



# St Andrews Design Guidelines

for buildings, streets and shop fronts in St Andrews  
Conservation Area and on the main approaches





# FOREWORD

The Fife Urban Design Guide (Creating a Better Fife) sets out strategic design principles that apply to all development proposals across the Kingdom.

The St Andrews Design Guidelines form part of a suite of more detailed and targeted advice for geographical areas or in relation to specific topics, which builds upon the Urban Design Guide principles.

The St Andrews Design Guidelines respond to the need for high standards of design within the town's valued historic environment that meet the demands of 21st century living.

The guidance is aimed at developers, service providers, local businesses, amenity groups and individual residents with proposals to alter, extend or create new buildings in the historic core and on the key approaches to St Andrews. It is also relevant to those with an interest in the design of our public spaces and shop fronts. It will be a useful tool for decision makers and those who wish to make comments on any proposals that are brought forward.

These guidelines provide a consistent set of design principles that will enhance the architectural and townscape quality of this unique place. We hope that you will find this Guide practical and useful.



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*Chair of North East Fife Area  
Committee*



**Councillor John Beare**  
*Chair of Fife's Planning  
Committee*

## Acknowledgements

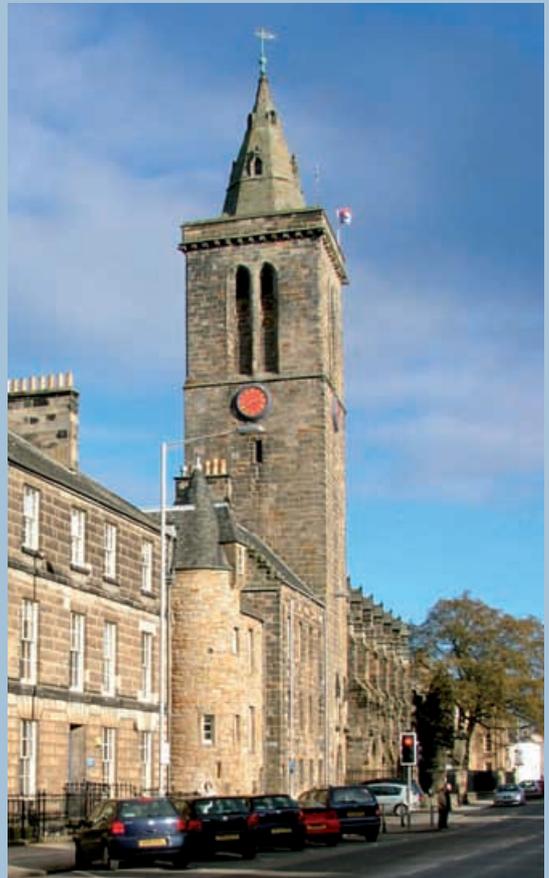
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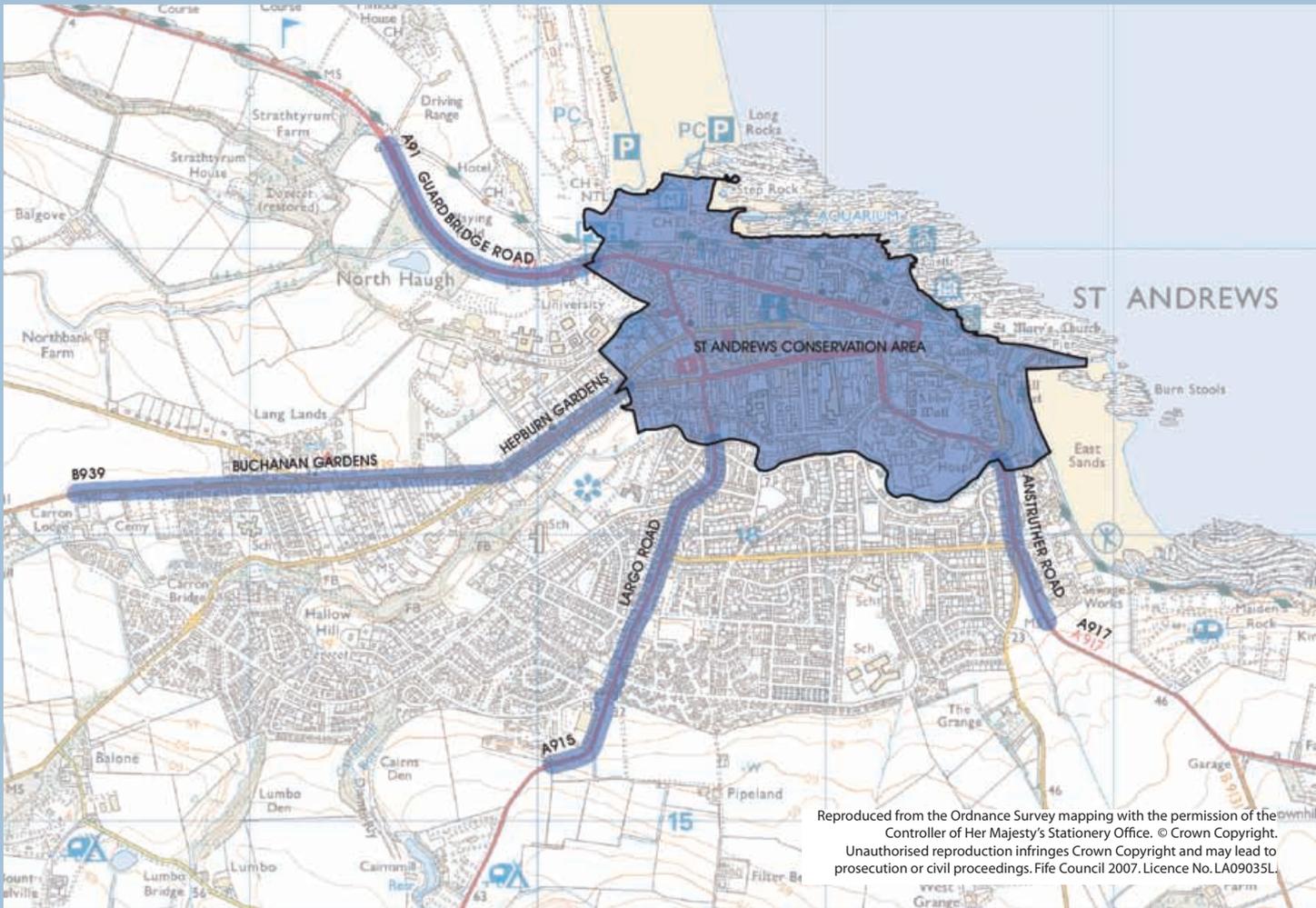
Figure 66: Parc Bench, reproduced by kind permission of Luke Hughes & Co Ltd.

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1. Area covered by the Guidelines

# 1.0 INTRODUCTION

1.1 The built environment of St Andrews town centre has been planned, designed, influenced and shaped by successive generations to meet the needs of its community. Cumulative local custom and practice has combined with significant external influences and the geography of the location to define its character and create its identity. The result is historic townscape of outstanding quality.

1.2 Nevertheless, the town centre has inevitably changed in response to evolving social and economic needs. To halt this process would cause it to lose its functional relevance and lead to decline. At the same time, there must also be presumption of little or no change to the significant historic buildings and townscape, open spaces and vistas. The quality of public realm is also recognised as an important factor in attracting inward investment. Further, first impressions on approaching the town are a factor in the public's perception of its quality.

1.3 In response to these concerns, and to safeguard and enhance the town centre fabric, this document sets out appropriate principles to guide public and private works in St Andrews central conservation area and the townscape on its main approaches. Figure 1 shows the area covered by the Guidelines.

## 1.4 Key objectives of the St Andrews Design Guidelines are to:

- raise awareness of the architectural and townscape qualities which contribute to the town's unique character and identity;
- guide future development projects and planning decisions so they are compatible with the heritage and, where appropriate, use it as the inspiration for contemporary design of the highest quality;
- ensure an appropriate approach to conservation, repair, adaptation, improvement and renewal of historic buildings and streetscape; restoring original materials and details where practicable;
- provide a framework to prioritise investment in the public realm that will create safe, attractive streets that are comfortable to use;
- set standards for day-to-day management and maintenance;
- ensure that the overall environmental quality in the town centre is consistent and matches its world class aspirations.

1.5 The St Andrews Design Guidelines was approved by North East Fife Area Committee in August 2007. It provides supplementary planning guidance, complementing the current Development Plan, East Area Transport Plan, Local Transport Strategy for Fife, Transportation Development Guidelines and other policies of Fife Council. It builds on the design guidance provided in Fife's Urban Design Guide: Creating a Better Fife and will sit alongside a future Conservation Area Appraisal and Management Plan.

## 1.6 The document is structured as follows:

**2.0 Context** sets out the framework for design principles in terms of the physical character of St Andrews, the planning context and other strategies.

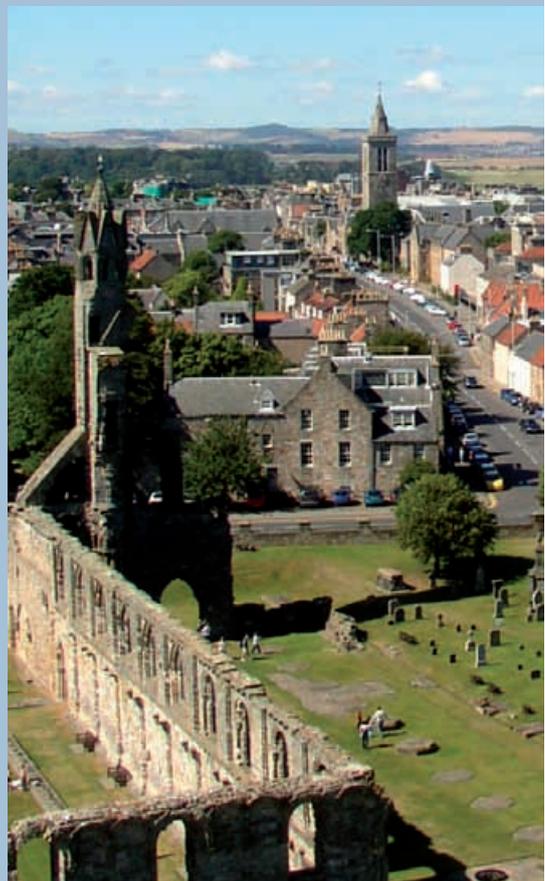
*The guidelines that follow are set out as principles which relate to specific topics; each is supported by a short description of context and objective. There are 76 guidelines in total that are structured into four sections:*

**3.0 Development principles** sets broad guidelines for development in terms of town centre function, setting and layout;

**4.0 Streetscape** describes existing materials, finishes and details in the public realm, and identifies appropriate design responses for future proposals, with a materials palette and guidance on their application;

**5.0 Buildings** provides background on the building periods represented in the town centre and predominant materials and details used. It provides guidance on alterations and the design of new buildings, and repairs;

**6.0 Shop fronts** provides information on historical detailing and guidance on alterations and the design of new shop fronts, including signage and the use of colour.



2. View from St Rules Tower

## 2.0 CONTEXT

### TOWN CENTRE FUNCTION

2.1 St Andrews has a unique character and status. The centre of St Andrews has one of the most intensive concentrations of category 'A' and category 'B' Listed Buildings in Scotland and the town centre is designated a Conservation Area with Outstanding Status. The town plan as we see it had probably emerged by the 15th century, but many elements survive from the 12th century and earlier. The historic centre of St Andrews straddles the ridge of a promontory, flanked by sand beaches to the west and east, and bounded by cliffs and the sea to the north and by the Kinness Burn to the south. The famous Old Course golf links lies to the north west of the town centre.

2.2 Today, St Andrews is the 'golf capital of the world', the location of an ancient university, and an outstanding historic town. Each year it attracts 750,000 visitors from all parts of the world. Tourists replace pilgrims in the way they are drawn to the ruins of the Cathedral, Priory and Castle, and mainly find their way there on foot. St Andrews, however, differs from many top ranking historic towns, in that the town centre continues to fulfil its traditional function, serving the needs of the residential and business community, as well as those of visitors. The comparatively large community still living in the centre is critical to this, but there are strong trends reducing the range and variety of the resident population there. Students, who are short-term and seasonal neighbours, make up almost half of the occupants, while many other properties have absentee landlords and are occupied for a few weeks a year. There are few residents aged between 30 and 60, or of school age or below. The community is increasingly polarised between students and the retired or elderly.

2.3 The St Andrews Town Audit, prepared by Jura Consultants in 2006 found that the retail offering in the town is not strong and attractions are suffering from a lack of investment; the historic and restaurant elements are a far more attractive proposition than any aspect of the retail product. Competition from businesses and facilities in peripheral locations and beyond, means that the town centre must do more to sustain its function and status.

2.4 The Town Audit found that the physical environment of St Andrews is not as well maintained as it could be in such a historic location. The town centre "experience" could be enhanced by improving the quality and character of the public realm. Many pavements in the main shopping area are comparatively narrow and frequently congested. The quality of surfaces and street furniture is often deteriorated or inappropriate for the location. Some facades,



3. *The Old Course*

particularly shops fronts, are inappropriate in design and quality and detract from the architectural character of the streets. Traffic movement conflicts with pedestrian movement and activity, producing congestion, which detracts from the historic townscape and the amenity of the town centre. While accessibility and on-street parking is important, it must not be the overriding consideration for the streets. There should be space for the 'exuberant diversity' of uses and activities traditionally associated with town centres that are the essence of their appeal.

