvement. Whether it is individuals such as the local laird, ships captain or the sheer numbers of folk who lived and worked there, the memorials, structures, buildings and dwellings are a testament to their existence and the special interest of the area.

### Boundaries

- An important element of the conservation area appraisal is the assessment of its boundaries. The Johnshaven Conservation Area has quite definitive boundaries which follow the village's boundaries and in the case of the caravan park provide a buffer. Aberdeenshire Council is not proposing to revise the Johnshaven Conservation Area boundary.



## Conservation Strategy

### Conservation Strategy

The Scottish Governments Planning Advice Note (PAN 71) Conservation Area Management (2004) on page 18 states "Designation alone does not fulfill a local authorities responsibilities for conservation areas. A robust and active management strategy combined with an effective monitoring and review mechanism will ensure that valuable aspects of our heritage resource are protected and that opportunities to enhance them are delivered".

The Johnshaven Conservation Area Strategy will aim for the development of a more integrated approach to managing change that has an impact on the village. Regeneration area projects, streetscape improvements, empty buildings, development pressures and proposals will be identified and where appropriate incorporated into the draft Johnshaven Conservation Strategy in February 2012 as described below.

### Opportunities for Conservation and Enhancement

#### Work in the Public Realm

Review the design and materials used in paving and streets; identify principles for public space design to provide co-ordinated safe, enjoyable surfaces and features appropriate to the surroundings.

An innovative approach to lighting and the use of public art could further enhance the character of the streetscapes and harbour.

#### Edges and Gateways into Johnshaven Conservation Area

Review gateways into Johnshaven at, at the former Flax Mill New Road and the former Council Depot site on West Street. Review the coastal edge of the village from the caravan park in the north to the former Council Depot site in the south.

#### Repair and Renewal

Encourage the repair, reinstatement and conservation of buildings, features and architectural detail (where there is historical evidence), especially frontages, timber windows and doors, chimney stacks and roof slates, boundary walls and treatments.

Encourage the removal, alteration demolition and redevelopment of buildings, features or areas which do not contribute positively to the character or appearance of the conservation area.

#### Protecting Buildings and Features of Merit

Control unwanted alterations and loss of detail through use of the statutory framework.

Assess potential for use of Article 4 Directions and promote understanding and awareness of any proposed.

Raise awareness of small items such as stone steps and small buildings which add considerably to the villages local identity. Provide owners and those responsible for their upkeep with advice and assistance

Protect focal points, views and vistas which have been created by the historic street pattern and the topography.

### Regeneration

Johnshaven lies within the Mearns Coastal Regeneration Area. Aberdeenshire Council is in the process of identifying and delivering enhancement projects in the 2012-2015 period based upon the regeneration area's strategic priorities.

Potential projects in Johnshaven are shown on the plan in appendix 8 which provisionally include the provision of landscape quality improvements around the harbour, and to the coastal path, conversion of the former Lifeboat building to new community led mixed uses, the restoration of the former chapel to new business uses, and the consolidation of mixed business uses at the former flax mill. Potential small environmental improvements are.



- Path Resurfacing (Harbour)
- Lighting (Harbour)
- Railings (Harbour)
- Litter bins, seating and other street furniture
- Replacement signs and Interpretation panels along the coastal way path

### Coastal Path

The North Sea coastal trail passes through the centre of the village and the conservation area. Improvements to the route and actions to encourage and enhance its use and enjoyment will help to retain Johnshaven's vitality and support local businesses.

### Policies

Aberdeenshire Council, through its Aberdeenshire Local Development Plan and the associated Supplementary Guidance provides policies to protect the character and amenity of conservation areas as well as support proposals to bring vacant buildings and sites back into active use.

There are no sites within the proposed Conservation Area, specifically identified for development in the Aberdeenshire Local Development Plan. However existing buildings, gap sites and areas of land within the conservation area could be the subject of development proposals.

There is a presumption against the demolition and/or redevelopment of any building which is considered to make a positive contribution to the character and appearance of the Conservation Area. Proposals for the alteration of such buildings and areas will be carefully considered in light of the adopted policies of Aberdeenshire Council.

