



East Sands Urban Design Framework

September 2010



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Figure 1: Framework Area

1. INTRODUCTION

BACKGROUND

The East Sands area of St Andrews lies immediately to the south east of the town centre on St Andrews Bay, adjacent to the cathedral precinct and beside the main route from the East Neuk of Fife. It is a complex area with many land uses that extends south across the Harbour and St Andrews University's Woodburn / Albany Park complex to the Brownhills cliffs. The area is covered by multiple ownerships including Fife Council, small businesses, private residential properties and St Andrews University, which owns most of the central area. The principal ownerships are shown in the Appendix.

The Finalised St Andrews and East Fife Local Plan [2009] identifies this as the East Sands/ Harbour Improvement Area, STA 09, proposed for Mixed Use development including:

- A mix of public and private uses;
- Academic and research related university expansion;
- Visitor destinations, leisure facilities and supporting ancillary uses including retail ancillary to leisure;
- Residential including student accommodation;
- Safeguarding of and improvements to Harbour facilities;
- Protection of existing public spaces and habitats;
- Enhancement of movement.

The Local Plan states that an Indicative Development Framework will be prepared by Fife Council to address the future pattern of buildings, movement and spaces. This has been named East Sands Urban Design Framework. Figure 1 shows the extent of the area.

PURPOSE OF THE DOCUMENT

Development at East Sands is likely to take place over a number of years in several phases and by different landowners/developers. The purpose of this Urban Design Framework is to describe how design policies and principles should be implemented to control, guide and promote this change in a coordinated manner. The document provides a broad framework for buildings, movement and spaces that will inform more detailed development briefs, masterplans, and planning applications in the future.

2. THE SITE

HISTORY

The East Sands was historically an undeveloped coastal fringe: no planned development took place outside the burgh wall, except for the Harbour and St Nicholas Leper Hospital, until the later 18th century when various industrial buildings and associated dwellings grew up close to the Shore Bridge. The original Gatty Marine laboratory opened south of Woodburn in 1896. Otherwise the area to the south remained largely open ground until the 1970s when development of student flats took place at Albany Park. The new Gatty Marine Laboratory is the most recent building in this area, dating back to the 1990s. Further historical detail is provided in the Appendix.

CURRENT

The area covers 15 hectares that can be divided into 3 zones through existing uses and ownership considerations. East Sands beach and the Fife Coastal Path run the length of the eastern edge. Figures 2-4 illustrate the 3 zones and their principal features.

The East Sands area contains built heritage interest and value, including a number of statutory designations such as Listed Buildings, in particular around the Harbour, which lies adjacent to many of the landmarks that make up St Andrews historic skyline. These are viewed across the lower lying East Sands area, from one of the main approaches to the town from the south.

There is also natural heritage interest, including the tidal waters of the lower Kinnessburn and the East Sands shoreline. The long distance Fife Coastal Path, which is part of the proposed Core Path Network, runs through the area. There are designated areas of Protected Open Space covering East Bents and the coastal frontage to the south where the Framework Area abuts the edge of the Green Belt. There is tourist and leisure interest in the Harbour, East Sands beach, East Bents open space and the East Sands Leisure Centre, which make them important visitor destinations.

Figure 5 shows the planning context and designations.



Harbour Footbridge & Shorehead

Figure 2: The Harbour Area - falls within St Andrews Conservation Area from the edge of the Abbey precinct to Woodburn Place. It contains the functions associated with a working harbour, including a café, as well as open space, recreational and visitor facilities, and residential properties. A builders store operates on Balfour Place, and there is brownfield land at St Rules boatyard and the site of the former gas holder. South of the Kinnessburn a mix of uses includes an informal car park, the Sailing Club headquarters above a snack bar and their boat storage yard.



Informal car park on Woodburn Place



Harbour café, footbridge & wooden huts



Fisherman's Stores in Abbey mill



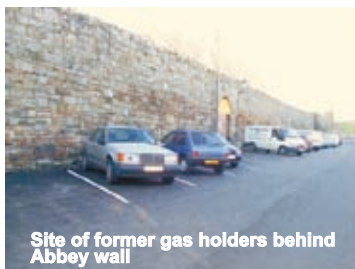
Lockups on Woodburn Place



Builders store, parking & residential properties on Balfour Place



Sawmill Chimney in boat storage yard for Sailing Club



Site of former gas holders behind Abbey wall

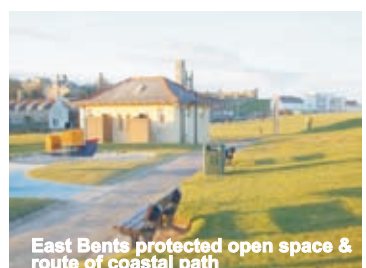
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Slipway into Upper harbour & residential properties on Balfour Place



Sailing Club HQ & snack bar in former lifeboat station



East Bents protected open space & route of coastal path



Woodburn Place looking west

Figure 3 - The Central Area - extends from Woodburn Place to the Path Link between St Nicolas Cottage and the Coastguard Station. Woodburn Place serves the University's Gatty Marine Laboratories and their Estates Department/ staff accommodation in the Woodburn complex; it brings visitors to East Sands car park and the beach. Albany Park provides access to the landscaped campus of the Halls of Residence, a Fife Council Resource Centre and land to the south.



Slipway onto East Sands beach



Wall to back of St Mary Street



New Gatty Laboratory

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St David's Centre & entrance to Albany Park



Albany Park Halls of Residence



Original Gatty Laboratory



St Nicholas Cottage



Footpath link to Lamond Drive

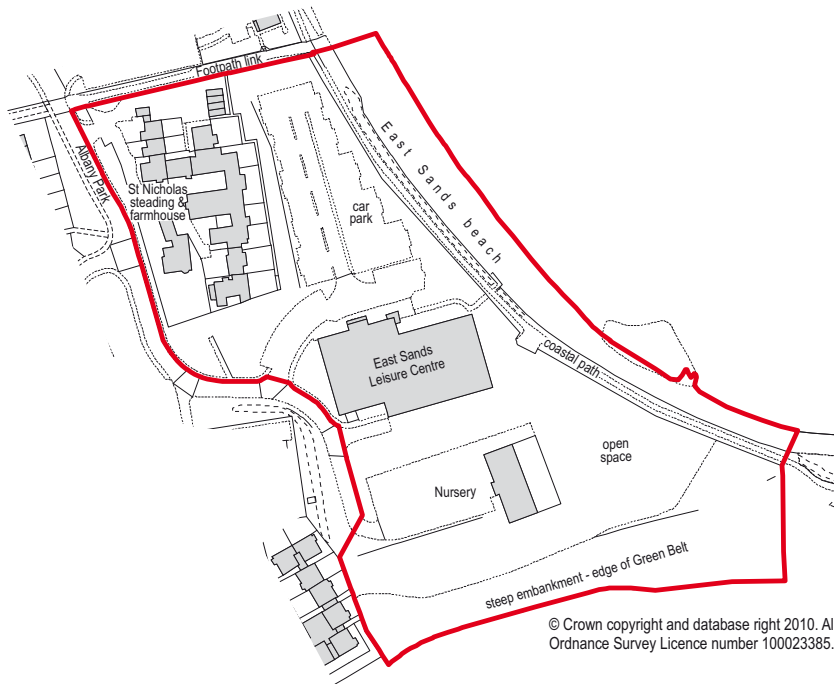


Fife Coastal path, Coastguard Station & views to historic core & harbour



St Nicholas Steading conversion

Figure 4 - The South Area runs from the Path Link to the settlement edge. St Nicholas steading conversion forms a well screened residential cluster beside the East Sands Leisure Centre with its extensive car park. Protected Open Space forms a coastal frontage of mown grass and shrubs that meets the rough grassland edge of the Green Belt on an embankment south of the Wonder Years children's nursery. The steep slope provides natural containment to the FrameworkArea.