2.5 The approaches by road into St Andrews provide the critical first impression of the town for visitors. On the main routes from the west and south there are distant views of St Andrews' historic skyline, with the backdrop of the sea beyond, reflecting the town's coastal setting. These are considered important qualities of the town's physical character that should be protected.

2.6 The Fife Coastal Path and Fife Cycle Route pass along the cliff top from the West to the East Sands, with attractive seated areas located at viewpoints; but the town centre itself is not a good environment for cycling due to conflicts with vehicles and pedestrians.

2.7 It is clear that guidelines dealing only with the visual qualities of the town centre environment cannot improve its economic prospects. They have to be one component of a comprehensive strategy for planning and management, embracing all the factors influencing land use, transportation, conservation and development in the wider urban area. The key documents that set a context for the St Andrews Design Guidelines are detailed in the following section.

## PLANNING CONTEXT & RELATED STRATEGIES

### National Guidance

2.8 The importance of design has been recognised in delivering sustainable development and creating successful places. The Scottish Executive working with agencies, such as Architecture and Design Scotland, has been promoting good design; they have published documents covering various aspects of design which support the St Andrews Design Guidelines including:

- A Policy for Architecture Scotland (1999)
- A Policy Statement for Scotland: Designing Places (2001)
- PAN 67 Housing quality (2003)
- PAN 68 Design Statements (2003)
- PAN 71 Conservation Area Management (2004)

### Planning Context

2.9 The current Development Plan comprises the Fife Structure Plan approved by Scottish Ministers in 2002 and the St Andrews Area Local Plan adopted by the Council in 1996. There is a presumption in law that planning applications will be determined in accordance with the Development Plan unless material considerations indicate otherwise. Their proposed replacements - the finalised Structure Plan: Fife Matters and the finalised draft St Andrews and East Fife Local Plan - are material considerations but do not have the status of approved/adopted plans. They will be given some weight in planning matters and this will increase the closer they proceed to approval/adoption.

2.10 The finalised Structure Plan: Fife Matters identifies St Andrews as one of Fife's three key towns and designates it as the location for one of the seven Strategic Land Allocations to 2026. If approved, this will create a challenge for the town to accommodate and serve the new members of its community, whilst retaining its essential character and identity. It is also an opportunity for the town to benefit from the new economic force that the new housing areas will bring to the town.

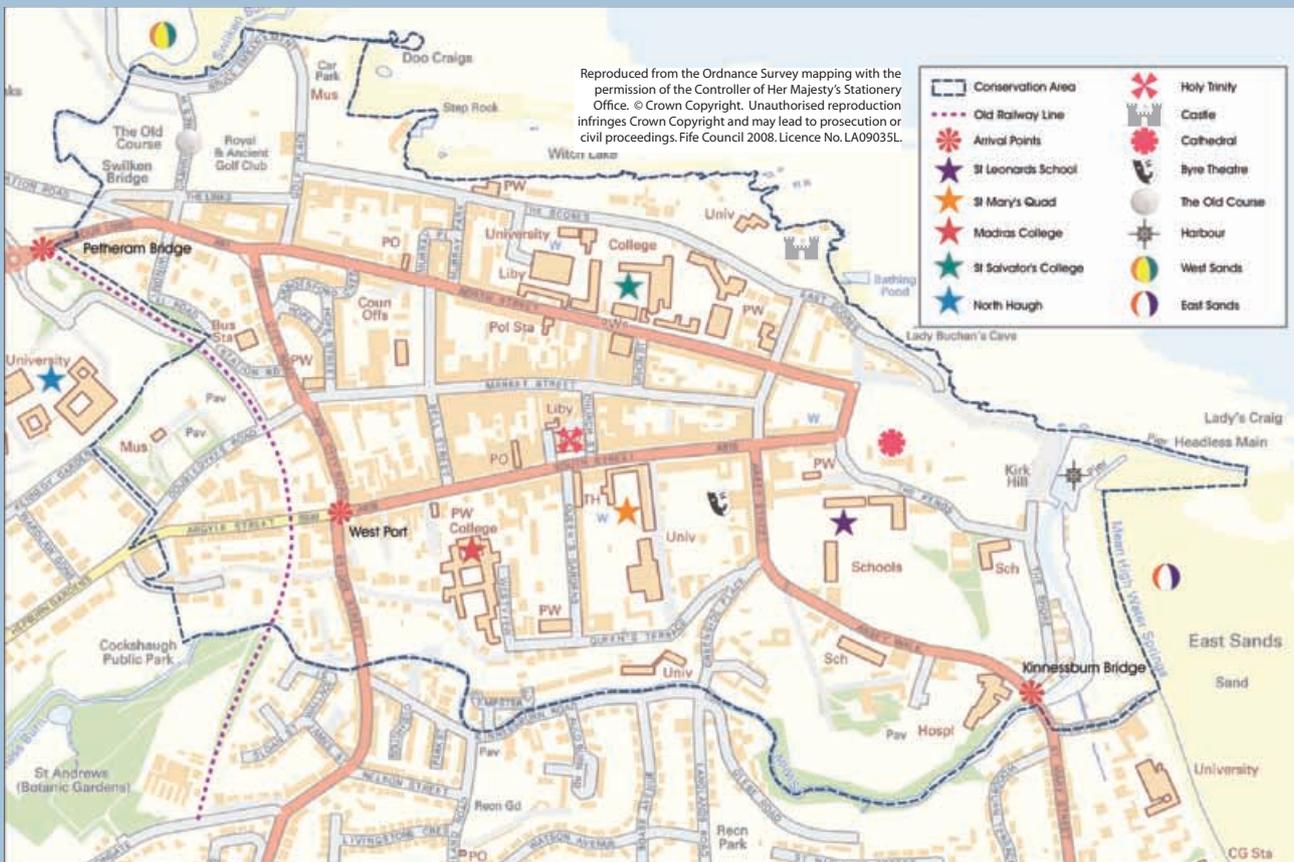
2.11 The finalised draft St Andrews and East Fife Local Plan aims to enhance the town's role as a prime centre for retail and leisure whilst protecting the character of the historic core and designating a green belt to preserve its landscape setting. Identified projects include improving facilities and visitor attractions at the East and West Sands, and pedestrianisation/ streetscape improvements in Market Street and surrounding area. Plans to expand the University and redevelop the St Leonards site will have an impact within the town centre.

2.12 Fife's Urban Design Guide: Creating a Better Fife sets out a Fife-wide approach to urban design quality for new buildings and the spaces between. Based on an understanding of context, there are four main objectives for new development: to create places of character and identity, to create high quality new development, to create safe and pleasant places, and to create places that are easy to move around in. The St Andrews Design Guide translates these broad principles into the particular context of the town centre and key approaches.

## Related Strategies

2.13 The East Area Transport Plan 2005-10 identifies the key issues to be addressed in the town centre as: speed reduction on through-routes and at schools, traffic congestion, parking management, Park & Ride, more pedestrian priority, off-road cycle provision and cycle parking and pedestrian favoured areas. The Local Transport Strategy (2006) sets out the transportation programme for St Andrews in the short, medium and long term, to include upgrading the Bus Station (now complete) and implementing an Area Parking Plan. The Transportation Development Guidelines contain detailed standards for the design and construction of new road layouts and parking requirements, which will be consistent with the St Andrews design guidelines.

2.14 Fife Local Economic Development Strategy places St Andrews alongside Dunfermline and Kirkcaldy, as key centres for the Fife economy. Fife Council recognises St Andrews Word Class Initiative as the organisation that works in this area



4. Key features of St Andrews town centre

to add value to the town through a partnership of business people, community groups and public agencies. Its vision is “to promote and develop St Andrews as a quality business location, visitor destination, and an attractive place to live, for the benefit of the St Andrews, Fife and Scottish economies and to encourage and co-ordinate the efforts of the private and public sectors.”

## EXISTING CHARACTER

2.15 The character of the historic centre of St Andrews is determined by its layout, streetscape and architecture. Key features of the layout are shown in Figure 4 and described below:

### Layout

2.16 **North Street** and **South Street** are the two principal streets that form the basis of the medieval town plan, which was laid out on a rough grid iron. They are aligned along the promontory, converging eastward to give axial vistas along the length of the historic centre and strong focal significance to the cathedral precinct. Designed to accommodate ceremonial processions associated with the medieval church, these are the grandest streets in quality of building and width. By contrast, the cross-axis of North and South Castle Streets, which focuses on the Castle, is more characteristically narrow.

2.17 **Market Street** was formed between North Street and South Street as the burgh developed commercially and is still the heart of the town. It exemplifies a frequent Scottish pattern of the main street widening in the centre to accommodate a market and narrowing at the end to allow entry to be controlled. Shopping is concentrated here, and on South Street and the linking Bell Street, Church Street and Logies Lane.

2.18 **The riggs** form a distinctive herringbone pattern that can be readily identified on present day plans of the town. These are long narrow strips of land, which represent medieval land holdings, based on a standard measure of about 6 metres. The riggs are expressed in the width of the building frontage, which was generally flush with the street, hence front yards or gardens are rarely found. Beyond this many of the original riggs survive as spaces although there has also been considerable subdivision and infill development here. Spaces range from small courtyards to large gardens, some with orchards. A few are tantalisingly visible through glass doors or briefly opened gates, but essentially they are secret gardens and provide a valuable contribution to the natural environment of the town. Overall there is little green space that is freely-accessible to the public within the townscape of St Andrews, although the University quadrangles, Madras College, the castle grounds, Cathedral precinct and Holy Trinity churchyard are quasi-public.



5. North Street looking towards the Cathedral



6. South Street



7. *Melville Fountain on Market Street*



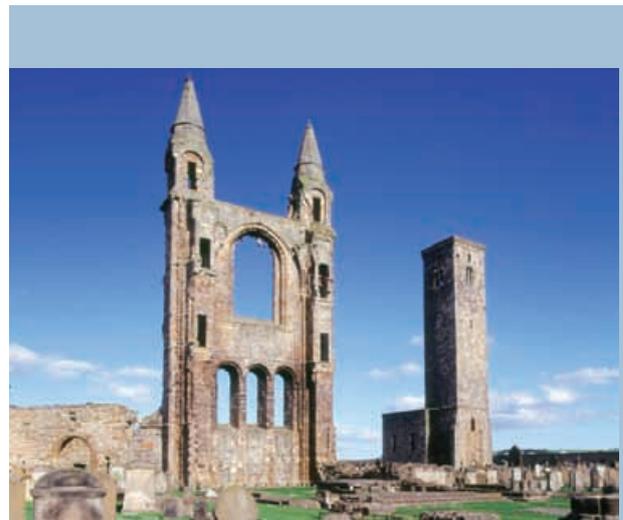
8. *Logies Lane off South Street*

2.19 **The Cathedral precinct** occupies a considerable area towards the harbour, enclosed by a 16th century perimeter wall. The earliest standing church buildings are the 12th century foundations of St Mary's of the Rock and St Rule's Church, but little of the original priory buildings remain today, and a cemetery from the 18th/19th-century occupies much of the ground.

2.20 **The Harbour** lies east of the town in a natural estuary haven, at the tidal mouth of the Kinness Burn. This provided a trading advantage that helps to explain the burgh's economic prosperity up until the Industrial Revolution. 18th and 19th century extensions to the outer piers were an attempt to offer better facilities to trading ships, but failed to halt the town's decline as an economic centre. The harbour was given over to fishing and local coastal trading, but today it exists largely as a recreational facility. Recent streetscape improvements have been carried out here. The 2003 Fife Harbours Study identified that St Andrews may be suitable for the development of facilities for resident and visiting boats.

2.21 **The Scores** represent a planned Victorian expansion onto former common land beyond North Street. The grandeur of the mansions and town houses reflects the prosperity that the town experienced in the mid nineteenth century following the arrival of the railway. The town began to extend significantly beyond the boundaries of the medieval and post-Reformation

burgh, to the west along Hepburn Gardens. But with its prime cliff-top location and sea views, the Scores became the most exclusive Victorian address in St Andrews. Today, most of the properties are owned by the University or commercial businesses, including hotels. The railway line closed in the nineteen sixties and is used as a footpath link and car parks for the town centre.



9. *Cathedral precinct*



10. The Harbour

2.22 **Educational establishments** occupy considerable property within the centre of St Andrews. This includes Madras College (public secondary school) and St Leonards (independent school), but the largest landowner is the **University of St Andrews**, which has been closely integrated with the development of the town since it was founded in 1413. Its buildings range in age and style from the medieval college quads of St Salvator on North Street and St Mary's on South Street, to the modernist University Library pavilion off North Street and Student Union Association on St Mary's Place. The newest building to be completed is the Arts Faculty on the Scores, but future expansion of facilities will be located on the North Haugh.

2.23 **Golf Place – Bruce Embankment** forms a secondary retail area, predominantly tourist-oriented, leading to leisure and visitor attractions – the Sea Life Centre, Golf Museum and the Royal and Ancient Golf Club, with the West Sands beyond. Visitor car parking is concentrated between here and Petheram Bridge.

### The Approaches

2.24 The approaches by road into St Andrews provide the critical first impression of the town for visitors. There are three main approaches to St Andrews. The A91 brings the heaviest volume of traffic, including most tourists, from the north and west via Guardbridge; the A915 brings traffic from the south via Largo; and the A917 brings local traffic, including tourists, from the East Neuk. The B939 approaches from the west, bringing local residential traffic along Hepburn Gardens / Argyle Street. See Figure 1.

