

CUPAR

Conservation Area Appraisal
& Management Plan
2010



Fife 
COUNCIL

18825 

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1 INTRODUCTION

1.1 Conservation Areas

In accordance with the provisions contained in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 all planning authorities are obliged to consider the designation of conservation areas from time to time. Cupar Conservation Area is 1 of 48 Conservation Areas located in Fife. These are all areas of particular architectural or historic value, the character or appearance of which it is desirable to preserve or enhance. Fife Council is keen to ensure that the quality of these areas is maintained for the benefit of present and future generations.

Conservation area designation is not a means to preserve an area without change, but there is a joint responsibility between residents and the council to ensure that change is not indiscriminate or damaging, and that the unique character of each area is respected. In this way, communities can benefit from living in an environment that is of recognisable value. A written description of the Cupar Conservation Area Boundary is included in Appendix 1.

1.2 The Purpose of this Document

The purpose of the Cupar Conservation Area Appraisal is:

- To confirm the importance of the designation of the area and to review the current conservation area boundaries
- To highlight the significance of the area in terms of townscape, architecture and history
- To identify important issues affecting the area
- To identify opportunities for development and enhancement
- To stimulate interest and participation in conservation issues amongst people living and working in the area
- To provide a framework for conservation area management

1.3 Cupar Conservation Area

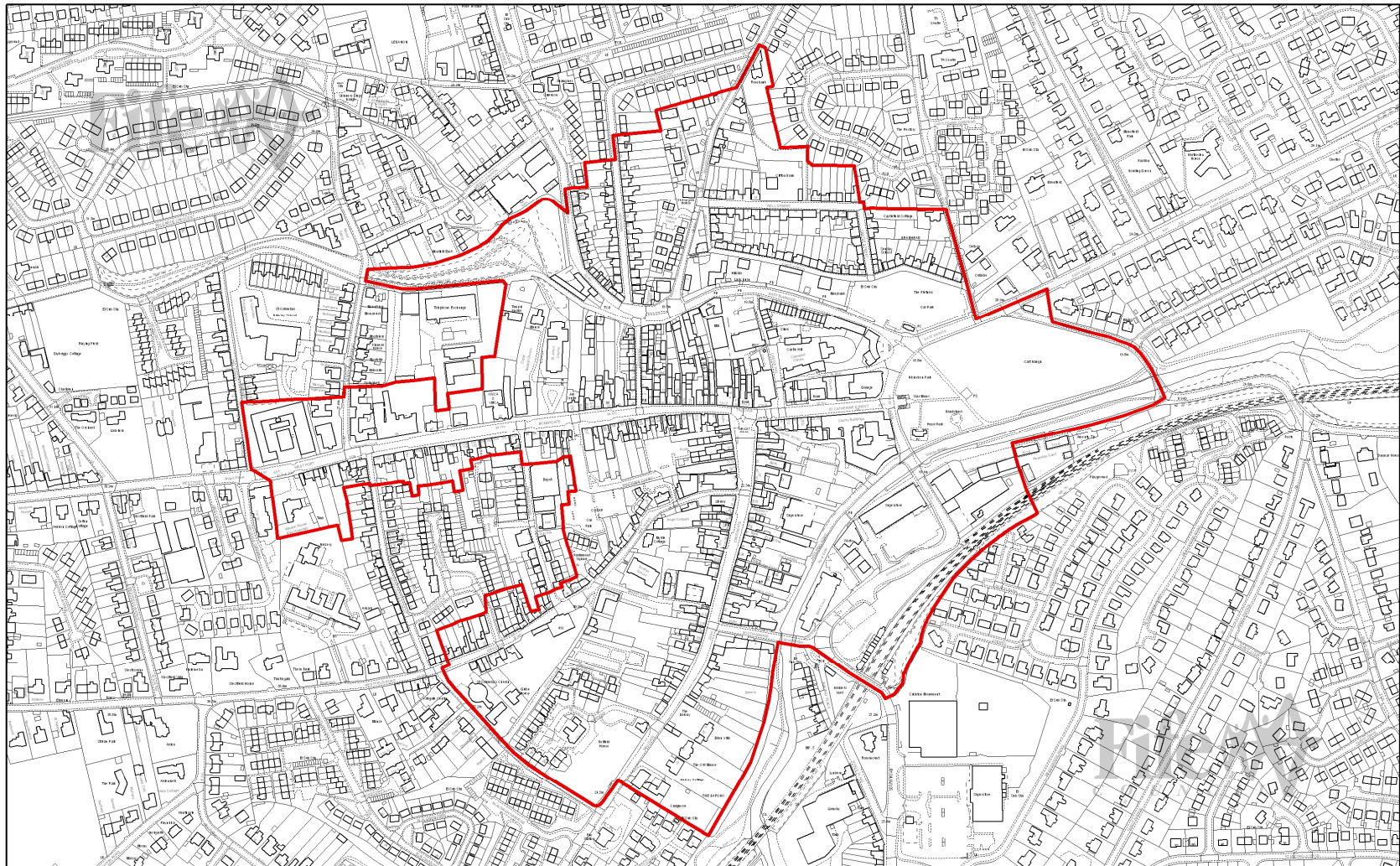
Cupar Conservation Area was designated in 1974 and re-designated by Historic Scotland to “Outstanding” for grant purposes in 1984.