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Car park to Leisure Centre



Route of Coastal Path

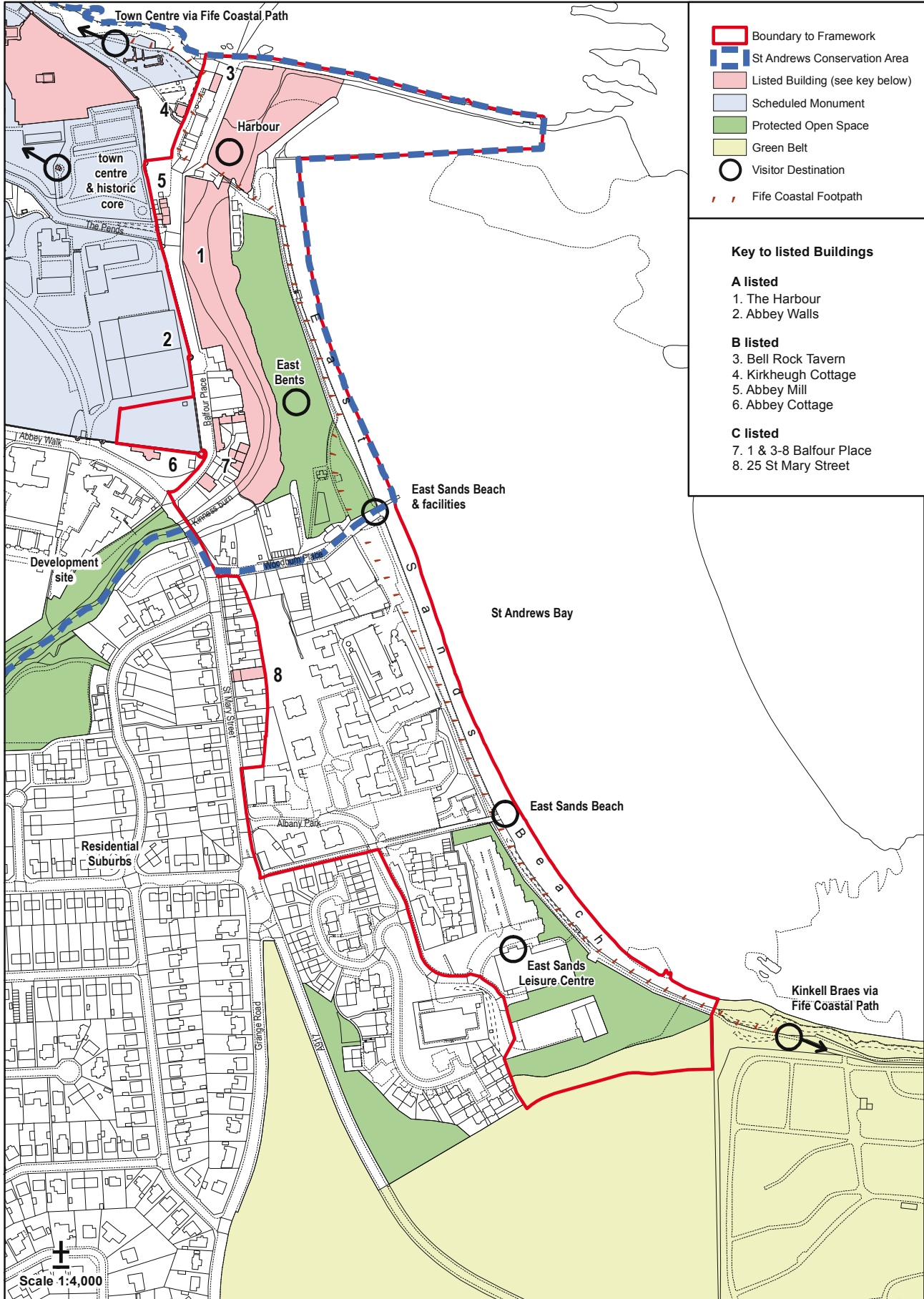


East Sands Leisure Centre & protected open space



Wonder Years Nursery, protected open space & edge of Green Belt

Figure 5 - Context



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3. PLACE MAKING AND URBAN DESIGN PRINCIPLES

This document sets out an urban design framework for development, based around established place making principles contained in national and local government policy and guidance, [including the St Andrews Design Guidelines [2008] which covers proposals for the Harbour Area and on approaches to the town centre from the South.] These inform site specific principles for the East Sands Area to help contribute to the delivery of the following vision.

VISION

The East Sands area will be recognised as a part of St Andrews with its own strong identity arising from the built heritage and natural assets. It will be seen as an attractive destination for visitors whilst meeting the needs of its residents and the other functions that are based here.

THEMES

The strategy for achieving this Vision is based on 5 themes that can be applied to the land uses set out in the Finalised St Andrews and East Fife Local Plan. These are:

- to enhance the sense of arrival to the town;
- to reinforce the distinct character and origins of the area arising from the built heritage, natural heritage and the landscape setting;
- to improve access and movement into and through the area;
- to maximise the potential of the waterfront location: the Harbour, East Sands beach and the Coastal Path; and
- to maximise the potential for sensitive redevelopment within the Framework Area.

The Vision and key themes give rise to guiding Urban Design Principles for buildings, movement and spaces which all subsequent masterplans, development briefs and development proposals for East Sands/ Harbour area would be expected to reflect in their layout and detailed design proposals. These are set out as guiding principles under the 5 themes.

The design principles also provide support for a number of theme-related improvements / proposals that could be implemented through developer contributions or as stand alone projects. These are set out in tables that relate to each theme.

THEME 1: ENHANCING THE SENSE OF ARRIVAL TO THE TOWN

The main approaches to St Andrews from the south/ south-east provide panoramic views – from Brownhills junction on the A917 across Green Belt farmland – and from the Fife Coastal Path across St Andrews Bay. These reveal the significance of the buildings and spaces in the East Sands area to the historic skyline and the town's coastal setting.

The land here is low-lying in relation to the town centre, and the buildings are relatively low in height [generally 1- 2 or 2½ storeys where roof spaces have been used as a third storey]. This highlights the sensitivity of the built form at East Sands where the proximity of the historic core means that the town's prominent landmarks dominate the townscape.

The new Gatty Laboratory which rises to 3 storeys is visually incongruous in this context, but small-scale traditional buildings [1-2 storeys] at Woodburn and 2 storey blocks in Albany Park provide a public frontage that helps to reduce the visual impact of the taller/ larger mass of the recent building.

Figure 6 illustrates the selected views against which proposals will be assessed for their impact on the key components of the view – character, landscape setting, skyline, built form, natural features etc.

Figure 7 marks the location of key viewpoints and their relationship with the major Site Assets within the Framework Area.

Principle 1: Historic skyline.

The height, scale and massing of new development must respect the immediate and wider setting. It must not rise above or adversely impact on sightlines to the historic skyline from the Key Viewpoints on the main approaches - the A917 [V1, V2], and the Fife Coastal Path [V3, V8].

Principle 2: Landmarks

Where they have an appropriate function new buildings may create landmarks within the Framework Area that contribute positively to the skyline. They must not detract from the town's historic landmarks or dominate the townscape within the East Sands area.

Principle 3: The pattern of new development

Proposals should enhance views into and across the Framework Area. The grain of building lines, spaces and streets should form a loose grid that focuses views towards the town's historic landmarks / towards the coast, and on other key features of the East Sands Area.

Figure 6: Key Viewpoints



View 1 – from A917 lay-by south of Brownhills Junction. Distant panorama of historic core and coastal edge viewed over Green Belt farmland and low lying East Sands area highlights the sensitivity of built form and green space in the Framework Area in relation to the historic townscape.



View 2 – From A917 approaching settlement edge. Sweeping curve of the road leads the eye into the built edge of the settlement. The visual prominence of the new Gatty Laboratory highlights the importance of height for new buildings in the Framework Area.



View 3 – From Fife Coastal Path on Kinkell Braes. Distant panorama across St Andrews Bay reveals the importance of the historic core and coastal setting. Small-scale buildings at Woodburn and 2 storey blocks in Albany Park reduce the visual impact of the taller/larger mass of the new Gatty Laboratory behind the sea frontage.



View 4 – From Shore Bridge. Shore Bridge is perceived as a ‘Gateway’ marking the arrival at the historic core from the south. Views from the bridge reveal the natural character of the eastern bank of the Kinnessburn/East Bents open space.



View 5 – Down Abbey Walk. Gently curving downhill vista reveals the small scale buildings on Woodburn Place beyond Shore Bridge with the new Gatty Laboratory rising behind.



View 6 – Along Woodburn Place. Curving building line constrains views to either side creating an intimate streetscape that draws the eye to a dramatic view of the sea at the end of the street.



View 7 – Views to the sea. Generic views from the Central Area and South Area towards St Andrews Bay provide glimpses of the sea. Privacy on the beach is preserved by changes in level and the landscaped buffer to the frontage.



View 8 – Views to the historic skyline. Generic views from the Central Area. The historic skyline is given prominence and partially framed by the siting, scale and form of buildings.



View 8 – Views to the historic skyline. Key view north from East Sands car park shows the importance of the scale and height of buildings on the corner of Woodburn Place, framing the view to the historic skyline.



View 9 – Across East Bents. Demonstrates the importance of open space and landscape setting on the character of the Framework Area. Open space provides foreground to the cluster of buildings at Woodburn and to the beach frontage of the Central and South Areas. Sloping farmland beyond provides the wider setting for the town. Albany Park is largely obscured by the Woodburn complex.