2.25 All three approaches from the west and south provide distant views from higher ground of St Andrews' historic skyline with the backdrop of the sea beyond reflecting the town's coastal setting. This is considered an important quality of the town's physical character.

### Streetscape

2.26 The street surfaces are significant as the foreground for the historic buildings, and as the continuous link giving cohesion to the townscape as a whole. It is likely that the earliest formal paving for pedestrian use would have been slabs of local sandstone, and the use of these would have



11. Archway to St Mary's Quad

been restricted to small areas adjacent to or linking the most important buildings. Other intensively used spaces are likely to have been surfaced with field stones, and the shore beyond the East Sands was the source of multi-coloured cobbles. Later, stone was imported from further afield, including Caithness slabs, whin setts and kerbstones.

2.27 The main era of planned investment on civic improvement commenced in the early 19th century. Considerable resurfacing of streets was carried out and gas street lighting was introduced throughout the town centre. Street tree planting along the north side of Market Street between Greyfriars Gardens and the market place was removed in the late 1930s, but remains on both sides of South Street.

2.28 Original paving materials are still found at some locations (Figures 12-15), but many of the carriageways have had a tarmacadam surface since the early 20th century, often overlying the setts; pavements in the town centre were re-laid more recently in inappropriate concrete paving slabs and paviors. Since 2000 improvements have been carried out in front of the Cathedral, in Golf Place/ Bruce Embankment, in Logies Lane/Church Place, College Street, at the west end of South Street,

the Harbour, and in St Mary's Place. These have set a standard for St Andrews town centre, using the highest quality of materials: Caithness and sandstone slabs, flamed granite setts and new or reclaimed whin setts and kerb stones (see Figures 16-19: Recent streetscape improvement schemes). There are proposals in progress for further improvements in Market Street, South Street and the inter-connecting Bell Street and Church Street.

2.29 Most street furniture is of late 20th century origin, and much is uncoordinated and/ or in need of renewal. Modern pavements have become cluttered by signage, bollards, A-boards, pavement cafes, litter bins and cycle racks. Since 2000, Police CCTV and new bus shelters have been installed in the town centre. As part of the St Andrews Parking Strategy various options are being explored to introduce parking ticket machines as a replacement for vouchers in the town centre.

2.30 Following public consultation, a rolling programme of replacement street lighting is introducing a coordinated range into the town centre and Hepburn Gardens Conservation area, which reintroduces the traditional Windsor lantern in certain locations.

## Original paving materials



12. Sandstone paving slabs and red Balmullo slivers



13. Black beach cobbles

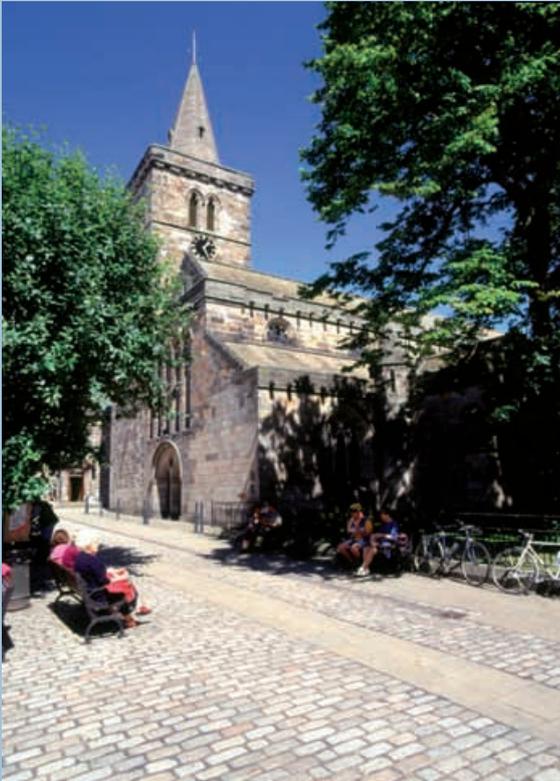


14. Whin stone setts and kerbs



15. Red Balmullo setts and multicoloured beach cobbles

## Recent streetscape improvement schemes



16. Church Square/Logies Lane



17. College Street



18. South Street



19. St Mary's Place

## Architecture

2.31 The immense architectural significance of St Andrews town centre is the unique quality and completeness of its pre 20th century heritage, and the remarkably little change that has taken place since then. Almost every building east of Church Street / College Street and along the entire length of South Street is listed, and the town centre is designated a Conservation Area with Outstanding Status.

2.32 The area is remarkable for its extraordinary contrasts of scale and visual experience. The transitions round street corners from the narrow, intimate wynds to the monumental main streets can be dramatic. The buildings vary in scale and character, yet combine to form coherent street frontages that are given focus by a number of landmarks. These include the remains of the buildings within the cathedral precinct, the Castle, St Salvator's, St Mary's and St Leonard's Colleges, Holy Trinity Church and West Port.

2.33 After the Reformation buildings were repaired or rebuilt using much of the fabric of the Cathedral and Priory which yielded a convenient mixture of fine facing stone and rubble infill. Most of the seventeenth and early eighteenth century houses and their rigg walls were constructed from this resource, and Victorian buildings show evidence of further recycling of this stone. Locally quarried sandstone provided a range of colour tones from

finely dressed black through grey, to yellow and cream. Lime washing and harling of rubble walls, and painting of rusticated and smooth ashlar facades, has been common for centuries because of the softness of local stone and the salt-laden air. Pantiles are found on the older roofs, with Ballachulish slates as the common roofing for Georgian and Victorian buildings, although thatch existed into the 19th Century.

2.34 The domestic architecture ranges from simple local vernacular in the little 17th and early 18th century houses (in the area of the old fishing community at the east end of North Street and in some of the closes), which contrast with the plain grandeur of the large merchants houses of the same period (in the east part of South Street), through the classical assuredness of the Georgian and early Victorian buildings (in the west part of South Street, Bell Street and North Street), to the more vigorously detailed Scottish baronial features of the Victorian tenements in Market Street. (See Figures 20-23: Examples of architectural periods in the historic core). There is little in the domestic architecture that cannot be found in other historic towns in Scotland, but collectively the buildings form a unique ensemble of great importance.

## Examples of architectural periods in the historic core



20. 17th & 18th century artisans' cottages on North Castle Street



21. Grand 17th & 18th century merchants' houses on South Street

## Examples of architectural periods in the historic core



22. Classical Georgian houses on North Street



23. Victorian baronial style tenement on Market Street

### Shop fronts

2.35 The external appearance of a shop front is an important aspect of the shopping experience: attractive frontages can add to the vitality of the commercial environment. In St Andrews town centre, most shop fronts date from the second half of the 19th century and they were frequently inserted into existing residential buildings, especially in the eastern half of South Street. There has been more alteration than to other parts of the buildings, but many remain typical of their period and have design detail, such as the use of cast iron columns, which are a particular characteristic of St Andrews. Figures 24-26 illustrate examples of original shop front details.

2.36 Other shop fronts, especially in Market Street, have been altered non-traditionally and unsympathetically, using inappropriate design and materials, particularly in terms of their signage. National multiple chain stores are often the worst offenders. Examples of good practice in shop front alterations can already be found within the town, but it is hoped that new local plan policy together with these guidelines can provide stronger controls for new shop fronts.

### Original shop front details



24. Central doorway, subdivided display window, canopy

## THE CHALLENGE FOR THE DESIGN GUIDELINES

2.37 The design guidelines that follow provide a set of principles that should underlie development proposals in the public realm, for buildings and shop fronts that respect the historic townscape but ensure the continued economic vibrancy of the town centre and embrace the opportunities for high quality design solutions, including contemporary design where appropriate. It attempts to balance the competing needs of the town's resident, business, and visitor populations and to promote an integrated and sustainable approach to issues.

2.38 The guidelines are seen as a working tool for those involved in the built environment, that will be updated as necessary to reflect new initiatives or changes in the context, best practice etc.



25. Angled fascia with hanging sign, ornate cast iron columns



26. Discrete canopy housing, masonry pilasters, glass blocks



## 3.0 DEVELOPMENT PRINCIPLES

### 3.1 This section sets broad guidelines for development proposals in terms of town centre function, setting and layout

#### SAFEGUARDING TOWN CENTRE FUNCTION

3.2 The extent to which the traditional economic and community status of the town centre has been retained is both valuable and vulnerable and, if lost, would be very difficult to reinstate. It can only be sustained by ensuring that the town centre remains both attractive and accessible to the people it serves: residents, students, academics, business people, and visitors.

3.3 The dilemma is that the circulation and parking of cars throughout St Andrews town centre is seen as important for the viability of shops while, at the same time, it detracts from its environmental quality and appeal as a shopping location, and inhibits the opportunities for improvement. A balance must be reached taking account of the importance of accessibility, but giving design priority to meeting the wider functional needs of the town centre efficiently and creating an environment of high aesthetic quality to delight its users.

3.4 To this end, pedestrian friendly areas/shared surfaces are to be created in places such as Market Street to provide enhanced areas for seating, pedestrian movement etc, but vehicular access will still be required for essential access for residents, servicing and public transport; full pedestrianisation over the entire length is not considered appropriate at this time.

3.5 Further parking opportunities are being considered for additional peripheral town parking to serve the needs of shoppers, workers and business users. This linked with Park and Ride will allow a reduction in parking in some town centre streets to provide more aesthetically pleasing parking and loading layouts and creating additional space for pedestrian movement and street activities.

#### Guideline 1

Ensure the town centre continues to be easily and sustainably accessible to the communities it serves by facilitating movement by foot, bicycle, or public transport, and catering for the needs of those with limited mobility.

#### Guideline 2

Safeguard the environmental qualities which contribute to the amenity of the residential community by resolving vehicular access and parking issues.

#### Guideline 3

Bring life to the streets by creating spaces for promoting traditional activities and uses, including open-air markets.

## Approaches to St Andrews town centre



27. Blank gable ends onto Largo Road



28. Non-active street frontage onto Largo Road

## PROTECTING SETTING

### Approach roads

3.6 The A91 approaches St Andrews from the north west along the coastal plain of the Eden Estuary. The coastal setting of the settlement is very apparent. Closer views of the town are hidden by an escarpment and woodland plantation almost to the edge of the built area on the North Haugh, with the Links Golf course on the seaward side. Petheram Bridge embankment forms a natural gateway to the town. This is the approach route that most visitors to St Andrews would take, and there are public car parks here.

3.7 The B939 approaches the town from the west through residential areas including the new David Russell halls of residence and the Victorian Hepburn Gardens conservation area - to arrive at the West Port. The A915 approaches this from the south west, through post-war housing and some commercial development along Largo Road including an edge of town supermarket, before reaching the Victorian expansion down Bridge Street. The West Port is a medieval stone arch, which forms an impressive gateway through which traffic can enter the town centre.

3.8 The A917 enters St Andrews from the south east through a residential area, before crossing the Kinnessburn Bridge and entering the historic core, where the wall of the cathedral precinct follows the route up Abbey Street almost to its junction with South Street. There is no obvious 'gateway' feature on this approach, but the Kinnessburn Bridge can be seen as fulfilling that function.

3.9 The relationship between the historic townscape and the countryside to the west and south, and the long vistas of the town in its coastal setting, has been altered by the expansion of the urban area during the 20th century. Much of the development visible from the approach roads (especially from the South) gives a bland first impression, lacking in local identity (See figures 27 and 28). The setting needs to be enhanced and modern urban expansion made less conspicuous.

#### Guideline 4

Ensure that the quality of new development proposals along the approach roads sets the high standard required to herald the arrival in an outstanding town centre.

#### Guideline 5

Plant trees and amenity planting where space permits along the main approach roads where views towards the historic skyline and outwards to the coastal setting can be enhanced, and where poor quality development can be screened or its landscape impact minimised.

### Gateways

3.10 The Petheram Bridge, West Port and Kinnessburn Bridge are perceived as gateways to the historic core (see figures 29-31). These can contribute to visitors' orientation and experience of the town through sensitive landscape architecture which avoids design clichés such as gate piers and welcome signs, or engineered solutions such as raised speed bumps.

3.11 The Gateway Centre beside Petheram Bridge houses a visitor information point jointly funded by the University, Scottish Enterprise and Tourist Information, but it is currently underused.

#### Guideline 6

Enhance the sense of arrival at the historic core through the appearance of the gateways.

#### Guideline 7

Assist visitor orientation to parking and attractions in the town through signage at the Petheram Bridge roundabout and other key junctions. Promote the Gateway Centre.

### Development height

3.12 The skyline has been little altered since the era of economic decline and destruction that followed the Reformation. The extensive 19th century expansion respected the scale of the larger medieval buildings, and in some cases augmented the romantic skyline, e.g. Hope Park Church, St Leonard's School. Viewed from the approach roads and the golf links, the towers and spires form a spectacular silhouette and become points of

## Gateways to the historic core



29. Petheram Bridge



30. The West Port



31. Kinnessburn Bridge

## St Andrews skyline



32. Approaching on the A915



33. View down Largo Road



34. View from the West Sands

orientation and reference on reaching the town centre. The skyline photographs (Figures 32-34) illustrate the importance of restricting the height of new development to protect the historic skyline.

3.13 St Rules Tower is used as a viewpoint by visitors and those assessing the impact of new development on the townscape, particularly in terms of the proposed roofline.