The designation mainly covers the large medieval area of the town which is at the heart of the Conservation Area. The three oldest main roads – Bonnygate, Crossgate and Kirkgate – form the bulk of the Area with some evidence of their rigg patterns still intact. Additionally the Conservation Area covers the 18th and 19th century “new” developments to the north, east and south of the medieval town, as well as the open areas of the Cart Haugh and the Fluthers.

It is an important example of a Scottish trading town in Fife with strong medieval roots. Indications of the medieval market town are still evident today, with the presence of a Mercat Cross and a wide open section at the junction of Crossgate and Bonnygate, once the site of the Tolbooth and the marketplace.

The buildings in the town are a mix of the vernacular style common to Burghs in Fife, with the large numbers of imposing Georgian, Victorian and Edwardian domestic and public buildings in the town centre illustrating the town's importance over several centuries.

The importance of Cupar's architecture is recognised by the significant number of listed buildings within this area, a full list of which has been provided in Appendix 1. The majority were listed in 1972 with various additions in 1984. There are three category A listed buildings – Preston Lodge on Bonnygate, Cupar Old Parish Church and the goods shed on Station Road.



Cupar Conservation Area



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2 HISTORICAL DEVELOPMENT

2.1 Location

Cupar is situated in the north east of Fife and lies in the hollow of the Eden Valley in a rich agricultural area of undulating landscape formed by glacial moraines. Visible remnants of the moraines are the ridges around the edge of the Conservation Area, particularly the Moat Hill and the Castle Hill.

The town lies to the north of the River Eden which joins up with the Lady Burn to the north east to flow through the valley base. The waterways have been the reason for much of the industrial activity in the town throughout the centuries and were particularly important for corn and barley mills and for flax spinning. The route of the Burn was significantly altered in 1810, to run south of the Cart Haugh and allow for changes to the urban layout.

Cupar seems to have developed initially as a result of its central position in Fife; on the crossroads of routes from Edinburgh to Dundee, and from Falkland to St. Andrews. Trade routes and connections with royal and ecclesiastical sites surrounding the town ensured its continued importance and growth.

2.2 Origins and Development of Cupar

There have been three approximate phases of historical development in Cupar: The establishment of the Old Town in the medieval period, the growth of the town in the 18th and 19th centuries along with the addition of the planned New Town, and development in the 20th and 21st centuries.

Early beginnings

There was probably a settlement in Cupar by the 13th century, although the name hints at a Pictish origin which may well date the settlement to an earlier period. The Pictish translation means "the place where two rivers meet", but equally the Scottish Gaelic *Comhpairt* translates as "common pasture".

The town was an early centre of justice and government, being one of the seats of the Thanes of Fife. The Moat Hill has been suggested as the site where the Thanes held court, although no evidence exists to pinpoint this precisely.