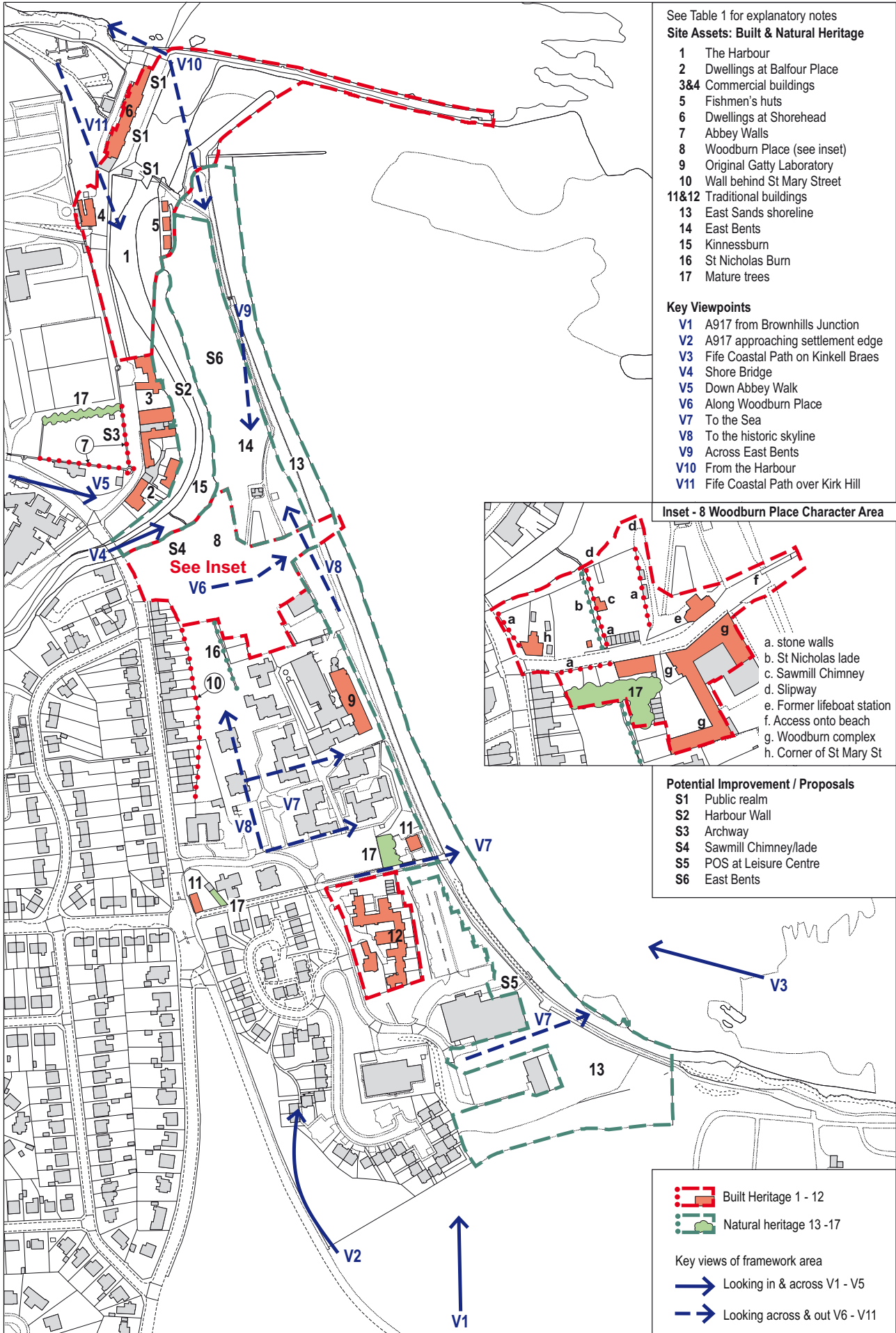


View 10 – From the Harbour. At the link between St Andrews historic core and the Harbour, with Woodburn and the rest of the Framework Area beyond. The importance of the Framework Area's relationship with the town centre and its wider landscape setting is apparent.



View 11 – From Fife Coastal Path over Kirk Hill. As View 10. Comparison of both reveals the importance of building height and massing in the Framework Area.

Figure 7 - Major Site Assets



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Table 1: Site Assets – Built and Natural Heritage [ref Figure 7]

1	The Harbour	Upper & Lower Basins – grade A-listed stone walls, natural stone surfacing, railings, working harbour features.
2	Dwellings at Balfour Place	Dwellings 1-3 storeys, largely of traditional character [1 & 3-8 grade C(s)-listed] with stone/ harled walls, pitched pantile/ slated roofs, sash and case windows, semi-hidden gardens with garden walls, building line tight to street and views glimpsed through gaps; providing varied, small-scale, intimate, domestic townscape.
3 & 4	Commercial buildings	Building forms with gable ends to street and high enclosing boundary walls on Balfour Place [3] and Abbey Mill [grade B-listed][4] reflect the area's commercial/ industrial origins.
5	Fishmen's huts	Wooden huts, painted, with pitched roofs and traditional windows, well maintained, make a positive contribution to the working character of the harbour.
6	Dwellings at Shorehead	3 storeys rising to 5, above storage at ground floor – including externally upgraded, modern central portion and grade B-listed Bell Rock house – reflect the form of original waterfront commercial/ warehousing in this location.
7	Abbey Walls	Within 'St Andrews Cathedral & Ecclesiastical Remains' [Scheduled Monument], with grade A-listed stone boundary wall c. 5 metres height with opening through arched gateway onto Balfour Place.
8	Woodburn Place	Forms a character area that straddles the edge of, and impacts on the Conservation Area and its setting. A combination of small scale buildings [1-2½ storeys], spaces [courtyards, yards & gardens], and strong boundaries, with commercial/ industrial origins in the 19th century, provide a varied roof line and building line that creates an intimate townscape which is of intrinsic value to the Central Area. Key features are: <ul style="list-style-type: none"> • stone boundary walls to gardens and former sawmill yard; • St Nicholas Burn channelled in a lade; • remains of sawmill chimney [recorded as a Building at Risk] and surrounding yard; • access to the slipway into the Upper Harbour basin; • former lifeboat station; • vehicle access onto East Sands beach; • traditional vernacular buildings of 1-2½ storeys that form a grouping along the southern edge of Woodburn Place – the former laundry [turning the corner and fronting East Sands beach at 1-1½ storey height] and outbuildings around a courtyard to former Woodburn house; • Traditional 2 storey dwelling house and garden on the corner of St Mary Street creating a tight entrance that signals the character of Woodburn Pl.
9	Original Gatty Laboratory	The original Victorian building presents a traditional 1½ storey façade with stone walls/ slate roof/ sash & case windows to the shoreline/ Coastal Path, although there is no active frontage on this side.
10	Wall behind St Mary St	The high stone wall to the back of properties on St Mary Street forms a strong western boundary and enclosure to Albany Park campus.

11 & 12	Traditional buildings	Cottages - St Nicholas & the Coastguard Station [11] and St Nicholas Steading & Farmhouse [12] provide small-scale, well screened, domestic townscape and continuity with the area's origins.
13	East Sands shoreline	The open, natural character of the shoreline and coastal slope behind - including the route of the Fife Coastal Path and Protected Open Space/ steep vegetated embankment in the South Area - provides the maritime waterfront to the Framework area and is important to the wider town setting.
14	East Bents	Designated as Protected Open Space. Short grassland, open in character, forms a punctuating space between the Harbour and Woodburn Place; provides open foreground in views from south of the historic core from the Coastal Path, and a visual transition in views from the edge of the town centre to the natural character of the coastline and rural setting beyond the town. Occasional use for open air events; important visitor facilities to south – play area, picnic area and toilet block.
15	Kinnessburn	Tidal river basin, with mudflats and natural character changing with the tides.
16	St Nicholas Burn	Strongly flowing watercourse through open landscaped grounds. Line is culverted to south.
17	Mature trees	In garden grounds/ along boundaries provide visual features / enhanced biodiversity.
Potential Improvements / proposals relating to Site Assets		
S1	Surfacing/ public realm improvements to the quayside at Shorehead / pedestrian route over the harbour footbridge, of a similar specification to earlier phase along the Shore.	
S2	Essential repairs to Harbour wall beside St Rules Boatyard.	
S3	Enhancement to archway in the Abbey walls with bespoke timber/ metalwork gate.	
S4	Works to safeguard the fabric of the Sawmill Chimney and adjacent mill lade, including removal of self-seeded trees and re-pointing of walls using lime mortar.	
S5	Enhancements to Protected Open Space surrounding the Leisure Centre for recreation and Leisure, including landscaping, picnic facilities, play and exercise equipment.	
S6	Enhancements to East Bents Public Open Space for visual amenity and recreation, including toilets facilities, possible reinstatement of putting green, removal of post & wire fence, varied mowing regimes to increase biodiversity and provide informal path above riverbank to create circular route, and improved access to seating areas/ viewpoints to north of Public Open Space	