### Guideline 8

Ensure that new development conforms to the predominant height of the visible adjacent roofs to maintain the existing skyline and the prominence of the landmark towers and spires.

### Guideline 9

Ensure that the height of new development beyond the town centre area respects the immediate and wider setting, and does not rise above sightlines of the historic skyline from the main approach roads.

### Image after dark

3.14 The natural geography of the promontory location and the historic skyline contribute to an impressive silhouette after dark. Illumination of the landmark towers and spires has enhanced the character, but the benefit is diminished by 'light pollution' from streetlights throughout the built-up area and floodlighting private frontages such as guesthouses. To allow the silhouette to be seen to advantage against the coastal background:

### Guideline 10

Design street and other outdoor lighting to meet statutory requirements and community safety concerns (fear of crime and support for CCTV) but avoid 'spillage' and higher levels of illumination than necessary. Adopt a presumption against floodlighting all but the most important buildings.

### Guideline 11

Use lamps producing 'white' light for new development and, as quickly as resources permit, replace all existing 'orange' low pressure sodium lamps.

## RESPECTING LAYOUT

### Town plan

3.15 The town plan, as it has evolved since medieval times, had the purpose of giving order during a period of rapid growth. It has governed development and redevelopment ever since, as the OS map of 1914 reveals (figure 35).

### Guideline 12

Protect the layout and characteristics of the medieval plan; continue to use this to determine the development 'grain' of the town centre.

35. Extract from OS map of 1914. Shows the pattern of the historic core (set by the principal streets running east-west converging towards the Cathedral, and the feu rigs), with the late Victorian outward expansion beyond





## Feu riggs

3.16 Apart from University grounds and some late 19th century and modern buildings, the feu riggs are still expressed in the width of the building frontages forming the terraced street facades, and set the rhythm of the townscape. The OS map of 1854 (figure 36) shows that development has frequently taken place back along the riggs, giving the town centre a high density development 'footprint'. Local Plan policy is to safeguard the remaining riggs, so that they are expressed by the space rather than built development: the opportunity for future development here is considered limited.

### Guideline 13

Resist future development of the remaining riggs; protect walls, surfaces, planting including orchards, and any other historic features.

### Guideline 14

Continue to govern building alterations and redevelopment by the orientation of the traditional development pattern and the rhythm given by the width of the feu riggs.

## Building lines

3.17 None of the main east-west streets laid out in the medieval plan is straight or uniform in width, (See figure 36). The variation arises from slight irregularities in alignment and step-backs in building frontages, and adds a subtle but very important informality to the town plan. By contrast, frontages on the later north-south links, such as Bell Street, follow straight building lines.

### Guideline 15

Maintain the pattern of alignment of building frontages in any new development along the main town centre streets.

## Street vistas

3.18 Vistas along and outward from the main streets are an important aspect of the townscape. These can be encroached upon by visual clutter which may take the form of new structures,

signage and parking. Poorly located planting, especially of trees, can also obscure critical views over time and may be inappropriate in a historical townscape.

3.19 North Street and South Street give vistas along the length of the medieval town and their alignment emphasises the significance of the Cathedral precinct as an end view. Wynds and gates give glimpses of backland development, courts and gardens. Vistas to the north, along North Castle Street towards the Castle, and on Golf Place towards the links and West Sands, are reminders of the coastal location. Figures 37-39 show examples of the axial and detail qualities to be protected.

### Guideline 16

Protect axial vistas from encroachment by buildings, street furniture, parking, signage and inappropriate planting, especially trees.

## Open space

3.20 There is considerable landscape value in the privately owned open spaces within the town centre, which are visible from the public realm and may be accessible to the public by arrangement; they are often the location for significant mature trees. The larger areas include University quadrangles, Madras College, the castle grounds, Cathedral precinct and Holy Trinity churchyard. There are also many gardens some of which are concealed, but including the detached gardens of the terraced properties on Greyfriars Gardens, Queens Gardens and Baker Lane, and the backlands of St Johns Garden. See figures 40-43: Visible green space.

### Guideline 17

Protect areas of open space in the town centre from development.

### Guideline 18

Encourage the management of visible private open space and encourage arrangements for the public to have access where appropriate.

## Axial and detail qualities to be protected



37. Views of the Castle (down South and North Castle Street)



38. Views of the Cathedral (along North Street)



39. Views of rear gardens and university quads through archways and gates (St Salvator's College)

## OTHER CONSIDERATIONS

### Disability Discrimination Act (2005)

3.21 The legislation requires that physical barriers to access should be removed. In the public realm this includes the use of smooth surfaces to accommodate people with impaired mobility; the use of colour differentiation to prevent items merging into the surroundings and the removal of obstacles/ use of tactile paving to assist navigation by people with impaired sight.

#### Guideline 19

Ensure that all streetscape and building proposals take account of the need for compliance with the Disability Access and Discrimination Act.

### Archaeology

3.22 The whole of the medieval burgh of St Andrews is a designated Archaeological Area of Regional Importance and has considerable archaeological potential. Any development or other sub-surface disturbance works, including streetscape improvements and pipe-laying should be preceded by an archaeological assessment, since surfaces, walls, buildings and foundations may very well be ancient. Professional archaeological monitoring may be required before and during any development works.

#### Guideline 20

Contact the Fife Council archaeologist in relation to all development proposals that involve sub-surface disturbance works in the historic core.

### Sustainability

3.23 Sustainable development provides solutions that take account of the long term needs of future generations as well as those of the present. This will be a key consideration in assessing proposals, and all new development in Fife will be expected to achieve high levels of environmental performance. Transport, mixed use and density are central issues to the creation of sustainable places, and an integrated approach is needed to all aspects of a development in order to achieve sustainability.

3.24 Environmental performance should address a range of design issues, including day lighting, natural ventilation, energy efficiency, the potential for renewable energy, waste management, and the promotion of sustainable materials and modern building technologies. In this context the BREEAM Standard for commercial buildings and the ECO Homes standard for residential development should be adopted as quality indicators. The environmental target for all new development should seek to achieve good to very good as a minimum. Choice of materials and construction should take account of the performance of a structure over its life time and the potential maintenance issues and costs, not just the initial capital cost.

### Guideline 21

Ensure that new development proposals adopt an integrated approach to sustainability and meet or exceed Fife Council's requirements for environmental performance.

### Guideline 22

Encourage the use of innovative building technologies where appropriate.

## Visible open space



40. Bow Butts on the Scores



41. Putting Green on the East Sands



42. Private enclosed gardens (Dean's Court University Hall of Residence)



43. Private on-street gardens (Queen's Gardens)



## 4.0 STREETScape

**4.1 This section sets out guidelines that encourage the creation of safe, attractive streets that are comfortable for pedestrians to use.**

### STREET LAYOUT AND CHARACTER

4.2 The streets of the town centre are a network of hierarchic access routes and public space. At present, pedestrian movement is largely subservient to vehicle movement in the main shopping streets. Perhaps because the carriageways were originally also used as walking surfaces, pavements at some locations are narrow. Conflict occurs at some road junctions and crossings, and where pedestrians overflow onto the carriageway because of congestion. The town centre streets need to serve all modes of transport, with the needs of pedestrians given highest priority and secondary priority for cyclists.

4.3 The layout of most of the streets was set by the early 19th century civic improvements and should be respected unless change is necessary to remedy problems such as narrow pavements. In particular, in North Street and South Street a smooth running surface is flanked by broad setted margins with drainage falls to a channel close to the pavement kerb. This tripartite carriageway layout is important to the heritage and, since it relates well to the current pattern of use, should be reinstated.

#### Guideline 23

Give pedestrian emphasis to streets and public spaces to create a network reflecting existing and anticipated desire lines and activity zones.

#### Guideline 24

Provide attractive, safe and (wherever possible) barrier free public access to streets and public spaces for all levels of mobility.

#### Guideline 25

Reflect the 19th century layout and design character in street layout and junction design wherever possible.

### SURFACING

4.4 The street surfaces are important as the foreground for the historic buildings, and as the continuous link giving cohesion to the townscape as a whole.

#### Existing pedestrian and vehicle Surfaces

4.5 Many of the existing natural surfacing materials date from the 19th century civic improvements. The simplicity of form and detail reflects a tradition of thriftiness in civic works, and is an important part of the character of St Andrews that should be protected. A few areas of local materials survive (see figures 12-15: Original paving materials), but there are more extensive areas of imported sandstone and Caithness paving slabs, whin setts and kerb stones.

4.6 The multicoloured beach cobbles and rough stones from beyond the East Sands, red Bulmullo slivers and setts in the central space on Market Street (around the Melville Memorial Fountain) are one of the most interesting historic features of the St Andrews streets. The alignment of the



44. **Poor practice** – coloured concrete blister paving within the historic core (North Street)



45. **Good practice** – in foreground - regular, smooth cobbles laid evenly with tight joints in lime/sand dry mix; **bad practice** – in background - random-sized cobbles laid unevenly with excessive joints in cement (North Street)

## Examples of good and bad practice in surfacing



46. **Poor practice/specification** – lightweight stainless steel tree grille has suffered damage; grass growing and litter caught in the slits (outside the Byre Theatre)



47. **Good practice** – shared surface achieved on narrow street by laying pavement flush with carriageway, using traditional materials (College Street)



48. **Good practice** – reuse of original stone threshold slabs to shop entrances as part of paving renewal (South Street)

setts possibly relates to the arrangement of market stalls, and a broad strip of setts between Church Street and College Street marks an important pedestrian route. Balmullo setts identify the site that had been occupied by the Tolbooth, which did not survive the 19th century programme of development.

4.7 Research into the 19th century improvements reveals that roads were surfaced with rectangular setts coursed across the carriageway in the traditional Scottish manner, except in North Street and South Street where the centre appears to have been graded gravel. The carriageways were edged with three parallel rows of setts or with flat channels, and bounded with whin kerbs. Pavements were surfaced with stone flags, some very large, laid with the regular joints perpendicular to the building facades. Since the early 20th century, many of the carriageways have had an asphalt surface laid over the setts.

4.8 The use of concrete block paviors and slabs for pavement renewal in the last decades of the 20th century has been detrimental to the quality and character of the streetscape, but more recent improvement schemes have returned to using traditional high quality stone materials: Caithness

and sandstone slabs, flamed granite setts and new or reclaimed whin setts and kerb stones (see figures 16-19: Recent streetscape improvement schemes). Figures 44-48 show examples of good and bad practice in surfacing work.

### A hierarchy for new surfacing

4.9 Within the historic core, repairs and new work - to adopted carriageways and pavements and areas visible from the public realm - should continue the restoration or reintroduction of traditional materials and details wherever possible. Despite high initial costs, natural surfacing materials have been found to retain their appearance and give much greater life expectancy than manufactured products. The expected lower life time costs and the benefit in amenity should be taken into account when specifications are being prepared.

4.10 Surfaces such as setts, cobbles, and slivers contribute to the character and identity of the place, but they cannot always provide a smooth walking surface. Where they do exist, they should be retained if at all possible provided they do not present a significant hazard to users.

Fig 49. Hierarchy of surfacing materials

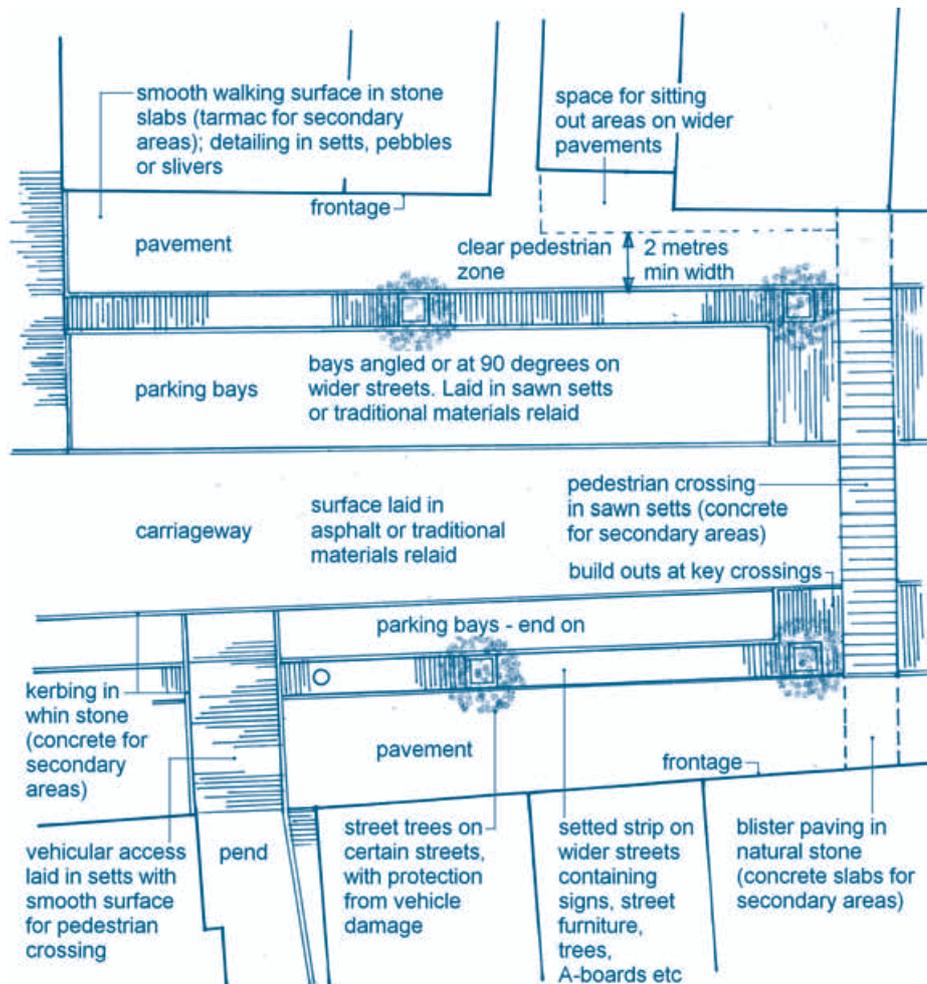
| element / material                                | Main streets / key frontages / civic spaces |                |             | Secondary streets / spaces / connecting links |                |             | Approach roads |                |             | Car parks |
|---|---|----------------|-------------|---|----------------|-------------|----------------|----------------|-------------|-----------|
|   | pavement                                    | Crossing point | carriageway | pavement                                      | Crossing point | carriageway | pavement       | Crossing point | carriageway |           |
| Choice determined by hierarchy of streets /spaces |   |                |             |   |                |             |                |                |             |           |
| Caithness slabs                                   | X   |                |             |   |                |             |                |                |             |           |
| New sawn granite setts                            | X   | X              | X           | X   | X              | X           |                |                |             |           |
| Reclaimed setts & cobbles                         |   |                | X           |   |                | X           |                |                |             |           |
| Horonizing – slithers & pebbles                   | X   |                |             | X   |                |             |                |                |             |           |
| Whin stone kerbs                                  |   |                | X           |   |                | X           |                |                | X           |           |
| Concrete kerbs                                    |   |                |             |   |                | X           |                |                | X           | X         |
| Asphalt   |   |                | X           | X   | X              | X           | X              | X              | X           | X         |
| Block paving – buff or grey                       |   |                |             |   |                |             |                |                |             | X         |
| Blister paving slab - stone                       |   | X              |             |   |                |             |                |                |             |           |
| Blister paving slab - concrete                    |   |                |             |   | X              |             |                | X              |             |           |