### Development Management

The day to day work of Development Management provides a primary means to implement policies for conservation and enhancement within the Conservation Area and the Council will only approve proposals that preserve and/or enhances the character and appearance of the Conservation Area.

Under current legislation, conservation area designation automatically brings the following works under planning control:

- Roof alterations
- Stone cleaning or painting of the exterior
- Provision of hard surfaces
- Additional control over satellite dishes
- Additional control over demolition
- Tighter restriction on size of extensions to dwelling houses, which may be erected without consent
- Removal of, or work to trees

Other minor developments such as house extensions and the erection of boundary fences are not automatically restricted. Such minor alterations can cumulatively have an adverse effect on the character and appearance of a conservation area and therefore the Council will sometimes seek to introduce additional controls. These are known as Article 4 Directions and would be promoted by the Council and confirmed by the Secretary of State. Any works included in the Article 4 direction would need planning permission.

Where a development would, in the opinion of Aberdeenshire Council 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. Views expressed are taken into account by Aberdeenshire Council when making a decision on the planning application. A list of all classes of permitted development automatically restricted in conservation areas is provided in appendix 9.

Aberdeenshire Council will encourage the use of sympathetic signage throughout the Johnshaven Conservation Area in order to improve amenity and will consider the removal of deemed consent for advertisements. This could help to protect the character and amenity of the Johnshaven Conservation Area by making all advertisements subject to express consent and approval by the Council.

### Monitoring & Review

Legislation provides for the regular appraisal of Conservation Areas, which may result in new Article 4 Directions, supplementary guidance or site specific planning advice being drafted by Aberdeenshire Council in future times.

## **BIBLIOGRAPHY/REFERENCES**

- 1) Kincardine & Deeside Architectural Design Guide Jane Geddes 2001
- 2) Johnshaven & Benholm Community Council Report, "Johnshaven - A case for Conservation" 1989.

## Appendix 1

### The Aberdeenshire Local Development Plan

#### Policy 13

Protecting, improving and conserving the historic environment Related Items to the whole of Section 5.16  
Policy 13 Protecting, improving and conserving the historic environment

5.16.1 Protecting and improving the historic environment contributes to many of the Scottish Government's 15 national outcomes. Local history helps create a clear identity for the area and strengthens connections between people and places. It promotes a positive image of Scotland across the world. It can also help to improve communities and provide educational, training and employment opportunities. Because of this, Scottish ministers place great weight on protecting our history through the planning system. We support this view and recognise the importance of the historic environment to the character of the area and to the quality of life of the people who live here. We want to maintain and strengthen our commitment to protecting the historic environment, both by putting into practice a historic environment strategy and in the way we manage development.

Policy 13 Protecting, improving and conserving the historic environment Aberdeenshire Council supports the protection, improvement and conservation of the historic environment. There will be a presumption against development that would have a negative effect on the quality of these historic assets. Different parts of the historic environment require to be subject to specific guidance and controls to make sure that we maintain and improve their value. The way we will do this is published separately in the following supplementary guidance.

SG Historic Environment 1: Listed Buildings

SG Historic Environment 2: Conservation areas

SG Historic Environment 3: Historic gardens and designed landscapes

SG Historic Environment 4: Archaeological li

SG Historic Environment 2: Conservation areas

We will refuse planning permission and/or conservation area consent for any development, including change of use or demolition, which would have a detrimental effect on the special character or setting of a conservation area. We will only approve new development wholly or partly within a conservation area, subject to other policies, if:

- 1) all details are provided under cover of an application for full planning permission; AND
- 2) the design is of the highest quality, and respects and enhances the architectural, historic and visual qualities that give rise to the designation; AND
- 3) any trees in the vicinity considered by the Council to have amenity value are retained. Reasoned Justification

The aim of this supplementary guidance is to conserve and enhance the character and appearance of conservation areas, in order to safeguard the long term management of these areas in accordance with current guidance and legislation. Their boundaries are shown on the settlement proposals maps.

Conservation areas form an important physical record of the architectural development and historical growth of an area. They are an irreplaceable cultural and economic resource that contributes to the distinctive character and unique quality of Aberdeenshire and therefore must be protected. For this reason greater weight will be given to the requirements of this supplementary guidance, when there is a conflict with the requirements of other supplementary guidance in this plan.