There is also documentary evidence of a castle which was known to have existed in the 13th and 14th centuries, the site of which is on Castle Hill. Royalty is said to have stayed here or passed through on their way to St. Andrews or Falkland. Queen Margaret (King Alexander III's wife, daughter of Henry III and sister to King Edward I of England) died here in 1275. It is likely that some form of castle existed on this site for at least a century before this date as assemblies of state were frequently convened in the town throughout this period. From this information and more, we can assume that the castle was of national significance, again demonstrated by the number of sieges documented and the changes in ownership between Scottish and English. Its importance seems to have

diminished after the surrender of the castle (under English hold) to the Scots in 1337. Thereafter it was probably dismantled for use in construction of a Dominican Friary.

There is no evidence of town walls from documentary sources, but the rear walls of the burgess plots may have had a partially defensive nature, linking together the town's six ports or gateways. The ports have long since been removed but their approximate locations are still known from archives and archaeological evidence (see James Gordon's map of 1642).

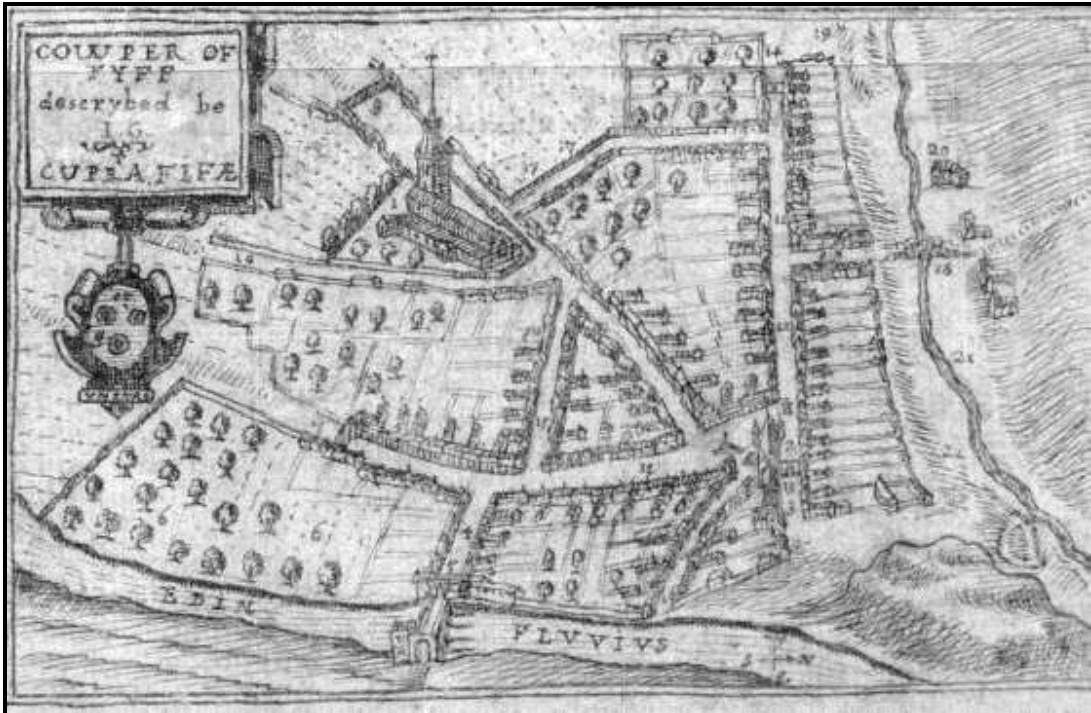
In the 14th century a Dominican Friary was founded to serve the castle, the site of which is thought to be on or near St. Catherine Street. Closed in 1518, the remaining buildings were cleared in 1817. By 1415 a second parish church was erected in the Kirkgate in addition to the parish church that existed to the north of the burgh. This church was pulled down in 1785 to make way for the present church of Cupar Old and St. Michael Parish Church, with only the 15th century tower remaining. The steeple dates from the 17th century.