Choice of new paving materials should provide a smooth, non-slip continuous finish for walking/ wheelchairs/pushchairs a minimum 2.0 metres in width where space allows, with appropriate blister paving and dropped kerbs at crossing points.

4.11 Should cost restrictions limit the use of traditional materials, and new surfaces are urgently needed, asphalt surfacing with or without surface dressing may be used, together with traditional materials and details for road and pavement edges. This solution should be restricted to locations of lesser heritage significance – secondary streets/ spaces and connecting links: high quality natural materials will be required on the main streets, along key frontages and in the main civic spaces. The precise boundaries between different

treatments will be determined by the setting of the adjacent buildings so that the layout of materials relates to building frontages rather than changing at an arbitrary line. Figure 49 provides a table setting out a hierarchy of paving materials and elements appropriate to the character and importance of the location within the historic core and Figure 50 illustrates how they should be laid out.

4.12 Modern paving slabs and small unit block paviers may only be used on development sites away from the public realm of the historic streets. They should tone with the surrounding buildings and be sized and laid according to traditional practice.



50. Typical layout of surfacing materials in the historic core

### **Guideline 26**

Conserve the surviving traditional natural surfacing stones and details unless there are absolutely compelling functional reasons for change / replacement.

### **Guideline 27**

Lay new footpath and carriageway surfacing according to the hierarchy of materials and elements set out in Figures 49 & 50 and relating to adjacent building frontages.

### **Guideline 28**

Use simple unobtrusive contemporary detail design solutions to meet requirements for drop kerbs, tactile surfaces etc.

### **Guideline 29**

Restrict the use of modern concrete surfacing materials to areas beyond the public realm of the historic streets.

## **Utilities**

4.13 Conventional utility inspection covers for underground installations can be unsightly and detract from the quality of a paving scheme, particularly where a cover straddles different materials. Traffic control boxes, power units and telecom units add to street clutter above ground. The location and appearance of utility installations should be controlled.

4.14 Utility companies can undermine the quality of streetscape improvements where they fail to reinstate underground works to a satisfactory standard through inadequate workmanship or materials that do not match the original.

### **Guideline 30**

For underground installations in high quality paving schemes, specify inset utility inspection covers to inlay the adjacent paving materials. Restrict the location of above ground units, preferably putting them underground or incorporating them into adjacent built structures.

### **Guideline 31**

Ensure that utility companies work to an agreed reinstatement schedule and specifications laid down in advance and supervised by Fife Council Transportation Service. Pay particular attention to trench backfilling/ consolidation, and providing an adequate sub-base to paving (strengthened as necessary where vehicle overrun is anticipated).

## **Road Crossings and Pedestrian Priority**

4.15 Important pedestrian and cycle routes pass through the town centre. Location and use need to be made clear to the users and comply with mandatory standards, but the design and materials must also harmonise with the traditional surfaces. Materials such as saw cut whin or granite setts should therefore be considered to minimise the need for road paint.

4.16 Crossings should be located where they will not detract from the setting of landmark buildings, and any necessary signs and barriers designed and located to minimise any intrusion in axial street vistas. In North Street and South Street, any pavement blisters should relate to the tripartite carriageway layout.

4.17 A 'raised table' across an asphalt carriageway, laid in smooth whin or granite setts, may be beneficial for traffic calming and to facilitate use by wheelchairs and prams, but must conform with Road Hump Regulations. A smooth asphalt or paved crossing may be appropriate across a setted carriageway, where the setts provide a degree of natural traffic calming. Examples of crossings can be seen in South Street and St Marys Place (See Figures 51-53: Road Crossings).

## Road crossings



51. Raised table crossing in sawn setts (St Mary's Place)



52. Informal crossing - dropped kerb with stone blister slabs (St Mary's Place)



53. Footpath crossing vehicular access – smooth surface (Caithness slabs) across setts (South Street)

4.18 In areas of high quality natural paving, where there is a need for blister paving at a crossing point this should be manufactured from natural stone, but elsewhere good quality proprietary concrete units may be used in accordance with national guidelines.

### Guideline 32

Locate road crossings and cycle routes to respect the setting of important historic buildings; design them wherever possible to harmonise with the historic environment in the choice of materials and the traditional street layout.

### Points of Historic Interest

4.19 There is a tradition in St Andrews of identifying points of historic significance using setts or slivers to form symbols or letters in the road or pavement surface, such as the footprint of the former Tolbooth, and this practice should be continued. The same approach could also be used to indicate cycle routes. In some locations a metal plate, or image cast or set into a paving unit may be appropriate. Ways of identifying points of interest are shown in Figures 54 and 55.

### Guideline 33

Retain, and if necessary repair, symbols identifying points of historic significance, the existing motifs and initials set into road and pavement surfaces etc.

### Guideline 34

Use a discrete method such as a small cast metal plate set into the pavement surface, but only in limited situations where additional information is required to guide visitors.

## Points of interest



54. Inset lettering in stainless steel (St Mary's Place)



55. Feature demarcated by setts (commemorating the martyrdom of Patrick Hamilton in 1528) outside St Salvador's College

## STREET LIGHTING

4.20 The present lighting installation in the main town centre streets uses 10 metre high columns that are due for replacement. The height of the light source dwarfs the buildings, and their characteristic orange glow detracts from the architectural quality of the street space and night-time silhouette of St Andrews.

4.21 Early photographs show the range of traditional lanterns introduced to St Andrews in the mid 19th century. The 'Windsor' lantern type has been successfully reintroduced at several locations recently and may be appropriate in narrow streets, lanes and pedestrian routes, mounted on traditional fluted columns or façade-mounted brackets. Available photographic evidence should be used to ensure that future traditional installations have authenticity and will make a valid contribution to the heritage.

4.22 However, traditional lanterns cannot meet the mandatory lighting requirements for the wider streets, where an unobtrusive modern installation is needed. Following public consultation a contemporary streetlight has been selected that is appropriate in the public realm within the gateways throughout the historic core and another for the Hepburn Gardens Conservation area. Both examples have been installed in a number of locations and are illustrated in Figures 56-59: Street Lighting.

4.23 A policy of 'white light' should apply to all new lighting installations; the level of illumination should not exceed mandatory requirements to avoid diminishing the effect of illumination of historic building facades. Lanterns should be mounted on kerbside columns of varying heights (from 5-8 metres, depending on the space characteristics of the location), except in wider civic spaces and lanes/ pedestrian routes where wall-mounted brackets should be used (with cables and control boxes out of sight). Columns and brackets should be positioned diagonally along streets, using lanterns with directional optics to minimise number of columns required. They should be positioned to take account of street trees, important building facades (sited opposite the junction of adjoining facades), and vistas along streets (avoiding the axis at 'T' junctions). Columns should be suitable for mounting litter bins, signs and floral displays.

4.24 The method and style of mounting and lantern is determined by the character and importance of the location within the historic core and on the main approaches to St Andrews. Figure 60 provides a table setting out the chosen range of street lighting for wide streets (including South Street and North Street), narrow streets (including Bell Street and parts of Market Street), wider civic spaces (including the market place and South Street at the Town Hall/ Trinity Church), lanes and pedestrian routes.

## Street lighting



56. Contemporary style (Old Station Road)



57. Traditional style, column-mounted (Union Street)



58. Traditional style, bracket-mounted (College Street)



59. Tear-drop style for Hepburn Gardens Conservation Area

4.25 On the main streets within the historic core, columns, brackets and fittings for traditional lanterns should be in dark colours or black, and for modern installations should be pale. Matt stainless steel or spun aluminium finish will be considered within the setting of a contemporary building on a secondary street/ connecting link or within a secondary space, but there should be continuity along stretches of streetscape.

4.26 Bollard-mounted lighting may be appropriate on development sites beyond the public realm of the historic streets

4.27 Ground-mounted uplighters (solar-powered) or floodlights may be considered appropriate in the vicinity of certain important buildings or to highlight particular routes or features.

**Guideline 35**  
Select new lighting installations and replacements (where appropriate and resources permit) for the public realm of the historic core and on the main approaches to St Andrews to conform with the range of street lighting set out in Figures 56-60.

**Guideline 36**  
For traditional installations specify lanterns with columns or brackets of the type used at the location in the past.

**Guideline 37**  
For contemporary installations avoid the immediate setting of the landmark buildings.

Figure 60. Street Lighting

| element / material<br>choice determined by width of streets / spaces & setting                                  | Wide streets<br>Columns<br>8m height | Narrow streets<br>5-6m height | Civic space | Lanes & pedestrian routes<br>5m height | Approach roads<br>8m height |        | Car parks<br>5-6m height |
|---|--------------------------------------|-------------------------------|-------------|--|-----------------------------|--------|--------------------------|
|   |                                      |                               |             |  | Hepburn Gardens<br>CA       | Others |                          |
| <b>Columns –</b><br>Tapered tube spun aluminium finish / steel painted charcoal. Hestia lantern                 | X                                    | X                             |             |  |                             | X      | X                        |
| <b>Columns –</b><br>classic fluted design painted dark colour / black. Windsor lantern                          |                                      | X                             |             | X                                      |                             |        |                          |
| <b>Columns –</b><br>Tapered tube steel painted charcoal. Tear drop lantern                                      |                                      |                               |             |  | X                           |        |                          |
| <b>Wall-mounted bracket –</b><br>spun aluminium finish / steel painted charcoal. Height varies. Hestia lantern. |                                      | X                             | X           |  |                             |        |                          |
| <b>Wall-mounted bracket –</b><br>painted dark colour / black. Windsor lantern                                   |                                      |                               |             | X                                      |                             |        |                          |
| <b>Ground recessed –</b><br>Solar powered uplighting  |                                      |                               | X           |  |                             |        |                          |
| <b>Building uplighting –</b><br>for key buildings   |                                      |                               | X           |  |                             |        |                          |

## STREET FURNITURE

### General requirements

4.28 Little pre-20th century street furniture has survived. Many of the existing items are of poor quality and inappropriate for their location. A consistent range of litterbins, seats, bollards, safety rails, telephone kiosks, information boards, bus shelters, and cycle stands should be agreed for use throughout the town centre. Transportation Service has adopted a high quality steel and glass bus shelter design for St Andrews and proposals are currently under consideration to introduce parking ticket machines of a type and in locations appropriate to the town centre. Initiatives such as these - and any future ones involving interpretation panels or unforeseen items of street furniture - should conform to a consistent set of principles covering design and siting of items that are set out below:

4.29 All street furniture should be of good functional design appropriate to the aesthetic of the town, and blend into (but not merge with or be conspicuous in) the streetscape. It should have low long-term maintenance implications and sufficient durability to ensure good product life; replacement items should be easily sourced. Items of street furniture generally require planning consent. Further, in adopted areas proposals should be agreed with Transportation Service (as landowner), Environmental Services (responsible for street cleansing) and Community Services (responsible for maintenance of street furniture). Transportation Service has powers under the Roads (Scotland) Act 1984 to ensure non-obstruction of footways.

### Siting

4.30 Location should be chosen to avoid visual clutter and the creation of litter traps, to assist street cleaning regimes and to provide a clear pedestrian zone minimum 2 metres in width wherever possible; it should not detract from the setting of a listed building or key frontage. Ideally, all items of street furniture, including trees, should be located in a strip between the clear pedestrian zone and the carriageway.