Trees in conservation areas are protected through the Town and Country Planning (Scotland) Act 1997. Before carrying out any work on a tree in a conservation area, owners are required to notify the local authority giving details of intended works.

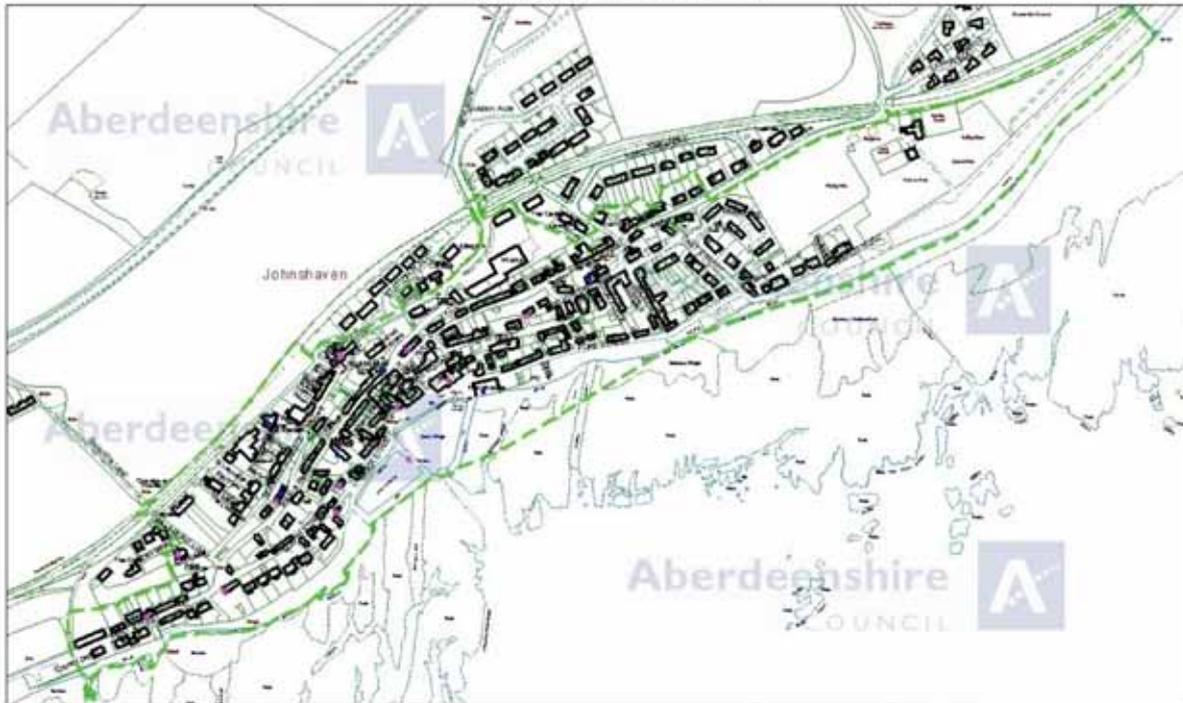
Article 4 Direction Orders restrict permitted development rights, and in certain cases have been put in place to prevent incremental change such as replacement doors and windows, which would otherwise cumulatively undermine the character of the conservation area over time. The conservation area legislation provides for

their regular appraisal, which may result in new Article 4 Directions and/or supplementary guidance in the form of conservation area policies or other design guidelines.

Existing and proposed conservation areas in Aberdeenshire, together with relevant Article 4 Directions and further guidance will be provided in planning advice. Any slate, stone, or other traditional building materials accruing from demolition should be retained and reused for new building in the vicinity, or by donating it to the Aberdeenshire Conservation Materials store. Last In the event of the planning authority being minded to grant conservation area consent for demolition of an unlisted building, the planning authority must notify Historic Scotland. Historic Scotland will therefore be consulted at an earlier stage, where appropriate on such proposals. The agency's "Managing Change in the Historic Environment" is recommended in this regard. To help assess proposals we will also seek the views of the Architectural Heritage Society for Scotland, The Scottish Civic Trust, Architecture and Design Scotland and appropriate local bodies.

## Appendix 2.

Johnshaven Conservation Area Boundary & Listed Buildings Location Plan.