Cupar became a Royal Burgh by 1328, allowing it to become a self-governing market town. In 1350 the Black Death hit Cupar particularly hard and prosperity was diminished for a period. In 1381, however, the town was granted the rights to a port at Guardbridge on the Eden to the east of Cupar, and trade eventually increased with the Low Countries, exporting wool, fleece and hides in exchange for luxury products.

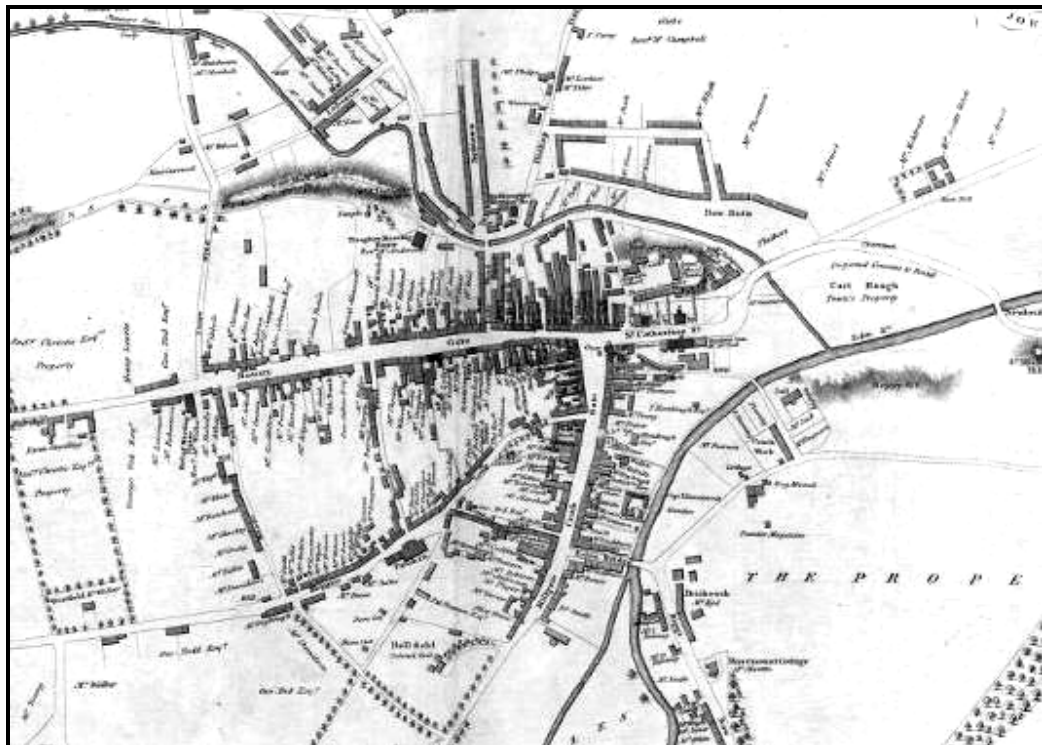
Industry in the town was also increasing during this period, with the River Eden playing a crucial role in its development.

It is clear that Crossgate and Bonnygate (also known as Boudingait until the 1580s) have been in existence from the early 16th century and the early street plan for which evidence now remains was established by 1642. The Mercat Cross at the top of Crossgate (a unicorn set on a column) is located close to what would have been its original position. The cross is the symbol of the burgh's rights to hold markets.

By the mid-17th century (see James Gordon's map of 1642) Kirkgate, Kirk Wynd and other interconnecting streets and wynds had also been established with the expansion of the town. Many of these original wynds remain, including Lady Wynd, Short Wynd, Bobber Wynd and Provost's Wynd. These are a significant feature of Cupar, as are the closes visible on Gordon's map, giving access to the backlands.



James Gordon 1642 (NLS)



John Wood 1780 (NLS)



Ordnance Survey 1854 (NLS)

A number of the local gentry had town houses built in Cupar during this prosperous period but by the 18th century many had been given up or sold. The only surviving example is Preston House on Bonnygate. The Earl of Rothes and the Earl of Crawford were known to have town houses in The Barony and on Bonnygate respectively, both of which have been demolished.