### Materials and finishes

4.31 On the main streets within the historic core, metal elements – bollards, railings, handrails, and seat supports - should be of simple and traditional design and painted in dark colours or black. Cycle stands are the exception and should be of stainless steel throughout because of the likelihood of damage to paintwork. More contemporary design with matt stainless steel or spun aluminium finish will be considered for street furniture within the setting of a contemporary building on a secondary street/ connecting link or within a secondary space; for example outside the Byre Theatre. Intense, garish colours of all shades, including white or fluorescent, should always be avoided.

### Seating

4.32 There is a variety of existing seats and benches within the area of the guidelines, although relatively few are located in the historic core. New seating should continue the theme of timber slats with natural finish; as a traditional timber bench or set on a cast metal frame (preferably aluminium - painted within the historic core) of classic design. They should be placed to take account of movement patterns and microclimate.

### litter bins

4.33 A range of litter bins has been agreed with Environmental Services for the Council-adopted areas. These are Glasdon bins made from recycled material which are visually unobtrusive, easy to maintain and cost-effective to replace. Environmental Services should be consulted to agree specifications and locations in the public realm.

### Bollards

4.34 Bollards can be visually intrusive and a hazard to pedestrians. Their use should be limited or avoided through paving layout/ design eg the use of a kerb upstand or strengthening the footpath where vehicle over run is possible. Particular attention should be paid to spacing.

4.35 Figures 61-68 shows examples of simple and functional street furniture that is considered appropriate within the area of the Guidelines. The selection and design of particular items should follow the criteria set out in the table in Figure 69.

## Palette of street furniture



61. Contemporary bollard in stainless steel (University Arts Building)



62. Classic bollard in cast iron (Golf Place)



63. Classic bollard in cast iron-fluted pattern used in many locations in the historic core (North Street)



64. Contemporary waterfront railing in stainless steel (Bruce Embankment)



65. Classic waterfront railing in painted steel (The Harbour)



66. Contemporary timber bench with metal supports



67. Traditional timber bench



68. Cycle racks in stainless steel (outside the Byre Theatre)

Figure 69: Street furniture

| element / material<br>choice determined by hierarchy of streets / spaces & setting          | Main streets / key frontages / civic spaces | Secondary streets / spaces / connecting links |                                    | Approach roads | Car parks |
|---|---|---|------------------------------------|----------------|-----------|
|   |   | Within historic setting                       | contemporary architectural setting |                |           |
| <b>Seating –</b><br>Classic bench. Hardwood slats; cast aluminium frame painted dark colour | X   | X   | X                                  |                |           |
| <b>Bollards –</b><br>Classic cast iron, painted dark colour                                 | X   | X   |                                    | X              |           |
| <b>Bollards –</b><br>Simple design, stainless steel   |   |   | X                                  |                | X         |
| <b>Cycle racks –</b><br>Simple design, stainless steel                                      | X   |   | X                                  |                | X         |
| <b>Bins –</b><br>Glasdon customised Futuro black  | X   | X   |                                    |                |           |
| <b>Bins –</b><br>Glasdon Europol black  |   | X   | X                                  |                | X         |
| <b>Bins –</b><br>Glasdon Topsy black  |   | X   |                                    | X              |           |
| <b>Bins –</b><br>Glasdon pole-mounted Trimline black  |   | X   | X                                  | X              | X         |
| <b>Tree grilles –</b><br>Classic design, cast iron or sett infill                           | X   | X   | X                                  | X              |           |
| <b>Tree grilles –</b><br>Simple design, stainless steel                                     |   |   | X                                  |                |           |

### Guideline 38

Select street furniture of good functional design and longevity and low long-term maintenance, which is appropriate to its setting and part of a consistent range throughout the town centre, based on the criteria set out in the table in Figure 69.

### Guideline 39

Adopt simple traditional design and dark colours for items in the historic core.

### Guideline 40

Consider contemporary design and modern materials within the context of contemporary developments away from the main streets, key frontages and civic spaces

### Guideline 41

Install street furniture in carefully considered locations to avoid visual clutter, litter collection, and detracting from the setting of listed buildings or key frontages, and to provide a clear movement zone 2 metres wide wherever possible.

## Pavement activities – sitting out areas and A-boards

4.36 On wider streets, such as South Street and Logies Lane/Church Square, St Andrews has joined the growing trend towards a 'café society' where bars and cafes place tables and chairs on the pavement outside their premises; enclosed in some cases by windbreak screens formed by glazed/canvas panels or planters (see Figures 70 and 71). Sitting out areas require planning consent and licensing, as well as permission from the landowner (this is Transportation Service in most cases). In the right location and well regulated this can create an interesting atmosphere and a vibrant street scene but in the wrong location it can have the opposite effect.

4.37 A-boards have also become a regular feature, advertising businesses, particularly on the main shopping streets. Transportation Service is working on a guidance note for the control of A-boards and other similar objects, but in any case where such items cause a hazard or obstruction to pedestrians, wheelchairs and pushchairs, Transportation Service has the powers to remove them under the Roads (Scotland ) Act 1984 (see Figure 72).

### Guideline 42

Ensure that effective policy and enforcement measures are in place to regulate the growth and siting of business-related pavement activities that make a positive contribution to the street scene and do not increase clutter or cause obstruction.

## Pavement activities



70. Sitting out areas to cafes and bars (Market Street)



71. Windbreak/screen to sitting out area (Church Square)



72. A-boards and sitting out areas can obstruct the pavement: there should be a 2 metre wide clear zone for pedestrians

## Public art

4.38 A plinth has been installed for a piece of art on Bruce Embankment, but there is currently nothing in the public realm that might be considered public art; indeed it is possible that conventional pieces of artwork would be considered inappropriate for much of the historic core.

4.39 The Council is developing a Fife-wide public art strategy, with a percentage for art being sought as a developer contribution through Local Plan policy. If art work were proposed in the future, it would be located, typically, in one of the civic spaces off the main thoroughfare for ease of circulation, at an arrival point, or incorporated into a new development. In this way it might take a number of different forms including landscaping or skilled craftwork, such as a metal gate or stone carving as part of a building facade.

### Guideline 43

Ensure that public art is appropriate to context and location and conforms to the principles of Fife's public art strategy, including durability and long-term maintenance considerations.

### Guideline 44

Encourage public art as an integral part of new developments or alterations, through the use of skilled artist tradesmen.

## Boundary treatments and access features

4.40 Boundary treatments, together with building frontages, form the visual envelope of the street. For this reason, their character and quality makes a major contribution to the townscape, including the approaches to the town. In the historic core, the majority of building elevations front directly onto the streets, but beyond this, many properties have gardens enclosed by high stone walls or low walls with or without railings.

4.41 Features such as vehicular and pedestrian pends leading to the rear of properties and access doors for on-street garages (formerly stable blocks) are characteristic of the historic streets (see Figures 73 and 74). There is a danger that some of these might be lost through proposals for building conversions.

### Guideline 45

Retain characteristic features of the street such as high boundary walls, garage doors and pends. Where appropriate design them into new developments.

### Guideline 46

Ensure that new boundary treatments are of high quality design and appropriate to context, using stonework, rendered masonry or metal railings. Timber fencing is not appropriate on street frontages.

## Characteristic built features



73. Pends to access rear properties



74. Archways and garage doors (Market Street)

## Containerised Waste

4.42 Large commercial waste containers and domestic 'wheelie' bins are unsightly and frequently obstruct pavements, especially on collection days. Tighter control should be exercised over their removal. A strategy is needed which takes account of the need for separation of recyclable waste to comply with forthcoming legislation, and to ensure that household and commercial waste containers will not be visible in or from the streets.

### Guideline 47

Provide for adequate on-site waste storage as part of any new planning or licensing consent to ensure that commercial and domestic waste storage containers are not visible from the public realm and are only be permitted in the streets immediately prior to collection.

## Signage and information

4.43 The Town Audit found there had been little attempt to create a signage system which is applicable on arrival and throughout the town, is consistent in appearance, coordinated, and reflects the values of the heritage within the town.

4.44 There is substantial signage clutter, despite previous attempts at rationalisation, which appears confusing, and detracts from the historic townscape. The number and intrusiveness of signs should be reduced by relating location and size to need, grouping information and avoiding duplication. Poles for street signs and lighting should be pale in colour to be visually recessive.

4.45 Road markings, especially yellow parking control lines, detract from the character of traditional surfaces. Consideration should be given to the possibility of designating the conservation area a control zone with parking permitted only in identified bays. This would remove the need for widespread yellow lines: only the parking bays would be marked.

4.46 The existing suite of tourist information panels was installed in the 1980s; some have been damaged or removed. There is a need for a coordinated signage/ information system for the historic core and adjacent tourist attractions, such as the West Sands, to provide orientation and interpretation for visitors to the town. Visitor orientation panels should be provided at the main arrival points – car parks, bus station – to inform visitors of what there is to see and how to get there on foot or bus, including a map. Fingerpost signage should confirm directions to buildings and key attractions on route from the arrival points. At the attractions (which should include examples of the town's domestic architecture as well as the key landmarks), panels should provide relevant interpretation information in graphics and text. Panels should be designed for maximum legibility and accessibility for all users. Information boards and signage would require planning consent (although traffic signs and road markings are exempt). Careful consideration should be given to the siting of the signs/panels, using the principles for the installation of street furniture, and recognising the need to allow sufficient adjacent milling space for users around each panel.

### Guideline 48

Reduce road signage clutter: where possible mount signs on lighting columns, bollards and (if appropriate) building facades, rather than on separate poles. Ensure that the nationally adopted colour code for tourist information and destination signs is used for road signs.

### Guideline 49

Minimise the number of road markings and adopt the narrow yellow parking control lines approved for use in Conservation Areas

### Guideline 50

Restore existing street names carved in building stones and use a consistent simple design of street nameplate throughout the town centre.

### Guideline 51

Commission a new coordinated system of orientation/ interpretation panels and direction signs for the town centre and main visitor attractions, taking care in considering the siting of each.

### Closed Circuit Television (CCTV)

4.47 A CCTV system with nine camera positions has been installed in the town centre by Fife Community Safety Partnership. The positions have been chosen to maximise the surveillance potential from each location, including substantial pole mountings in some cases, but this means that they are also among the most conspicuous points in the conservation area. In addition there are a number of smaller, privately installed CCTV cameras. As there is a trend toward increased surveillance of streets and property, strict criteria should apply to any future proposal:

### Guideline 52

Ensure that any new CCTV installation is of high design quality, and as unobtrusive as possible - simple slender poles and brackets with no applied ornamentation, with miniaturised cameras and housings.

### Guideline 53

Locate CCTV cameras where they do not intrude into the axial vistas along the principal streets or the foreground of listed buildings.

### Guideline 54

Where possible share mountings with other elements of street furniture or mount on buildings, to avoid clutter and obstruction of the narrow pavements. Any installation mounted on a building should be positioned such that it will not detract from the architectural character and proportion of the façade.

### Lammas Fair

4.48 The annual Lammas Fair takes place over a week in August and involves road closures and changes to traffic management. It affects South Street from West Port to Abbey Street, Market Street between Bell Street and Church Street, and Church Street/ Church Square/ Logies Lane. Street furniture and road infrastructure must be bolt down or fitted into ground sockets so that it can be removed if it conflicts with the location of stalls or rides.

### Guideline 55

Agree new works in the area occupied by the Lammas Fair in discussion with Transportation and Community Services.

### Street tree planting



75. Tree grille in sett strip – setts inlaid in metal frame (South Street)

## STREET PLANTING

### New planting

4.49 New tree and shrub planting is encouraged on the approach roads (see Guideline 5), and is appropriate off-street to soften car parking and development sites, or in gardens. But the introduction of new street trees is generally discouraged in the historic core because they obscure building facades and important views (see Guideline 16). Similarly shrub planting is not considered appropriate in the public realm of the historic core because it detracts from the character of the townscape.

### Existing street trees

4.50 The existing street trees are largely lime, probably *Tilia platyphyllos*, a large native forest tree. They make a noticeable and positive contribution to the street scene, particularly in South Street, by introducing movement, dappled shade, seasonal interest, and by softening the building lines. Elsewhere there are street trees in the historic core on Abbey Street, North Street (outside College Gate and Younger Hall), Logies Lane, and newly planted in St Mary's Place.

4.51 Many of these trees are coming to the end of their natural lifespan. Some are dying as a result of escaping gas from the old mains system, waterlogging, and from various forms of physical damage by vehicles. Because they are planted in



76. Contemporary tree grille in stainless steel  
(St Mary's Place)



77. Bollards to protect tree from vehicle damage  
(South Street)

almost pure sand, they have to search for moisture and nutrient, resulting in heaving pavements and the invasion of drains. Other drawbacks have resulted from their habit, locations and vigour. They vary hugely in age, size and visual impact; they obstruct upper windows, light, views etc., and as a result require regular pruning; they tend to produce aphids and honeydew to the detriment of people and objects beneath; and some conflict with current vehicular parking patterns and movement needs.

4.52 Because of their visual importance and historic character, the replacement and improvement of the lime trees should be given priority as a major part of the town centre improvement proposals. *Tilia x euchlora* is a smaller variety of the same species with a similar form, disease and pest resistance, and availability in relatively large sizes.

4.53 A professional arboricultural survey of the trees in South Street prior to wider streetscape improvements, confirmed that the large majority should be replaced. A comprehensive replacement of the trees in the first phase of improvements was ruled out, however, due to public opposition. In order to satisfy public opinion and to protect the visual character of South Street in the short term, the replacement strategy of subsequent phases should concentrate initially on dead, deformed, small or missing trees. Renewal would therefore be gradual. However, it has to be recognised that this approach has the disadvantage of making an efficient programme for improvement of surfaces and other streetscape more difficult to achieve, and would be much slower and more expensive to implement than replacement as part of a comprehensive streetscape improvement project.