THEME 2: REINFORCING THE DISTINCT CHARACTER AND ORIGINS OF THE AREA ARISING FROM THE BUILT HERITAGE, NATURAL HERITAGE AND LANDSCAPE SETTING

The considerable built heritage, natural heritage and visual aspects of East Sands provide a richness of Site Assets within the Framework Area as individual features and/ or combined into Character Areas whose qualities should be protected. There are a number of buildings and features that have been granted 'Listed' status by Historic Scotland, but many others have historical, vernacular or townscape significance and value:

- The fabric of the Harbour [grade A-listed];
- Buildings that reflect the area's commercial industrial origins and create a rich townscape – St Rules boatyard, Abbey Mill, Shorehead, most of the Woodburn laundry frontage and courtyard/ outbuildings to Woodburn House, the Woodburn sawmill chimney and yard, and the lifeboat station;
- Features of the working Harbour including the wooden huts and slipways;
- Traditional dwellings that create an intimate domestic townscape - at Balfour place, Woodburn Place, the Coastguard Station, and St Nicholas Steading, Farmhouse and Cottage;
- The original Victorian Gatty Laboratory; and
- Stone walls - Abbey Walls [grade A-listed/ part of Scheduled Monument] and garden boundaries.

Figure 8 - Analysis of the Built Form, illustrates key features.

Natural heritage interest arises from the location on St Andrews Bay at the mouth of the Kinnessburn, which provides an open, undeveloped shoreline/ waterfront that runs the length of the Framework Area and a river basin whose character is constantly changing with the tides.

Large expanses of Protected Open Space at East Bents and around the Leisure Centre provide a landscape for recreation; they form part of the frontage and wider landscape setting for the Framework Area and for St Andrews itself.

Within the Framework Area, the strong relationship with the historic core and the waterfront remain apparent, as well as the sensitivity of the built form against the backdrop of the wider landscape setting to the south.

The Coastal Path, running through and beyond the Harbour/ East Sands provides many viewpoints for visitors on foot, and the route of the A917 brings vehicles past.

Site Assets are set out in **Figure 7** and detailed in **Table 1**, including Potential Improvements/ Proposals.

Figure 8 – Analysis of the Built Form



Intimate streetscape on Woodburn Place created by traditional buildings, varied roof line, tight curving building line



Interesting window and roofline features in the courtyard at Woodburn



View over East Bents reveals the importance of the town's landscape setting, the visual intrusion of the Gatty Laboratory, and the value of small-scale, intimate townscape at Woodburn



Low buildings [1-2 storeys] fronting East Sands shoreline reduce the visual impact of the new Gatty Laboratory. View illustrates the importance of St Andrews historic skyline

Figure 8 – Analysis of the Built Form (continued)



Traditional quayside warehouse forms on Balfour Place with dominant gables, simple lines and strong boundaries



The former Sawmill chimney building is a local landmark whose preservation could form the focus of a redevelopment proposal

Principle 4: Site Assets. The character provided by the Framework Area's built and natural Site Assets must be protected/ enhanced. Site Assets should form the basis for any proposals for improvements or redevelopment where they are present as features on-site, or where they provide context in the vicinity of a development site.

Principle 5: Building heights. Proposals for new buildings must be consistent with the existing built and natural heritage. To this end the height of buildings providing frontage to the shoreline and the return on Woodburn Place must not rise above 1½ storeys [2 where a change in level can accommodate additional height].

Buildings of greater height should be located behind the frontage of lower buildings; they should not rise above 2 storeys except where additional height to 3 storeys can be justified by the function of the proposed building, the quality of the architectural solution, and is supported by contextual analysis. No buildings or external plant should rise above the eaves height of the new Gatty Laboratory.

Principle 6: Contemporary design is encouraged provided it is of high architectural merit and uses high quality materials. Design should respect the setting and reflect the character of existing Site Assets in terms of height, scale, proportion and massing. Materials and detailing must be appropriate to context and of known performance.

Principle 7: Visual analysis should be provided using Key Viewpoints to demonstrate that proposals for improvements/ redevelopment within the Framework Area will enhance the built fabric and the natural heritage.

Principle 8: Landscape setting. Proposals must not have an adverse impact on views of St Andrews wider landscape setting beyond the settlement edge [V9, V10, V11].

Principle 9: Open Space. Existing public spaces and areas of Protected Open Space must be safeguarded, with accessibility to them integrated into future development proposals. Opportunities should be taken to enhance the quality of open space for recreation and visual amenity.

THEME 3: IMPROVING ACCESS AND MOVEMENT INTO AND THROUGH THE AREA

The Harbour/ East Sands Area is perceived as being remote from St Andrews town centre. A major reason for this is it is poorly connected: the large walled grounds of the Cathedral precinct and St Leonards School create physical and visual separation. The waters of the Kinnessburn/ Harbour form a further barrier to movement. This means that the routes that have been laid down with the historic fabric are very important in bringing people to the area by vehicle and on foot, but these are limited. Vehicle congestion and demand for parking can be issues at peak times.

One of the key connections is the Fife Coastal Path that runs the entire length of the Framework Area and forms part of the Core Path Network, with a connection to the Lower Lade Braes along Woodburn Place. Otherwise there are few pedestrian links through the area, north- south or east-west.

Any proposal for improvements or redevelopment in the Framework Area is likely to generate additional traffic in all forms [vehicular, cyclist and pedestrian] and for a range of purposes [business, recreation, residential etc] so consideration of access, movement and parking is crucial. Issues are set out in **Figure 9** and Potential Improvements/ Proposals detailed in **Table 2**.

Principle 10: Vehicles and heritage.

Proposals for re-development or improvements will only be acceptable if they are able to meet vehicle access needs in a manner that is consistent with protecting the built and natural heritage and accommodates parking discretely, with minimal visual impact.

Principle 11: Sustainable transport and access.

Proposals should facilitate access to the Framework Area on foot, bicycle or public transport, including the provision of facilities that support this, such as cycle parking. They should promote wider connections, including new and enhanced routes, to improve links beyond the Framework Area - to the residential suburbs, St Leonards & Memorial Hospital site, the town centre, Public Open Spaces and the coast.

Principle 12: Movement and the public realm.

Proposals should promote connections through the Framework Area, north-south and east-west to enhance movement and integrate new development with the existing urban fabric. Where there are opportunities, development proposals should assist in relieving existing patterns of vehicular congestion and resolving the provision of public/private parking in response to high demand during peak times. This should be linked to improvements to the quality of the public realm.

Figure 9 - Access, Movement & Parking



Potential Improvements/Proposals
See Table 2 for explanatory notes

Vehicle access & movement

- A1 Woodburn Place
- A2 Albany Park
- A3 To Coastguard Station
- A4 Alternative route

Pedestrian access & movement

- a1 From town centre
- a2 Smooth surfacing
- a3 Coastal path - Core path
- a4 Woodburn Place - Core path
- a5 North-south connections
- a6 East-west connections
- a7 Path Link
- a8 New link into car park
- a9 Links to Coastal Path

Parking

- P1 Balfour Pl/ The Shore
- P2 St Andrews Harbour Trust
- P3 Lock ups
- P4 Informal Fife Council car park
- P5 East Sands car park
- P6 For St Mary Street
- P7 Car park for Leisure Centre
- P8 Cycle Parking

Main approach route
 Junction vehicle access
 Existing vehicle access route
 Potential vehicle access route
 Existing pedestrian route
 Potential pedestrian route
P1 Parking

Fife Coastal Path over Kirk Hill provides multi-user link to Town Centre and forms part of Core Path Network.

The Pends provides restricted access to west side of Harbour from Town Centre through narrow archway.

Kinnessburn/ Harbour forms a barrier to N-S movement through the Framework Area. Much of the eastern edge of the Harbour is inaccessible by road.

Visitor parking for the Harbour, Leisure Centre, Beach or Fife Coastal Path are provided along the Abbey Walls [P1], in the unsurfaced car park at East Sands [P5], & in the Leisure Centre car park [P7] which is underused for much of the year. Parking takes place informally off Woodburn Place [P4]

Woodburn Place leads to Gatty Labs, East Sands car park & beach. Can experience congestion at the junction with St Mary Street; traffic calming measures installed. Carries Core Path Network connection to Lower Lade Braes.

Albany Park leads into a modern road layout that serves much of Central Area and all South Area plus housing development & sewage works to west. Provides essential access to Coastguard Station.