A succession of building programmes throughout the last few centuries have significantly changed the early framework of streets and pends (see the maps by John Wood 1780 and Ordnance Survey 1854 above). Two large fires in 1616 and 1669, as well as extensive 18th and 19th century development, means little built prior to the 18th century remains aside from Preston Lodge on Bonnygate (dating from 1623) and some evidence of earlier structures hidden behind facades or in boundary walls.

Cupar, particularly after the fires, suffered a downturn in its economy. The small port of Guardbridge fell out of use as other nearby ports were better able to accommodate the increasingly larger ships.

18th and 19th Centuries and the New Town

Cupar appears to have relied largely on retail trade before the mid 18th century when it became a popular location for inter-regional trade, holding regular markets and fairs. During the 18th century the town was also the principal market for Fife brown linen, and a number of tanneries grew up around the edge of the town. Industrial sites were limited

but there were brickworks in the late 18th century and, by 1870, an established clay pipe industry in Bonnygate.

The Statistical Account (1796) notes that there were no ruinous or untenanted houses during this time and new houses were being built near the Lady Burn to cope with the ever rising population. This new area was named New Town (the street is still named as such) and 70 houses were built for weavers, masons and wrights. Lebanon, an area to the north, was also added around this time.

New roads and wynds were added during the 18th century including Mouse Wynd (now South Union Street) and Clarty Lane (now Lovers Lane). By 1817 the land to the north of the Fluthers was feued and developed into housing.

By the 19th century the economy was on the rise, with numerous banks and financial services setting up in the town. Newspapers and breweries were also established, with water supplies and gas lighting installed in the early 19th century.

The railway was built to the south of the town and the River Eden, allowing better transport facilities for people and materials. The town was on the mainline east coast railway between Dundee and Edinburgh, which undoubtedly brought prosperity to the area during the 19th century.

There was relatively little expansion from the medieval core until the 19th century. In 1810 a masterplan for redevelopment of the town was drawn up by J. Gillespie Graham, with the eventual building work directed by Robert Hutchinson. Part of this plan was the creation of St Catherine Street in 1817, designed to be the formal entrance to Cupar following the diversion of the Eden to the south of Cart Haugh in 1810.

The position of St. Catherine Street to the east of the junction of Crossgate and Bonnygate meant the removal of the tollbooth building which sat at the north eastern point of the junction (visible on James Gordon's 1642 map), and which virtually blocked the old route out to the east (East Port). Grandiose Georgian buildings, designed for public use, were built along this new street.

Around this time development began to affect the medieval burgage plots (largely between 1775 and 1820, and again in the 20th century) leaving few back garden areas remaining. Evidence of these long, narrow plots can still be discerned in areas backing on to Bonnygate and Crossgate and in areas such as the Barony. Smaller buildings (stores and residences) appeared along the closes and wynds, as well as in the burgage plots. In 1792 widening of Bonnygate and Crossgate, in particular, meant the loss of outside stairs, railings and the front gardens of many of the town houses.

It became fashionable at the end of the 18th century and the early 19th century for prosperous middle class merchants and local gentry to build detached villas at the edge of town or as close to the centre as possible. A number of these grand buildings still exist, mainly to the west and to the north east of the town; for example, Bishopsgate

House (c.1810) and Westfield. One significant villa inside the town on Crossgate (Crossgate House) was built in 1814. It is set back from the traditional street line and forms a dramatic open square in the heart of the medieval town.

20th and 21st Centuries

Cupar has had little economic growth in the 20th century, steadily becoming reliant on retail. In 1975 it lost its status as a county town on the creation of the Fife Regional Council. The main industries are to the east of the town, consisting of printing, grain milling, food processing, chemical manufacture and construction. Cupar's cattle market ended in 1993.

The street plans have changed very little during this period and only a small number of houses have been added to fill in small gaps. Developments such as the site south of Ashlar Lane are sympathetic to the surrounding older buildings and in particular to the Cupar Old Parish Church nearby.