4.54 Trees within paving should be set in tree grilles of adequate size to allow top soil aeration, irrigation by rain or artificial means and top dressing of fertilizer if required. Grilles should be of classic design, cast iron or setts laid in a frame; stainless steel may be appropriate in a more contemporary setting provided the specification is sufficiently robust. There should be no gap under the grille to provide a litter trap.

4.55 In South Street trees are located within the sett strip, which is a feature of the original tripartite carriageway layout. They require protection from damage and compaction caused by vehicles

parking, through the placing of bollards or use of a kerb upstand. Figures 75-77 illustrate the details used in recent streetscape improvements.

#### **Guideline 56**

Gradually replace poor, over mature, or badly placed trees with *Tilia x Euchlora*. Use large specimens up to 5 metres in height. Plant in generously large tree pits complete with irrigation systems, an appropriately designed tree grille, discretely located electricity supply for lighting strings, and underground guying so that tree guards and stakes will not be required.

#### **Guideline 57**

On South Street, reinstate trees within the sett strip using appropriate detailing to help protect them from cars and subsequent soil compaction.

### **Planters**

4.56 Seasonal planting can benefit the town centre by adding colour and interest but its use should be restrained and targeted in key areas. St Andrews in Bloom co-ordinates hanging baskets and planters. Installation of these items requires the landowner's permission (which is Transportation Service if attaching to street lights or placing tubs on adopted public areas) and may also require planning consent. It is essential however that they should be scrupulously designed and sited, and very well maintained at all times. They must not obscure signs or other important elements of the streetscape.

4.57 If greater street activity is to be encouraged, there may also be a need to define the extent of activity space or prevent vehicle access to pedestrian areas. The strategic placing of planters could provide a flexible solution to this.

#### **Guideline 58**

Introduce seasonal planters with bedding plants to enhance the visual amenity of pavement areas and define activity space. They should be of consistent unobtrusive design and colour, easily maintained, and removable in winter. Their siting should be consistent with the principles of locating street furniture.

## 5.0 BUILDINGS

**5.1 This section sets out guidelines for alterations and repairs to existing buildings in the historic core, and for the design of new buildings, including those sited on the main approaches to the town centre.**

### ARCHITECTURAL HERITAGE

#### Existing townscape

5.2 The architectural heritage comprises the historic landmark structures and the domestic buildings of the town centre, where all periods from the 16th to the end of the 20th century are represented (See Figures 20-23: Examples of the architectural periods seen in the historic core). The resulting townscape is remarkable both for its outstanding quality and cohesion, and for the extent to which it survived relatively unaltered into the 21st century. There are relatively few 20th century buildings and limited opportunities for new development in the historic core, although there may be scope for conversions and alterations.

5.3 The buildings dating from before the end of the 18th century are diverse in scale and character. The 19th century adopted the uniformity of simple classicism for the westward expansion of the town. The contrast can be seen between the eastern and western parts of North Street, Market Street and South Street. Examples of the Gothic and Baronial revivals are evident from the later 19th century. Cohesion in the townscape was maintained because the later buildings used similar materials, and proportions of openings and facades (usually two storey and attic in height); detailing was straightforward without ostentatious

embellishment. They also followed the building lines set by the town plan: with irregular alignments along the main streets and straight building lines on the north-south connecting streets.

#### Traditional building materials

5.4 The predominant roofing materials and construction details are in Ballachulish slate with lead or zinc ridges, but some of the earlier (and smaller scale) domestic buildings have red hand made clay pantiles, frequently with slate easing courses; a few have stone 'slated' roofs. Stone skews, or crow steps on some older buildings, rise to gable chimneys with clay chimney pots. Timber and slate piended dormers are a common feature. Rainwater goods – gutters and downpipes - are made from cast iron.

5.5 The predominant walling materials and construction details are in local random or coursed sandstone rubble of variegated ochre shades, heavily stained with iron for the older buildings; polished ashlar for the early 19th century classical facades, and yellow-grey sandstone coursed rubble, or stugged or droved ashlar for the later 19th century buildings. Some of the older and smaller scale buildings, especially the pantiled ones, are harled. Many facades, especially in South Street, have been painted. Windows are traditionally timber sash and case, some with crown glass. See Figures 78-80: Traditional building materials.

## Traditional building materials



78. Clay pantile roofs with stone skewers/crow-stepped gables; random/coursed sandstone rubble walls (North Street)



79. Painted harling with coloured window banding; sash and case windows (North Street)



80. Smooth ashlar frontage, slate roof with dormer windows (Union Street)

## Maintenance of buildings

5.6 Maintenance work is required to properties throughout the town centre and should be regular and ongoing. Problems due to lack of maintenance are particularly noticeable above ground floor level and in HMO (Housing in Multiple Occupancy) properties, usually rented out to students. The most common issues involve paintwork (especially to windows and rainwater goods), plumbing (blocked drains and leaking pipes) and the use of sub-standard replacement materials eg UPVC windows for timber, plastic rainwater goods for cast iron, machine made pantiles for handmade.

5.7 A rich variety of stone has been used to construct the central core and this gives a pleasing variation in the colour and texture of many buildings. Stones and mortar should be matched in any repair. The painting of previously unpainted stone is believed to lead to long term degradation of the stone, and becomes an additional maintenance burden. Similarly, stone cleaning by any means can cause damage and should not be permitted other than to lessen the effect of severe staining or to remove graffiti.

### Guideline 59

Ensure that repairs use the materials and details specific to the building period and design and that materials match the surrounding originals in colour, texture and quality; substitute modern materials will not be acceptable.

### Guideline 60

Encourage the re-introduction of traditional lime harl and lime wash where there is archaeological, documentary or scholarly evidence for its use

### Guideline 61

Do not permit the painting of previously unpainted stone facades, or stone cleaning unless there is a need to remove staining or graffiti.

## DELIVERING CHANGE

### Guidance to protect heritage

5.8 The factors that created a cohesive townscape have relevance for design briefs for new development today. However, the diversity of architectural character in the town centre is such that a standard brief for restoration, adaptation, or new development would not be appropriate. Constraints on Development Footprint and Height controls for Gap Site Development are illustrated in Figures 81 and 82. Historic Scotland provides relevant advice in the 'Memorandum of Guidance on listed Buildings and Conservation Areas', with particular reference to the following paragraphs:

#### **New uses for old buildings**

para. 2.15 – 2.18

#### **Alterations and extensions**

para. 2.21 – 2.22

#### **Control of demolition in conservation areas**

para. 4.26 – 4.32

#### **New development in conservation areas**

para. 4.35 – 4.41

#### **External walls**

para. 1.1.0 – 1.1.23

#### **Doors and windows**

para. 1.2.0 – 1.2.13

#### **External plumbing and flues**

para. 1.3.0 – 1.3.3

#### **Porches, verandas and conservatories**

para. 1.4.0

#### **Roofs, parapets, skewes, chimney heads, dormers**

para. 1.5.0 – 1.5.19

#### **Unified street blocks and terraces**

para. 1.6.0 – 1.6.4

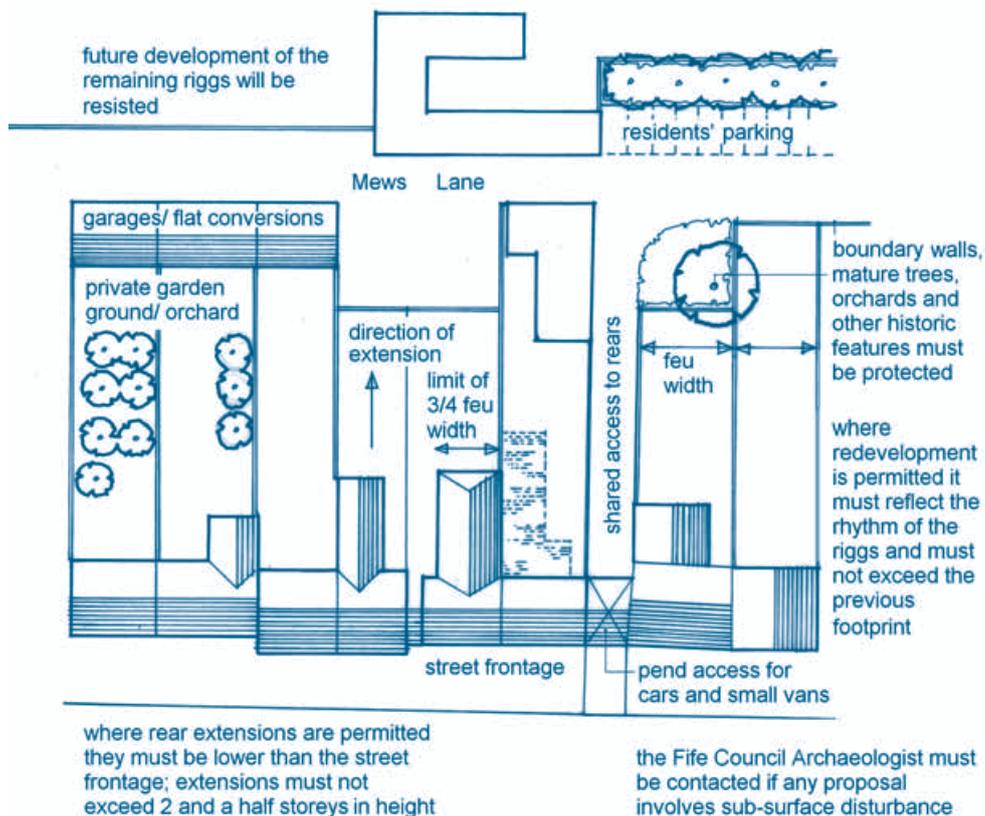
#### **Items fixed to the exterior of the building**

para. 1.7.0 – 1.7.11

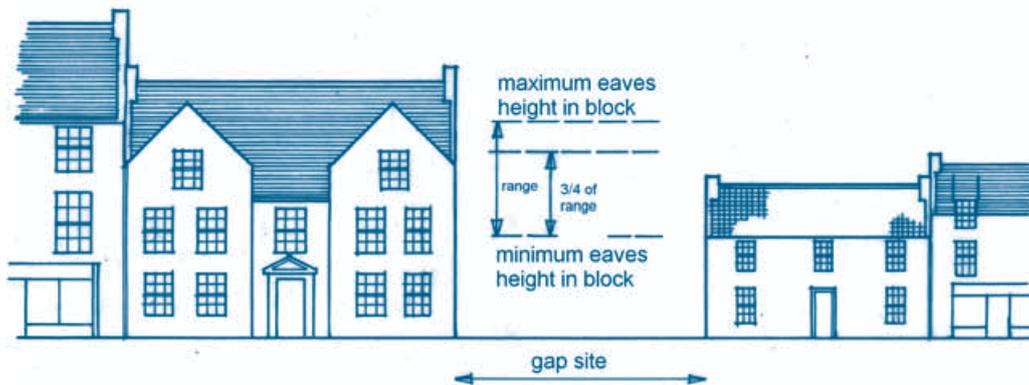
#### **Items on or within boundaries of the property**

para. 1.8.0 – 1.10.0

81. Constraints on development footprint for gap sites on the riggs



## 82. Constraints on development height for gap sites on the riggs



### Eaves height:

At some locations consistent eaves height along the street is an important characteristic which should be maintained in any new development. At other locations there is considerable variation in eaves height (and in the overall scale of the buildings).

Where there is variation, this should apply also to the eaves height of new buildings. However, the number of storeys and consequent height to eaves should be within the range existing in the street façade as a whole as illustrated in the elevation above (unless there are special townscape reasons to deviate from this).

Where a new building adjoins a building with a low eaves height, the eaves should not be higher than  $\frac{3}{4}$  of the range between the adjacent building and the highest eaves level in the street block. It would be unacceptable for effective height to be increased by devices such as slated mansards or large box dormers.

### Street rhythm:

Where a new development proposal extends across more than one feu width, the location of each feu boundary should be expressed in the elevation design, to maintain the rhythm of the street. Form, mass and proportions should fit with adjacent buildings.

### Pends and closes:

Where pedestrian or car access is required for new development in a continuous street frontage, this should be by means of a pend or close, not more than 3.5 metres wide unless required for commercial vehicles, and not higher than the height of the ground floor, or 3.0 metres, whichever is the greater.

## Criteria for acceptability of change

5.9 Like all historic towns, St Andrews has undergone continuous change in response to evolving economic and social needs. This process has contributed to the identity and interest of the place, and its history can be read in the amalgam of different building styles that make up the townscape. While the built heritage must be protected, change must also be accommodated. In considering any proposed change or development, reference should be made to the extensive photographic and Dean of Guild plan archive held by St Andrews University Library and by the St Andrews Preservation Trust. The experience and qualities of the past can be a useful aid

to identifying the attributes which might be beneficial for future development. Characteristic building features, such as archways and pends may be appropriate in new developments (see Guideline 45).

5.10 Any proposals for change should meet a valid need and the activity generated should contribute to sustaining the vigour of the town centre as the economic, social and cultural focus of the community. Proposals should not lead to redundancy or demolition of an existing building of good architectural quality, or which has historic interest, or makes a positive contribution to the character of the Conservation Area if it could be satisfactorily adapted to suit a new use.