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## Appendix 3

### Johnshaven Listed Buildings & Buildings of Historic Interest

NAME OF BUILDING	DESCRIPTION
HARBOUR 1871 and 1884.	Grade C Listing. Two piers rubble built and concrete inner harbour, that to north with later extension and curved bastion to harbour entrance. Slipway from roadside, sloping walls to landward side of harbour.
LIFEBOAT STATION, Shorehead 1891.	Grade C Listing. Gable front to harbour lifeboat station. Large red sandstone ashlar blocks with stugged margins. Wide 4 centred arched door. Deep eaves with wave-patterns bargeboards, apex finial. Slate roof with roof lights. Rear door under small 4-centred arch, 6 light window above.
St.. DAVID'S CHAPEL 1851.	Two tall narrow round-headed stained glass windows in bell turret. Now Ruin following fire.
BALLANDRO LOAN SPRINGFIELD Built 1845 but attic recast circa 1900.	2-storey, 3-bay house. Red sandstone front elevation with rusticated quoins to ground floor harled sides and rear. Centre door with console corniced doorpiece and block pediment; flanking 12-pane sash and case windows, 1st floor 3-light windows (circa 1900) break wallhead under boldly shaped dormerheads; overhanging eaves. Asymmetrically arranged windows in side elevations. Small extension to rear. Slate roof, corniced end stacks.
CASTLE STREET, THE SHIP Early 19th century.	W-storey and dormerless attic terrace of 3-2-3-bay units linked to form hotel. Squared snecked rubble, stugged dressings. Boarded doors to centre of end blocks pilasted doorpiece to centre block with cusped decoration in place of capital. 2-pane sash and case windows. Straight skewes, end brick stacks, slate roof. 2 windows in west gable with diminutive attic light.
JEWEL COTTAGE, 20 CASTLE STREET,	Detached One and a half story, slate roof with splay bay hipped dormers. Built for a coal merchant – coal the 'black jewel'.
HILL HOUSE, 24 CASTLE STREET	Terraced One and a half storey, slate roof with timber gabled dormers carved and moulded bargeboards, carved wood finial diagonal Late 19th century.
ADELAIDE COTTAGE, 26 CASTLE STREET,	End of terrace One and a half storey, slate roof with splay bay dormers, sandstone coursers, stone architraves and hoods over windows and doors.

BALLECHIN, 27 CASTLE STREET	End of terrace One and a half storey slated mansard roof with timber gabled dormers. Walls harled with rendered surrounds to openings.
WHITEFIELD, 31 CASTLE STREET DETACHED	One and a half storey, slate roof, sandstone walls. Wallhead raised and splay dormers added dated 1834.
1 DOCK STREET	END OF TERRACE Two storey slate roof with added timber gabled half dormers. Stone walls, subsequently raised to accommodate dormers and increase roof space.
4 DOCK STREET	DETACHED Single storey, fishermans's cottage, pantile roof, box bed spaces, cast iron grate. Harled painted walls.
FORE STREET FISH STORE Mid 19th Century.	3 parallel, single storey ranges with arched openings. Stugged pink ashlar with brick, arch rings. 11 arched openings (now blocked) to Foregate, door at centre, 3 loft openings above. 4 centred arched openings in centre gables. Interior: 2 rows (6 to each) cast-iron columns supporting timber beams.
22, 23 MAIN STREET Dated 1834.	2 storey, 3-bay house, possibly with part of the ground floor originally used for business purposes, raised on terrace. Aberdeen bond masonry. Ground floor with 2 central doors and w outer windows. 2 leafed panelled doors. 12-pane sash and case windows. Graded slate roof. 1 diminutive attic window in west gable.
24 MAIN STREET Circa 1834.	Single storey and attic originally 2 2-bay cottages now single cottage, raised on terrace. Each house with door right window left and 1 swept dormerhead. 12 pane sash and case windows, left door panelled. Straight skews, slate roof, end brick stack.
MAY HOUSE MID STREET	Two storey, slate roof, stone ashlar walls, 3 bay, sash windows with smaller upper sash, centre door and bracketed stone hood with carved stone heads of comedy and tragedy.
21 MID STREET Circa 1800.	2-storey, 3-bay tenement. Squared rubble, polished ashlar painted dressings, harled sides and rear. Forestair to centre, door at ground and 1st, latter breaking eaves with roof swept over. 4-pane glazing to sash and case windows at ground, 2-pane modern at 1st. Straight skews with moulded skewputts, slate roof.
SEAVIEW TERRACE. THE OLD MANSE Circa 1850.	2-storey, 3-bay simple late Georgian-style manse. Tooled ashlar. Console, corniced door, 2 flanking windows, 3 on 1st floor all sash and case with 12 –pane glazing,