Fife Coastal Path runs the length of East Sands beach from the Harbour and continues into the East Neuk over Kinkell Braes.

Abbey Walk /A917 provides majority of vehicle access into Framework Area.

The Path Link from end of Lamond Drive to Coastguard Station connects southern residential suburbs to the coast.

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Table 2: Potential Improvements/ Proposals relating to access and movement (Ref to Fig 9)

Vehicle access and movement	
A1	Woodburn Place will continue to provide vehicular access to sites directly fronting onto it, but is not considered capable of accommodating increased volumes of traffic. Proposals for development on the south side of Woodburn Place taking access from it must demonstrate through a Transport Assessment that any increase in traffic can be catered for; otherwise they should take access from Albany Park. [See a4]
A2	Albany Park and its junction onto St Mary Street should serve any redevelopment of the South Area and most of the Central Area.
A3	A direct vehicle access route to the Coastguard Station must be maintained for essential use.
A4	A more direct vehicle access to the Leisure Centre car park might be provided from the north.
Cycle and pedestrian access and movement	
a1	Pedestrian linkages between the Harbour and the town centre via Kirk Hill, The Pends and Abbey Walk should be enhanced/ promoted to encourage visitors into the area.
a2	A safe, smooth-surfaced route should be provided for wheeled access – pushchairs, wheelchairs etc – along the Harbour quayside.
a3	The route of the Fife Coastal Path [Core Path Network Route nr 3: walking, cycling, pushchair, horse riding] should be enhanced south of the Harbour to provide Access for All by widening, re-surfacing, and improving seating areas & access to the beach.
a4	The status of Woodburn Place as part of the Core Path Network [link to the Lower Lade Braes for walking, cycling & pushchair] must be recognised and reflected in any proposals for redevelopment that generate vehicle traffic onto the route [See A1]. The public realm should be enhanced for pedestrian/ cycle use, with parking areas resolved and improved.
a5	Redevelopment in the Central Area, including the Woodburn complex, should seek to improve pedestrian linkages running north-south, including making connections to Woodburn Place.
a6	Redevelopment in the Central Area should seek to improve pedestrian linkages running east-west to make connections to the coast and to the residential suburbs across St Mary Street.
a7	The Path link must be safeguarded. It should be promoted as a shared use path and enhanced by width and surfacing improvements to raise the status of this route.
a8	A new pedestrian link should be made onto the Coastal Path to encourage visitors to use the existing Leisure Centre Car Park as an alternative to the East Sands car park when visiting the beach / using the Coastal Path.
a9	Environmental improvement projects/ Redevelopment in the South Area should provide improved pedestrian links to the Coastal Path and the areas of Protected Open Space for recreation and leisure activities.
Parking	
P1	Fife Council should agree and implement measures to meet demand for parking for residents, visitors and harbour users along Balfour Place/ The Shore.
P2	St Andrews Harbour Trust may provide dedicated private parking areas on land in their ownership, using lockable bollards.
P3	Appearance of lockups on Woodburn Place should be enhanced/ they could be relocated in the long term to improve access/ visual amenity on the Woodburn Place frontage.
P4	Informal car park on Woodburn Place could be formalised as a public car park to serve activities in the Harbour or on the Beach.
P5	Improvements should be made to East Sands public car park to improve its function and reduce its visual impact - including layout, surfacing, provision of picnic tables/ cycle parking/ seats/ low bund with landscaping to screen fronts of cars in views from Key Viewpoints on the Coastal Path. Conflicts must be resolved between the route of Fife Coastal Path, vehicle movements in the car park, and vehicles/ pedestrians accessing the Gatty Laboratory.
P6	Potential parking to the rear of properties on St Mary Street must be adequately screened to the east and with appropriate access provided from St Mary Street. Formation of an access must preserve the character of the stone wall [Site Asset 10].
P7	Existing parking for the Leisure Centre should be enhanced by new screen planting along the sea frontage. In the short-medium term this car park should be promoted by signage and other means for use by visitors to the beach/ Coastal Path to relieve pressure on East Sands Car Park; it is a potential Park and Ride facility.
P8	Cycle parking should be provided in appropriate locations throughout the Framework Area.

THEME 4: MAXIMISING THE POTENTIAL OF THE WATERFRONT LOCATION

Many of the Framework Area's greatest opportunities lie in its waterfront location: the presence of the Harbour and the lower Kinnessburn, the proximity to East Sands Beach and St Andrews Bay, and the connections to the Fife Coastal Path network. These bring visitors for water-based/ beach-related tourism and recreation [such as provided through St Andrews Sailing Club which is based here], and create an attractive location for residential properties, as well as being a prerequisite for some commercial activities and university-based research. These water-related activities make a significant contribution to the character and vitality of the area; they also have the potential to generate further economic activity. Issues are set out in Figure 10 and Potential Improvements/Proposals detailed in **Table 3**.

The Scottish Environmental Protection Agency [SEPA] provides evidence that the whole area is at medium to high risk of coastal flooding and either side of the Kinnessburn is also at medium to high risk of fluvial flooding. This has implications for built form in achieving flood free finished floor levels for living quarters by internal arrangements of space, landraising, and the use of water resistant materials and construction. A fore stair to living accommodation at first floor level is a vernacular feature of the St Andrews townscape that could be utilised. **Figure 11** illustrates some possible ways of addressing flood risk.

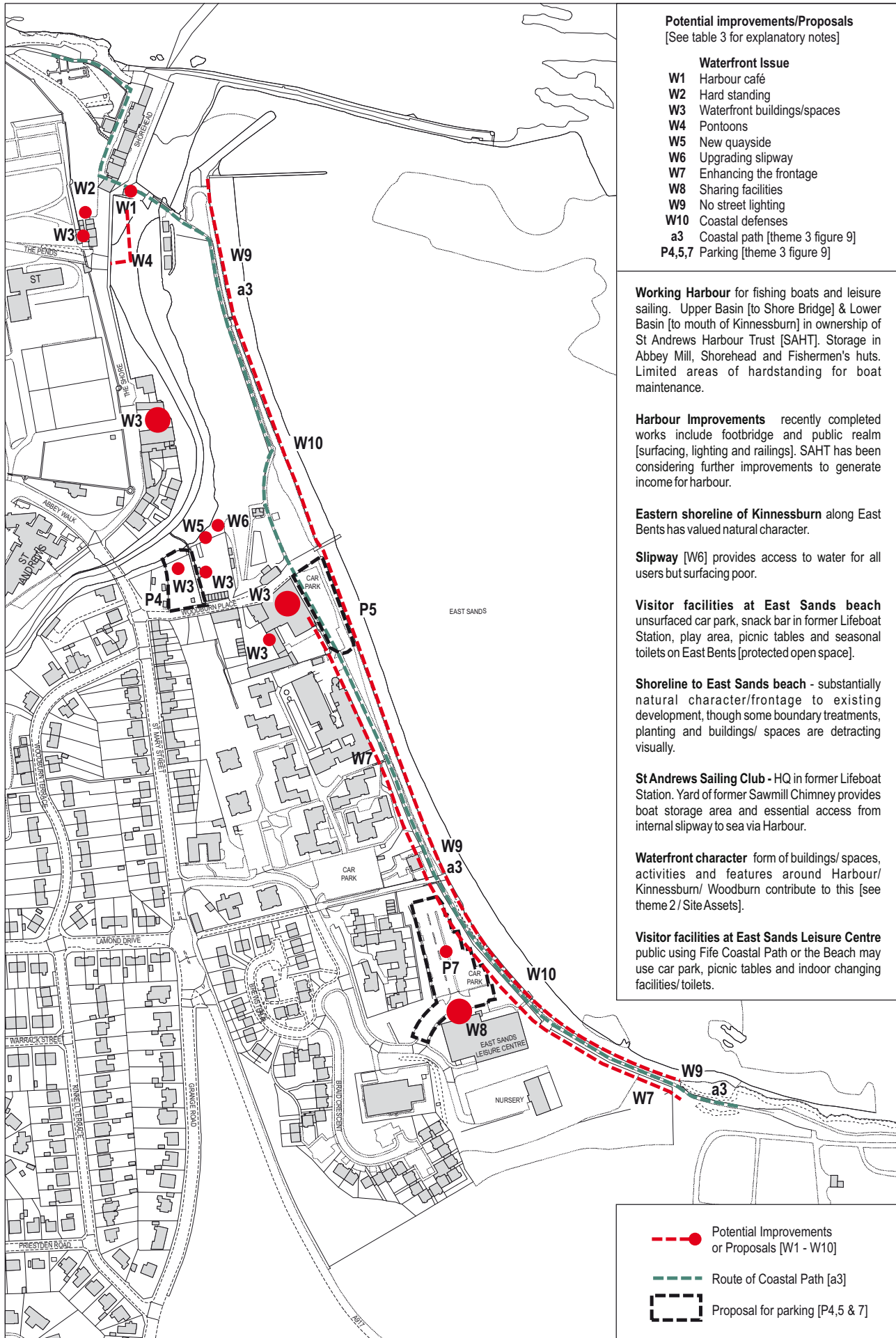
Principle 13: Waterfront location. Potential redevelopment fronting the Harbour/Kinnessburn and East Sands beach should take advantage of the waterfront location, providing better physical connections and views to the water, provided this does not compromise privacy for recreational use of the beach. Existing waterfront buildings may be suitable for adaptation to new uses that support the waterfront character in these locations.