## Contemporary architecture

5.11 Designation as a Conservation Area with Outstanding status safeguards the character and appearance of St Andrews historic core and sets a framework to accommodate outstanding examples of contemporary architecture. The introduction of contemporary design in a traditional environment is challenging, and not every site will be able to accommodate this approach, but where appropriate and where design is of a sufficiently high standard of architectural quality, there is an opportunity to develop new built heritage for the future.

5.12 Several examples of successful contemporary development can already be seen in St Andrews: the British Golf Museum on Bruce Embankment, the Seafood Restaurant on Bow Butts, the Arts Faculty on the Scores, the Gateway Centre on the North Haugh, the Bus Station and the Park (housing apartments) on Argyle Street. The sensitive interaction and juxtaposition of contemporary and traditional design and materials can provide a successful design solution and tie modern buildings into the historic urban framework, for example the Byre Theatre on Abbey Street, the Glasshouse Restaurant on North Street and Pizza Express on Church Square. (See Figures 83-90: Examples of recently completed buildings) .

### Guideline 62

Pay careful attention to the townscape context and the Memorandum of Guidance on Listed Buildings and Conservation Areas in preparing design briefs or considering development proposals for sites within the historic core.

### Guideline 63

Ensure that the development proposals meet the test for acceptable change:

- that the design quality is high and will enhance the townscape character
  - that the function will help to sustain the economic and social role of the town centre.
- This applies to all types of development (alterations, refurbishments, extensions and new build) and all designs (contemporary or traditional).

### Guideline 64

Encourage good quality design innovation where it is appropriate and to strict constraints on height, footprint, massing, proportion and materials.

### Guideline 65

Ensure that where traditional design is adopted it is based on scholarly knowledge and execution of design, detailing and choice of materials, that reflects local architecture but avoids mixing different styles and periods.

## Examples of recently completed buildings



83. Seafood restaurant, Bow Butts



84. University Arts Building, The Scores

## Examples of recently completed buildings



85. *The Gateway Centre, North Haugh*



86. *Bus Station*



87. *The Park, Argyll Street – private residential apartments*



88. *Private house to historicist design, Queens Gardens*



89. *Byre Theatre, Abbey Street*



90. *The Glass House restaurant, North Street*

## Building colour and texture

5.13 The predominant building colours are the “natural” browns and greys of sandstone and slate, and the various shades of ochre and cream of the painted facades. Variation is added by less common but livelier materials such as red pantiles, the rich brown / red iron stained sandstone of some older buildings, and by coloured harling. It is likely that strong colours would have been common in the timber framed buildings of the past and on harled stone in the limewash pigments, so the idea of historic St Andrews as the ‘old grey town’ probably dates from the 18th and 19th centuries, when new buildings were of unpainted ashlar, and old buildings began to be stripped of their harling.

### Guideline 66

Permit the use of strong colours on a façade where there is historic precedent and evidence for the use. Ensure that colour extends across the full surface of a façade, rather than demarcating ownership divisions.



## 6.0 SHOP FRONTS

**6.1 This section sets out guidelines for shop fronts in St Andrews Conservation Area, where most shops occupy the ground floor of 19th century buildings. It applies to all retail premises including banks, public houses and food outlets and is intended to assist proprietors in proposing appropriate alterations, refurbishments or replacements to frontages.**

### THE ISSUES

6.2 Many properties retain original timber, iron and glass features, such as painted fascia board signs, decorative projecting cornices and console brackets, neo-classical cast iron columns and pilasters (produced by a local foundry), recessed stall risers, panelled doors, leaded glass and glass blocks (see Figures 24-26). In most cases, shop fronts with these features form part of a listed

building, but the majority of properties on Market Street are not listed, and there is consequently less control over their appearance.

6.3 Unsympathetic alterations include poorly proportioned windows, oversized or garish fascia boards which obliterate original design detail and detract from the architectural quality of the façade as a whole; the use of non-traditional materials; non-traditional projecting blinds and canopies; illuminated 'box' signs. National multiple chain stores, which are concentrated in Market Street, are bringing a generic house style that is helping to erode the distinctiveness of the main shopping area. These guidelines aim to provide a consistent approach to shop fronts throughout the town centre to address these issues. Figures 91-93 show examples of good and bad practice within the town centre.

### Examples of good practice in shop front alterations

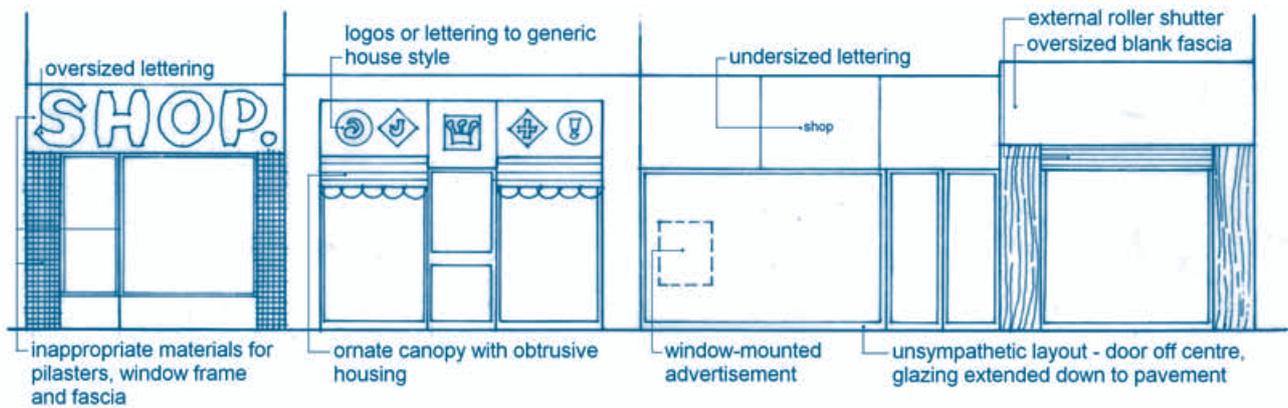


91. The Criterion, South Street – frontage sympathetically remodelled to traditional design



92. Pizza Express, Logies Lane – sympathetic new frontage to contemporary design

93. Examples of bad practice in shop front design found throughout the town centre



## DESIGN OF NEW OR ALTERED SHOP FRONTS

### Architectural context

6.4 In designing or restoring a shop front it is important to give due regard to the architectural context – the composition of the elevation, material finishes and colour of the building into which it will be fitted, especially where it is a listed building, and also to the adjacent streetscape. St Andrews Preservation Trust has carried out an audit of surviving shop front ironwork features which is available from their offices to inform restoration work. Unsympathetic alterations should be removed and original structural elements restored where possible to create a frame that ties the new work with the old building. Where all original features have been lost an entirely new shop front will be required constructed as follows and illustrated in Figure 94: New Shop front components.

### New shop front components

6.5 A string course or cornice often continues from the adjacent shop front, with a suitable gap below the first floor window cills. The fascia should be directly below the cornice line, and should not exceed 20% of the total frame height (ground to underside of cornice). Fascia boards should be in good quality marine ply rather than non-traditional materials such as plastic, Formica or thin plywood. Fascias may be angled downwards to assist the legibility of the applied signage. In

general they will be continuous with adjacent fascias within the same building, but will step up or down between adjacent shop fronts with different floor levels. Modern suspended ceilings and roller shutter boxes should be concealed behind the fascia.

6.6 Pilasters provide vertical division between shop fronts, with the capitals acting as bookends to the fascia and preventing it extending across several properties. Acceptable materials are new stone to match surrounding, smooth render or painted timber (rather than stained). Mosaics, ceramic tiling, trowelled plaster work, cedar boarding or sheet metal are not acceptable.

6.7 A glazed display window/door will make up most of the area within the frame of the shop front. This may be subdivided with glazing bars or mullions to create traditional proportions, and preferably with a centrally located door that should be recessed to reinforce visual interest, provide shelter and a non-slip access ramp into the shop. Framing should be painted timber (rather than stained); anodized aluminium or UPVC is not acceptable.

6.8 The stallriser forms the base of the shop front between the display window and the pavement and provides protection from street level damage. Materials should be robust and sympathetic to the other materials used on the shop front ie stone, smooth render, or panelled timber. It should be in proportion to the shop front as a whole, and about half the height of the fascia.

### Guideline 67

Protect original shop fronts and restore original features where they are uncovered. Remove unsympathetic alterations to shop fronts and reinstate lost features where there is evidence for them in original drawings or old photographs.

### Guideline 68

Construct new shop fronts according to the principles set out and illustrated in Figure 94. Design can be contemporary provided the quality is good and relates to the architectural context.

### Guideline 69

Divide the shop front where a shop extends through adjacent buildings, relating each section to the architectural character of the façade of which it is part.

### Guideline 70

Ensure that national multiple chain stores comply with local design guidelines.

lettering on matt-painted timber fascia is preferred, although alternatively, individual fret cut letters in metal, matt vinyl or timber may be mounted as flush with the board as possible. Illumination may be achieved externally by unobtrusive traditional style trough lighting extending up to the full length of the fascia, halo backlighting, or carefully positioned spotlights. Internal illumination of 'box' signs or individually mounted Perspex letters will not be permitted.

6.11 Projecting signs are traditional and should be encouraged, particularly recognised images (such as a mortar and pestle for a chemist's shop), see Figure 95. They should be restricted to one per shop unit to avoid visual clutter. The surface area should not exceed 0.6 square metres, and they should hang from decorative brackets constructed of traditional materials, no more than 1 metre from the face of the building around the height of the main fascia sign but no lower than 2.25 metres above adjoining ground level. They should be located to compliment the overall composition of the frontage, usually at an end. Materials and finish should be of high quality, including cast metal. External illumination of a projecting sign may be considered from an unobtrusive light source where the fascia is unlit.

6.12 Where a shop has been inserted into the frontage of a house and there is no fascia, signage may be mounted or painted directly below a cornice, applied discretely onto a ground floor window, or on a hanging board.

## Signage and advertisements

6.9 The following guidelines should be read in conjunction with Fife Council's Planning Policy Guidelines on Display of Advertisements.

6.10 Signage should generally be restricted to the main fascia or projecting signs. On the fascia lettering should be in proportion to the fascia with a maximum height of 300mm. Hand-painted



94. New shop front components



95. Hanging signs (Market Street)

6.13 Signage will be restricted to ground floor premises. Businesses above may discretely apply names to windows using black or gold lettering in the traditional manner, but should not obscure more than 10% of the glazed opening they are applied to.

6.14 Window or wall-mounted advertisements or hoardings detract from the quality of the architecture and are not appropriate within the historic core. In the absence of special control afforded to listed buildings this has led to visual clutter, particularly on Market Street. The classification of advertisements as permitted development within the Conservation Area should be withdrawn in order to raise the standard of the commercial streetscape.

#### **Guideline 71**

Restrict the use and location of signage to promote high quality design and materials, with discrete external illumination where appropriate. Encourage traditional sign-writing and the use of hanging signs.

#### **Guideline 72**

Promote an Article 4 Direction to control signs and advertising within the historic core.

### **Awnings and canopies**

6.15 Traditional retractable awnings protect goods from sunlight and provide shelter. The housing can be recessed flush with the frontage and hidden by the fascia. They should not obscure architectural detail such as the pilasters. Dutch canopies and frilled edges are not acceptable and no awnings are permissible above ground level. No advertisements, logos, or lettering other than the name of the premises should be applied to the awning.

#### **Guideline 73**

Install traditional awnings on ground floor business premises where window displays require protection from the sun's glare, using a discrete housing and in sympathy with the architecture of the elevation, incorporating the name of the premises only.

## Security measures

6.16 It is acknowledged that certain shop fronts may need security outwith opening hours. Demountable mesh grilles placed over windows and hinged gates across recessed doorways are traditional means of provision. Internal non-solid roller shutters – in a perforated, lattice brickbond or open weave pattern – are also acceptable, ensuring good visibility of the shop display that encourages night time window shopping and additional illumination of the street. The shutter boxes should be hidden behind the fascia.

6.17 Alarm boxes and emergency power switches should be fitted on the door return or discretely within the depth of the fascia to integrate with the shop front and not conceal architectural detail

### Guideline 74

Permit the use of sympathetic security measures where they are necessary and designed to respect the architecture of the shop front. Solid and external roller shutters are unacceptable.

## Colour and Texture

6.18 Colourful shop fronts can bring welcome exuberance and interest to the shopping area. The effect depends to a large extent on subtlety of texture, contrast and shade. Colour should arise through the natural characteristic of the material (i.e. of wood or stone), or from paint; not plastic.

### Guideline 75

Encourage the use of 'rich' colours and complementary neutral shades on painted shop fronts. Avoid large surfaces of intense 'garish' colours of all shades including 'fluorescent' or white.

### Guideline 76

Highlight architectural features with colour, where appropriate to the original design.

# Contacts

For information and advice on planning applications:

**East area - Development Promotion & Design**

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For general information on St Andrews' historic environment:

**St Andrews Preservation Trust**

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For photographs and plans of St Andrews' historic environment:

**St Andrews Preservation Trust Museum**

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|--|---|
| Polish   | Polskojęzyczna linia telefoniczna: 08451 55 55 44                                     |
| Bengali  | বাংলায় আলাপ করার জন্য টেলিফোন লাইন: 08451 55 55 99                                   |
| Cantonese  | 中文語言熱線電話: 08451 55 55 88  |
| Urdu   | 08451 55 55 66 اُردو زبان کے لیے ٹیلیفون نمبر   |
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