<p>THE OLD SCHOOL SCHOOLHOUSE AND COTTAGES. 'FERNLEA' AND SEAVIEW TERRACE</p>	<p>Single storey, slated roof with splayed bay dormers (added)? Dressed sandstone rybatts with harled painted walls. Slated roof, cottage door-hoods in sandstone carved voluted brackets with acanthus leaf decoration of high quality workmanship, stone chimney heads dated 1854. Cans original octagon.</p>
<p>LILYBANK, SEAVIEW TERRACE DETACHED</p>	<p>One and a half houses with slate roof and splay bay dormers. Walls harled with rendered quoins and windows and door surrounds.</p>
<p>9 SOUTH STREET Early-mid 19th century.</p>	<p>Single storey, 3-bay cottage. Harled over boulder footings. Flush panelled door, 4-pane glazing. Corrugated asbestos roof, end stacks.</p>
<p>1 WEST STREET WITH DETACHED COTTAGE TO REAR Circa 1830.</p>	<p>2 storey house set on slope with entrance to north in 1st floor, 3 bays. Red sandstone ashlar, rusticated quoins, band course between ground and 1st; rubble to rear. 1 blocked door in sunk ground floor at north. Steps oversailing area to main door, 2 leaf door with geometric fanlight. Rear with slightly off-centre door, modern glazing. Slate roof, brick end stacks. To north good cast-iron railings shield basement area. Rear cottage: circa 1800 single storey 3-bay, rubble part harled, pantiled with stone easing course.</p>
<p>14 WEST STREET Late 18th century.</p>	<p>2-storey, 3-bay house, rendered and lined as ashlar. Centre door (modern), in chamfered window openings. Rear forestair with door at head now window. Slate roof, small, end red and white brick stalks.</p>

## Appendix 4 Johnshaven Timeline

1400-1500	Benholm Castle built
1600 - 1700	Johnshaven developing as a fishing community
1743	Population 753
1763	Ship Inn licensed
1770	Carved date in gable of Building in Square
1780	Sailcloth manufactory built
1790	Carved date on gable of former Secession Church closed 1863, converted to shop and shed and dwellinghouse. Findlays Building.
1793	Parish School at Benholm. Two occasional schools, one for boys, one for girls. 20-30 schools attending each. (1st Statistical Account)
1796	Feu right granted for "manufacturing houses".
1800	Great Turnpike Road (A922) opened between Stonehaven and Montrose . Population 1000.
1804	Malting barn kiln and house cynder house, dung court and stable occupied by Milne Greig and Company Brewers. Brewhouse beer cellar and coalhouse.
1810	New Road opened as improved entrance to Johnshaven from the Turnpike Road.
1829	Carved date on Rangoon Cottage, New Road.
1831	Carved date on Skewputt Number 13 Milnes Wynd.
1834	Carved date on door lintel "Whitefield" Castle Street. Carved date on skewputt numbers 22/23 Main Street.
1836	Handloom Weaving Factory established south end of West Street. Handloom home spinners replaced by Spinning Mills. Notice. "Flax to be spun given out here" displayed by shopkeepers no longer seen.
1837	One parochial school, 145 scholars. Six unendowed schools. (New Statistical Account).
1838	Wreck off the Haughs. "The Rival" of Aberdeen
1841	Steamboats touch at Johnshaven. Population 1172.
1847	Robert and Margaret Morrises Inn, Mid Street.
1850	Free Church, Manse and School, Seaview Terrace
1851	St. Davids Chapel gifted by David Scott of Brotherton.
1854	Carved date on gable Girls Endowed School, Seaview Terrace.
1861	Population 1089
1864	United Presbyterian Church, Hall and ground occupied by house and two small houses and yard at back dispoined to Church Terrace.
1865	Montrose and Bervie Railway Company line opened.
1867	New Coastguard Station site acquired by Commissioners of the Admiralty at Braehead.