Principle 14: Harbour frontage. Along the Kinnessburn/ in the Harbour, features and activities that provide waterfront character, existing facilities and safe access to water must be safeguarded to support identity. Proposals to enhance water-related activity/ facilities will generally require detailed technical appraisals and public consultation to be carried out. The essentially undeveloped nature of the eastern shoreline of the Kinnessburn should be safeguarded.

Principle 15: Coastal frontage. The undeveloped nature of the frontage to East Sands Beach should be safeguarded and opportunities taken to enhance its appearance and use. Buildings and other features should not detract from its natural character.

Principle 16: Flood risk. Built forms for new development must ensure they are able to achieve flood free finished floor levels for living quarters in a manner that is consistent with the character of the Framework Area.

Figure 10 - Issues relating to the waterfront location



Potential improvements/Proposals
[See table 3 for explanatory notes]

Waterfront Issue	
W1	Harbour café
W2	Hard standing
W3	Waterfront buildings/spaces
W4	Pontoons
W5	New quayside
W6	Upgrading slipway
W7	Enhancing the frontage
W8	Sharing facilities
W9	No street lighting
W10	Coastal defenses
a3	Coastal path [theme 3 figure 9]
P4,5,7	Parking [theme 3 figure 9]

Working Harbour for fishing boats and leisure sailing. Upper Basin [to Shore Bridge] & Lower Basin [to mouth of Kinnessburn] in ownership of St Andrews Harbour Trust [SAHT]. Storage in Abbey Mill, Shorehead and Fishermen's huts. Limited areas of hardstanding for boat maintenance.

Harbour Improvements recently completed works include footbridge and public realm [surfacing, lighting and railings]. SAHT has been considering further improvements to generate income for harbour.

Eastern shoreline of Kinnessburn along East Bents has valued natural character.

Slipway [W6] provides access to water for all users but surfacing poor.

Visitor facilities at East Sands beach unsurfaced car park, snack bar in former Lifeboat Station, play area, picnic tables and seasonal toilets on East Bents [protected open space].

Shoreline to East Sands beach - substantially natural character/frontage to existing development, though some boundary treatments, planting and buildings/ spaces are detracting visually.

St Andrews Sailing Club - HQ in former Lifeboat Station. Yard of former Sawmill Chimney provides boat storage area and essential access from internal slipway to sea via Harbour.

Waterfront character form of buildings/ spaces, activities and features around Harbour/ Kinnessburn/ Woodburn contribute to this [see theme 2/ Site Assets].

Visitor facilities at East Sands Leisure Centre public using Fife Coastal Path or the Beach may use car park, picnic tables and indoor changing facilities/toilets.

- - - ● Potential Improvements or Proposals [W1 - W10]
- - - Route of Coastal Path [a3]
- Proposal for parking [P4,5 & 7]

Table 3: Potential Improvements/Proposals relating to the waterfront (Ref to Fig10)

W1	Permanent new building to house the existing Harbour café [See theme 5 site 3].
W2	Providing hard standing for boat maintenance to north of Abbey Mill [site of former gas works]
W3	Existing waterfront buildings and spaces [Abbey Mill, St Rules Boat yard, informal car park on Woodburn Place, Sawmill chimney building, Woodburn complex] may be suitable for adaptation to provide facilities for water-related activities.
W4	Providing additional berthing space on pontoons in the Upper Basin.
W5	Creating a new quayside/ hard standing beside boat storage yard for boat maintenance area and possible boat house.
W6	Upgrading slipway into Upper Basin to make suitable for all users/ greater intensity of use.
W7	Enhancing the appearance of buildings/ boundary treatments/ screen planting and spaces fronting the shoreline as environmental improvements/ part of any redevelopment of the Central Area/ South Area to enhance visual amenity and use of open spaces for recreation and leisure.
W8	Sharing indoor and outdoor facilities at the Leisure Centre with visitors using the Coastal Path and East Sands Beach.
W9	Proposals to enhance the route of the Coastal Path should exclude street lighting in order to preserve the route free of light pollution.
W10	Repair/ enhancement of the coastal defences to protect the Beach/ route of Fife Coastal Path.

THEME 5: MAXIMISING THE POTENTIAL FOR SENSITIVE REDEVELOPMENT

There are a number of potential development sites whose sensitive redevelopment for a range of mixed uses in the short, medium and long term would enhance the visual amenity of East Sands, generate activity in the streets and spaces, and support economic activity. This could secure the vision of the Framework Area as a destination for the town of St Andrews based on its own strong identity and assets. Land uses are set out in the St Andrews and East Fife Local Plan.

In the Harbour area opportunities for redevelopment are limited and must respect/ enhance the outstanding quality of the existing built heritage in accordance with its statutory designation. In the Central Area the University's future plans are expected to provide opportunities for significant redevelopment of their landholding over the short, medium and long term. These include a joint proposal being developed with Crown Estates for a new Scottish Oceanographic Institute; Consultant GVA Grimley has been considering options for its location. In the South Area there may be opportunities for development in the longer term although Site Assets would provide constraints.

Potential development sites may be vacant brownfield land or unsightly buildings; sites whose Site Assets are underused or neglected; and sites where current uses may not have a long term future. **Figure 11** illustrates solutions to similar waterfront development scenarios. Potential sites are shown on **Figure 12** and **13** with site specific guidance. Sites include:

1. Former Gas Holder
2. St Rules boatyard;
3. The Harbour Café;
4. Car park on Woodburn Place;

5. Boat storage area;
6. Woodburn complex;
7. Albany Park; and
8. The South Area [excluding St Nicholas complex].

Principle 17: Vacant brownfield sites or unsightly buildings

- Encourage proposals where redevelopment in the short term would improve visual amenity, generate activity, or meet an established demand;

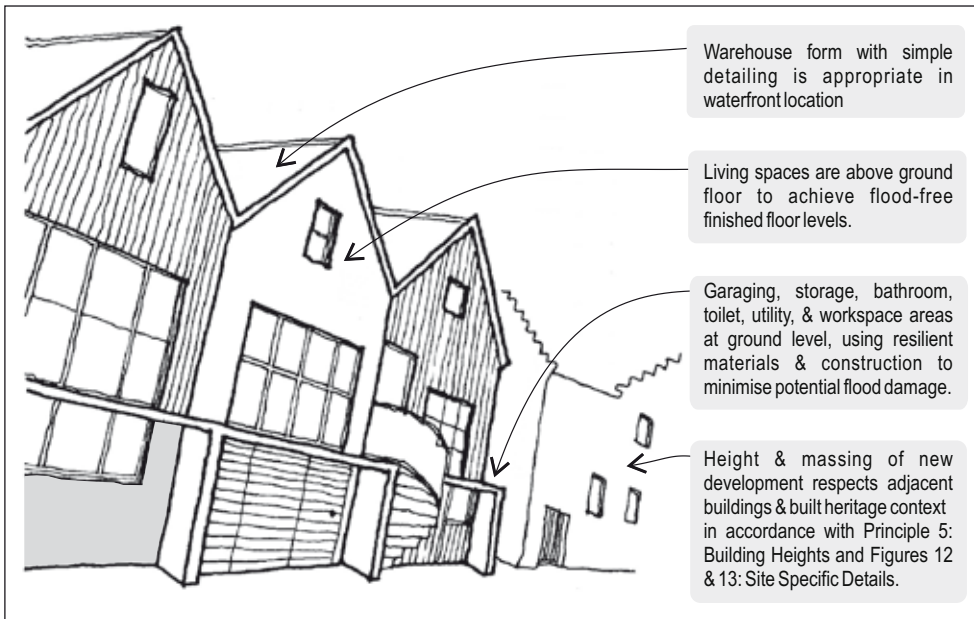
Principle 18: Underused or neglected Site Assets

- Encourage proposals for sites that have an existing use but whose Site Assets have the potential to create new landmarks that provide a focus for activity, through preservation, remodelling and sensitive additions to buildings and spaces;

Principle 19: Sites with long term potential

- Encourage redevelopment of sites where current uses may not be viable in the long term and whose buildings are not valuable Site Assets that should be retained.