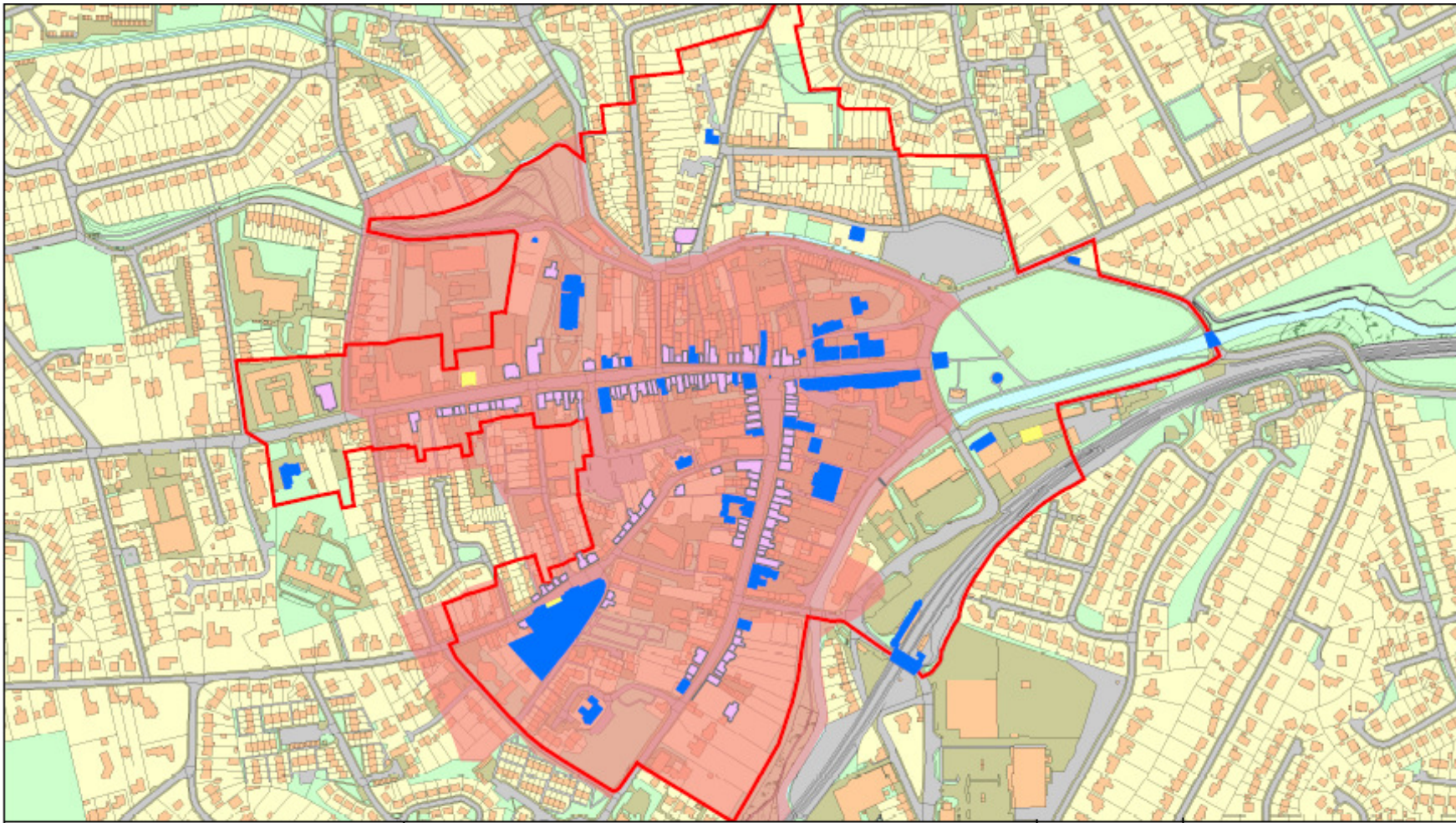
Large numbers of Council houses were built on the north side in the first half of the 20th century but very few private houses. Modern public buildings of the 1950s to the 1970s tend to vary in quality and design although the Catholic Church of St. Columba on Kirk Wynd (1964) is of a striking design.