1869	Site at harbour including Coastguard Watch House feud to William Findlay for buildings of stone and lime of the value of at least £50. (Now Lobster Shed).
1871	Pier extension built. Population 1077
1872	Benholm Parochial Board as Local Authority under Public Health (Scotland) Act 1867 plans for supply of water for domestic use. Piped water supply to Railway Station and Glenn Fountain. Education (Scotland) Act. School Board of Parish of Benholm formed. Police Station site acquired by Commissioners of Supply County General Assessment (Scotland) Act 1868.
1877	Public School enlarged to accommodate 270 children average attendance 230.
1879	Road rate levied on all householders under Roads and Bridges Act. Village Hall formerly St John's Templar's Hall built
1881	Population 1041
1884	Dock built at Harbour Cost over £4000.
1887	Masonic Hall of St John's Lodge built. Drill Hall of 1st Aberdeenshire Artillery Volunteer Corps opened. (Now demolished)
1891	Population 1047. 280-300 Scholars at School. Houses; inhabited 249 vacant 39 'Balmoral' of Liverpool wrecked. Lifeboat Station formed.
1895	Site acquired for Flax Spinning Mill.
1897	Public Health (Scotland) Act. Water supply piped. Diamond Jubilee Place, Mains Street Name and Date on Skewputt.
1898	Flax Spinning Mill opened.
1899	St. Leonards Seaview Terrace. Jewel Cottage and Victoria Cottage Castle Street built.
1912	First Aberdeenshire Artillery Volunteer Corps. Drill Hall transferred to Gibb, Flax Spinner.
1924	Housing Act. Local Authorities responsible for providing housing for those who could not or would not provide it for themselves.
1927	Land acquired by Local Authority in Castle Street for roadmen's houses.
1932	Road Depot land acquired – old Spinning and Weaving Mill. West Street.
1933	Land in Main Street acquired for Local Authority flats.
1933/1934	Land acquired east side of Weaver's Wynd by Local Authority.
1936	Coastguard Station sold by Commissioners of Works and Public Buildings.
1938	Herd Crescent development by Local Authority
1946	East Street (Weavers Wynd) and Beach Road Local Authority development.
1947	Town and Country Planning (Scotland) Act. Development Plans required from all Local Planning Authorities. Section 28 – listing of buildings of architectural or historic interest.
1966	Closure of the Montrose to Inverbervie railway

## Appendix 5

Johnshaven circa 1867 Ordnance Survey Plan.



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Johnshaven Conservation Area  
Historic Map (1867-1874)