Figure 11: Examples of solutions to waterfront development scenarios



Sketch illustrating principles of form and internal arrangement of spaces to achieve housing development with flood-free finished floor levels





Forestairs to accommodation at 1st floor level is a vernacular feature in St Andrews



Simple glass box performs café function in Edinburgh Park

Seafood Restaurant St Andrews shows the use of contemporary design and materials in a waterfront location with built heritage and landscape sensitivities



Figure 12 - Potential Development Sites and site specific detail – Harbour Area

<p>1. Former gas holder</p> <p>The scale of any development must respect/ enhance significant heritage factors - Scheduled Monument , Conservation Area, grade-A listed walls</p> <p>Archway onto Balfour Place must be preserved. Existing gates should be replaced with bespoke gate in timber/ architectural metalwork that provides pedestrian access only;</p> <p>Only limited vehicular access may be possible, taken through grounds of St Leonards School and demonstrated through a Transport Assessment. Servicing must be taken through pedestrian access onto Balfour Place;</p> <p>Line of semi mature trees should be retained;</p> <p>Development must not be visible above the walls from Key Viewpoints;</p> <p>Elevations towards Balfour Place, seen through the archway must be carefully considered;</p> <p>Ground contamination may be an issue.</p>	<p>4. Car park on Woodburn Place</p> <p>Proposals should maximise the potential of the waterfront location;</p> <p>Potential development must be small scale and should reflect the character, height and form of the domestic buildings clustered at Balfour Place, or the courtyard on Woodburn Place;</p> <p>Layout should take advantage of the adjacent site assets - the Kinnessburn, St Nicholas Burn lade, sawmill chimney, and views to the historic core;</p> <p>Any proposal should accommodate the existing Scottish Water pumping station;</p> <p>Development must not generate significant additional traffic onto Woodburn Place;</p> <p>The quality of elevations to Woodburn Place and the Kinnessburn are of particular significance because of their visual prominence;</p> <p>The site could be combined with adjacent Site 5: Boat Storage Area.</p>
<p>2. Commercial buildings on Balfour Place</p> <p>Proposals should maximise the potential of the waterfront location;</p> <p>Building forms should respect existing quayside store/ warehouse forms on this site, with strong gable ends and simple detailing;</p> <p>Buildings may rise to a maximum of 2 ½ storeys but should be of a similar overall height to buildings either side. This should be demonstrated by contextual elevations/sections;</p> <p>Materials should be robust and reflect the maritime location;</p> <p>The harbour wall/ quayside must be reinstated to match the line and external appearance of the original;</p> <p>The street frontage onto Balfour Place should be formed by gable ends and/ or high stone boundary walls with wooden access gates [replicating existing boundary treatment];</p> <p>Proximity of the Scottish Water pumping station is noted.</p>	<p>5. Boat storage area</p> <p>Existing water-related activities in the yard contribute to the character of the Framework Area and should be safeguarded; proposals should maximise the potential of the waterfront location;</p> <p>Former sawmill chimney building is a Building at Risk that should be restored. It could form the basis of a focal building within any proposal for redevelopment of this site; other buildings should be subordinate to it and provide it with an appropriate setting that largely retains the surrounding yard as open space; similar built heritage features on Glasgow Waterfront provide successful models in this context;</p> <p>The stone boundary walls and access to the water must be preserved;</p> <p>Layout should take advantage of adjacent site assets - the Kinnessburn, St Nicholas Burn lade, and views to the historic core;</p> <p>Removal of the lockup garages could enhance access/ visual amenity on the Woodburn Place frontage;</p> <p>The quality of elevations to Woodburn Place and the Kinnessburn are of particular significance because of their visual prominence;</p> <p>The site could be combined with adjacent Site 4: Car Park on Woodburn Place.</p>
<p>3. Harbour café</p> <p>Portacabin should be replaced by a permanent single storey building with external sitting area, of similar size and simple high quality design and finish that is subordinate to the surrounding built heritage. Glass structures - such as the Seafood Restaurant, St Andrews and the Caffelatte, Edinburgh Park – provide examples that could be reinterpreted with design/detailing enhancements appropriate to this context.</p>	

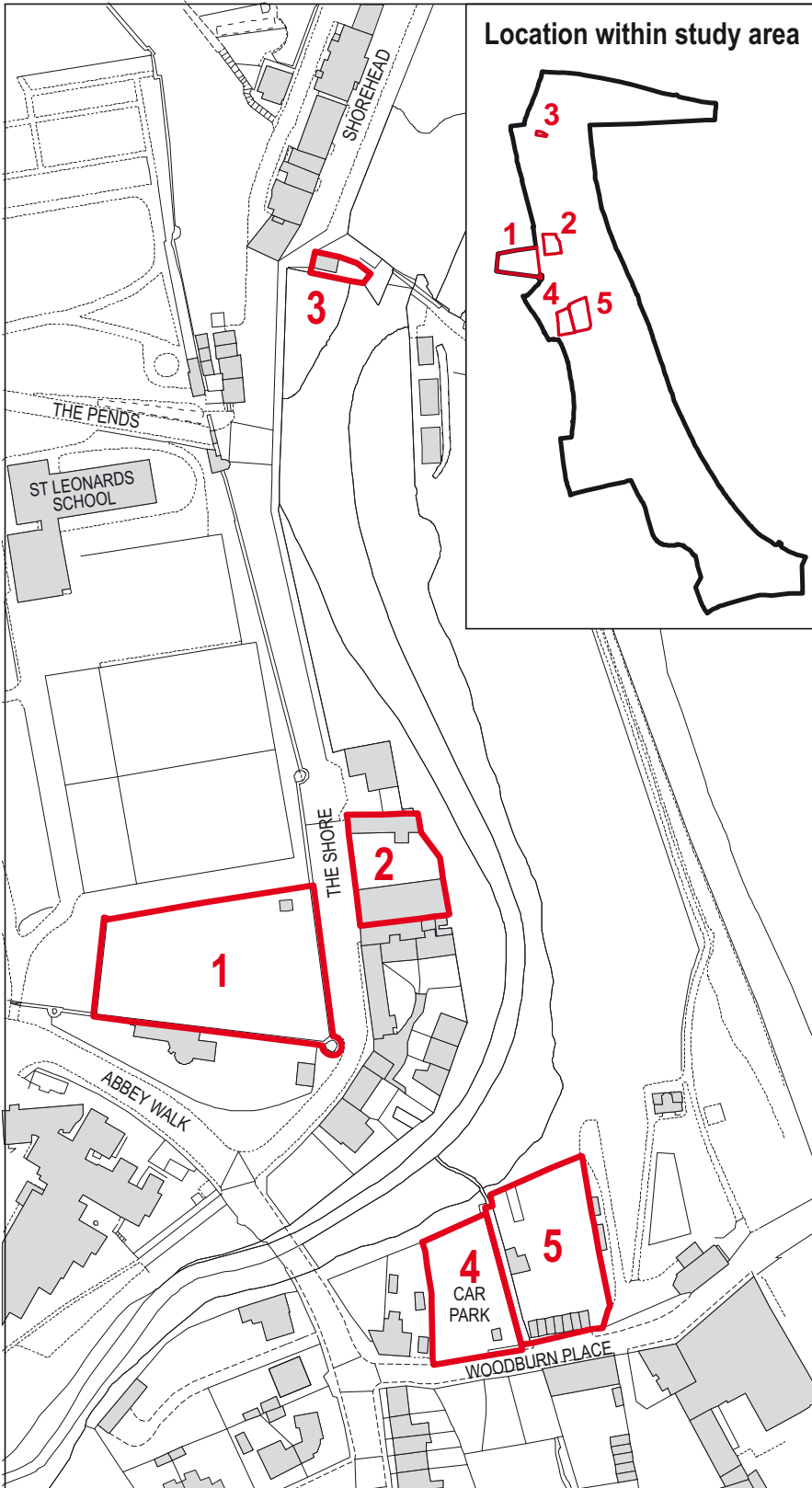


Figure 13 – Potential Development Sites and site specific detail – Central Area & South Area

<p>6. Woodburn complex</p> <p>Proposals must respect/ enhance the built heritage as part of the setting for the Conservation Area; proposals should maximise the potential of the waterfront location;</p> <p>The preferred option for redevelopment is to re-use the existing buildings fronting Woodburn Place and turning the corner fronting East Sands [to the end of the 1 storey section]. Sensitive alterations/ additions to provide expanded accommodation may be acceptable provided the height, massing and overall character of the existing complex is maintained to the frontage. Additional height may be possible behind this frontage and roofline, provided it enhances the overall building complex, its highest point is below the eaves height of the new Gatty Laboratory, and it does not adversely impact on views of the historic core or of St Andrews wider landscape setting;</p> <p>If it can be demonstrated to the satisfaction of Fife Council that re-use/ alterations are not possible, proposals should reflect the existing building and roofline, height, massing and overall character of the existing complex, including the courtyard open space;</p> <p>Existing garden ground, stone boundary walls and mature trees should be retained;</p> <p>A new north-south pedestrian route from Woodburn Place into Albany Park should be created;</p> <p>Redevelopment proposals must provide adequate parking on site;</p> <p>Subject to a Transport Assessment, proposals that will generate additional traffic on Woodburn Place must demonstrate this can be adequately catered for; otherwise they must take vehicle access from Albany Park. In this case Sites 6 and 7 should be considered together.</p>	<p>7. Albany Park</p> <p>Redevelopment of some or all of the student residences provides opportunities for buildings and spaces accessed from Albany Park;</p> <p>The fabric of the original Gatty Laboratory building could be re-used as part of redevelopment proposals; the new Gatty Laboratory building is not consistent with quality of the surrounding built environment and could be redeveloped;</p> <p>Redevelopment provides frontage to East Sands for buildings to the south of the original Gatty Laboratory. Proposals should maximise the potential of the waterfront location but the quality of the elevation to the shoreline is of particular significance because of its visual prominence, and the natural quality of this frontage. A green/ landscaped corridor should provide appropriate separation between buildings and the coastal frontage, linked to Protected Open Space to the South;</p> <p>The height of buildings must be consistent with Principle 5;</p> <p>The pattern of roads, buildings and spaces [including parking] should form a loose grid that focuses views towards the historic core and towards the sea. The visual impact of this should be assessed by visual analysis from the Key Viewpoints;</p> <p>Layouts should improve pedestrian linkages running east-west to make connections to the coast and to the residential suburbs across St Mary Street, and pedestrian linkages running north-south, including making a connection to Woodburn Place;</p> <p>The boundary wall to St Mary Street forms a key site asset that should be preserved;</p> <p>The line of St Nicolas' Burn provides an opportunity for SUDS to integrate with the landscaped spaces in a redevelopment proposal;</p> <p>Redevelopment of Site 6: Woodburn complex should be considered with this area.</p>
	<p>8. South Area</p> <p>St Nicolas Steading/ Farmhouse complex would be excluded from any redevelopment proposals and its setting respected;</p> <p>Proposals should maximise the potential of the waterfront location but the quality of the elevation to the shoreline is of particular significance because of its visual prominence and the natural quality of this frontage, where the designated Protected Open Space must be retained/ enhanced to provide an appropriate landscaped buffer to the East Sands/ Coastal Path;</p> <p>The pattern of roads, buildings and spaces [including parking] should form a loose grid that focuses views towards the historic core and towards the sea. The visual impact of this should be assessed by visual analysis from the Key Viewpoints. Layouts should improve pedestrian linkages running east-west to make connections to the coast.</p>



APPENDIX



HISTORY

St Andrews was originally an ecclesiastical settlement; a medieval burgh contained within the cathedral precinct and enclosed by a wall. The East Sands was historically an undeveloped coastal fringe: no planned development took place outside the burgh wall, except for the Harbour and St Nicholas Leper Hospital, until the later 18th century.

The Harbour has been integral to St Andrews role as a trading centre since the 11th Century and has changed little in appearance since the medieval period, when the substantial stonework piers and quays were constructed at the river mouth. In the 18th Century fishing and coastal trading replaced international trading, and the Harbour retains its working function as well as being used for recreation today.

A number of buildings of commercial/ industrial origin – including mill, gasworks, boat yards, stores, and a tavern were built in the 19th century on Balfour Place and Shorehead; many of these have since been converted into dwelling houses. The former rocket/ lifeboat station on Woodburn is the Sailing Club's headquarters and a snack bar.

The buildings known as St Nicholas Steading and Farmhouse form a continuity of buildings here that date back to the mid-12th century when distance and remoteness led to the site being chosen for the erection of a small leper hospital. The buildings were given over to agricultural use in the 16th century and the site continued as a farm up until its conversion to housing in the 1980s.

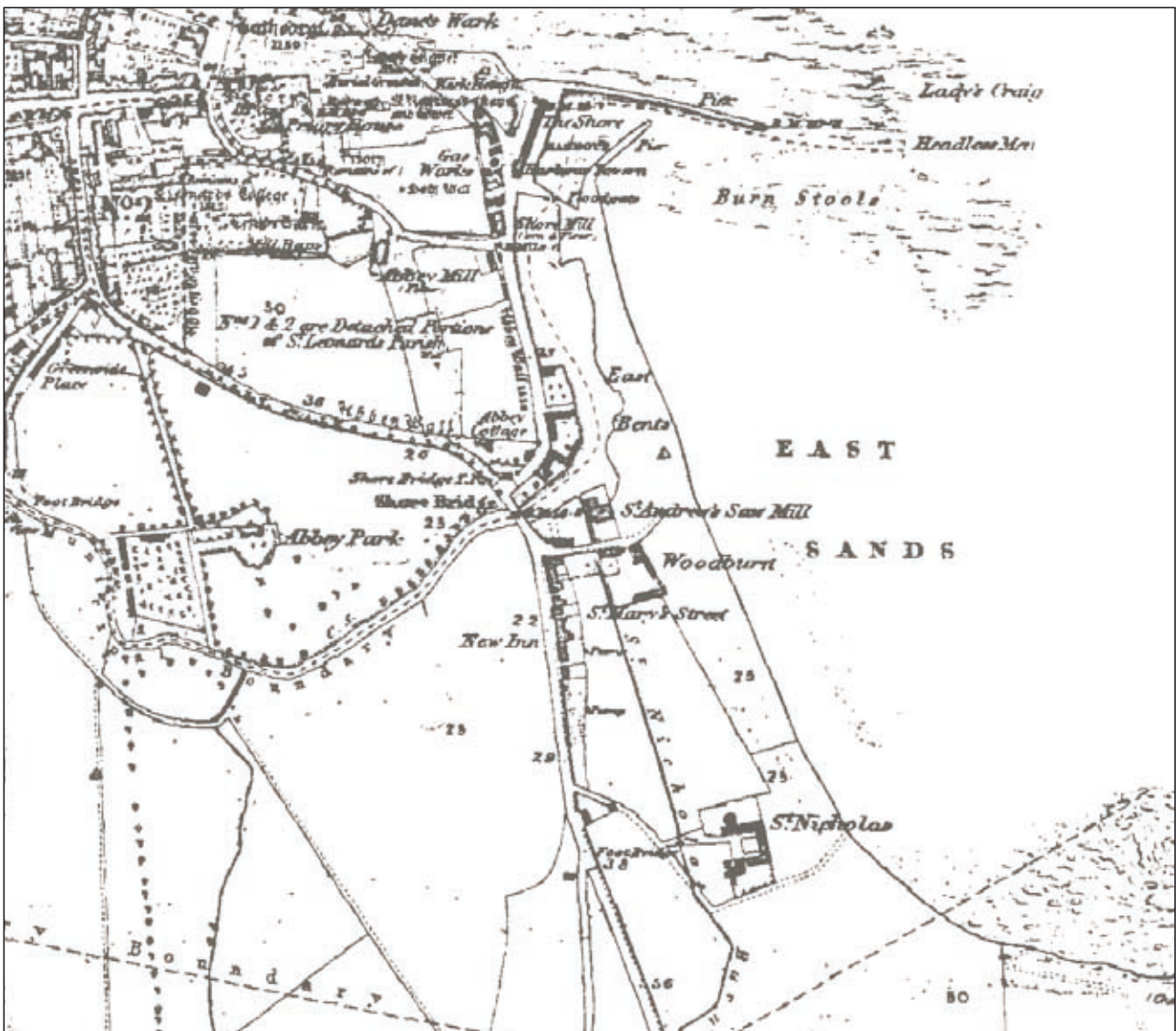
Slezer's sketch c1687 – the view across land at St Nicholas to the historic core



In the 19th century a string of cottages grew up along the roadside into St Andrews [now known as St Mary Street], with buildings/ structures of industrial origin close to the Kinnessburn Bridge - the Woodburn Sawmill [of which the chimney, boundary wall and associated owner's house/ outbuildings and garden remain] and the Woodburn commercial

laundry. The original Gatty Marine laboratory opened south of Woodburn in 1896. Otherwise the area to the south remained largely open ground until the 1970s when development of student flats took place at Albany Park. The new Gatty Marine Laboratory is the most recent building in this area, dating back to the 1990s.

Extract from OS First Edition 1854 showing the Harbour/ East Sands



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