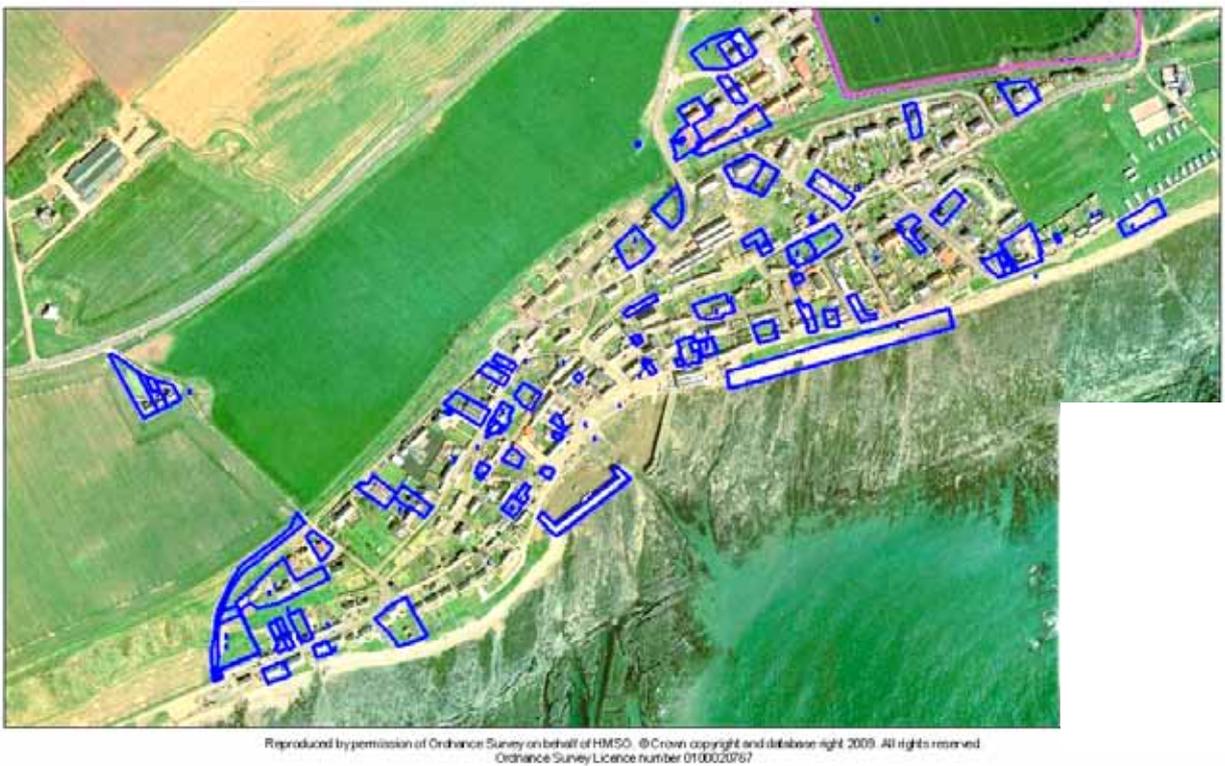
## Appendix 6

Johnshaven Planning Applications 1996 to 2004 Location Plan.



## Appendix 7

Johnshaven Planning Applications 2004 to 2011 Location Plan





## Appendix 9

Summary of extra controls which could be sought by means of Article 4 Directions

Class 3 Extend restrictions to include buildings of any scale within the curtilage of a dwelling house

Class 6M The extension or alteration of an industrial building or a warehouse for the generation of energy from burning biomass or for the storage of biomass

Class 7 The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.

Class 8 The formation, laying out and construction of a means of access to a road.

Class 9 The stone cleaning or painting of the exterior of any building or works

Class 14 Temporary buildings, structures, works, etc.

Class 15 Temporary use of land

Class 20 Works required in connection with the improvement or maintenance of watercourses or land drainage works.

Class 23 The extension or alteration of an industrial building or a warehouse.

Class 24 Development carried out on industrial land for the purposes of an industrial process such as the installation of additional or replacement plant machinery, provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus; or of a private way, railway, siding or conveyor.

Class 25 The creation of a hard surface within the curtilage of an industrial building or warehouse.

Class 26 The deposit of waste material resulting from an industrial process

Class 27 Works required for the maintenance or improvement of a private road or way.

Class 28 Works for the purposes of inspecting, repairing or renewing any sewer, main, pipe, cable or other apparatus, including breaking open any land for that purpose.

Class 30 Development by a local authority required in the exercise of their functions including lamp standards, refuse bins, public shelters and similar structures.

Class 31 Works carried out by a roads authority required for or incidental to the maintenance or improvement of the road.

Class 35 Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, undertakings.

Class 37 The use of any operational land by statutory undertakers in respect of dock, pier, harbour, water transport, canal or inland navigation undertaking for the spreading of any dredged material.

Class 38 Water undertakings, including the laying of underground mains, pipes or other apparatus;

Class 39 Development by a public gas supplier required for the purposes of its undertaking and including the laying of underground mains, pipes or other apparatus.

Class 40 Electricity Undertakings – Development by statutory undertakers for the generation, transmission or supply of electricity for the purposes of their undertaking and including the installation or replacement in, on, over or under land of an electric line.

Class 41 Tramway or road transport undertakings including shelters and barriers for the control of people waiting to enter public service vehicles;

Class 42 Lighthouse undertakings where development is required for the purposes of the functions of a general or local lighthouse authority .

\*\* For full details of The Town and Country Planning (General Permitted Development) (Scotland) Order visit <http://www.legislation.gov.uk/all?title=general%20permitted%20development%20%28Scotland%29%20order>



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