More recent developments of the last few decades have focused on the redundant industrial areas and also the backlands behind Crossgate and Station Road. New flats and retail outlets now dominate this area, where once there were low brick warehouses.

2.3 Archaeological Significance

The Scottish Burgh Survey of 1981 for Cupar emphasises that the town is rich in archaeological remains, and this should be taken into consideration when new developments are proposed. The central areas which represent the medieval burgh are of the greatest importance, designated as an Archaeological Area of Regional Importance (see map below).

There are no Scheduled Monuments within the Conservation Area, but sites of particular archaeological interest include the town ports, the Moat Hill, the Dominican Friary, Cupar Old Parish and St. Michael's Church of Tarvit and burial grounds, and the tollbooth. Where any sub-surface disturbance is likely through redevelopment or public realm work in the historic core of the town, the Fife Council Archaeological Unit should be consulted prior to work commencing.



- Conservation Area
- Archaeological Area of Regional Importance
- A Listed Building
- B Listed Building
- C(S) Listed Building

**CUPAR
CONSERVATION AREA:
AREAS OF ARCHAEOLOGICAL SENSITIVITY**

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3 TOWNSCAPE ANALYSIS

3.1 Street Pattern and Topography

The topography and underlying geology of the area has had a considerable impact upon how Cupar has developed and defines much of its character.

- The natural local stone yellow / buff sandstone been used in virtually all the buildings in the town;
- Additionally significant topographical features of the glacial moraines and the rivers have formed the natural boundaries of the old town and have contributed to a roughly triangular shape;
- The later 18th and 19th century developments to the north have also been planned in sympathy to the topography, creating terraced housing parallel to ridges but also at right angles too.

The medieval town is centred on the **Crossgate and Bonnygate roads**. These roads radiate out from the Castle Hill which is fairly typical of a Royal Burgh urban layout – strong simple lines with an important symbolic building at one end. Cupar also illustrates a highly planned medieval street system; each property on these streets has the long narrow burgage plots set at right angles to the roads. Crossgate in particular illustrates a typical medieval design by widening out at its junction with Bonnygate to allow for a triangular space for a market area and by narrowing at the other end to restrict access.

Minor roads or **wynds** are also an important feature of the urban layout. These shorter roads connect the larger roads and tend to be the quieter residential areas. They help form the “spider’s web” effect which can be used to describe the overall urban pattern. **Kirkgate**, in particular, is a secondary road which fans out from Crossgate, close to the central market area at the top. Unlike Crossgate and Bonnygate it is a slender road but is also an important part of the medieval town.

Closes are also a significant characteristic of the old Town area, on Bonnygate and Crossgate in particular, providing access to backlands, or to the watercourses. Many are now lost and are blocked over or filled in to provide more space inside buildings. Doorways often indicate the openings of many “filled-in” old closes. Others are foreshortened where later buildings are built across sections of them. A number still exist in some form or another, connecting the main streets to the backlands (see photos below).

The long extensive **burgage plots** or riggs that exist behind building frontages have been steadily built over throughout the centuries and only a few exist in entirety in areas like the Barony. Large gardens of the 18th and 19th century villas are also an important feature of the Conservation Area although many are being further eroded by recent development, particularly evident on East Road.



Close running off Crossgate to Waterend Road

Beyond the medieval town and the main roads, in the mainly 18th and 19th century areas, the secondary roads roughly encircle the centre and form quiet residential areas. The New Town area is slightly different in that three roads converge from the north on East Burnside which, along with Lady Wynd, forms a significant meeting place for traffic at a widened point in the road. Two of these roads – Bishopsgate and Burnside North – are and were main routes from the north into the town but are still less significant than Bonnygate and Crossgate.

A small proportion of mid 20th century developments in the medieval town area have altered the urban layout, with Orchardgate being one example. More recent new build has respected the medieval layout.

3.2 Architectural Features

The buildings vary between two and four storeys high along Crossgate, Bonnygate and St.Catherine Street, but become more vernacular and domestic in scale in the wynds and closes. Architecturally the central buildings vary from the vernacular to highly ornate public buildings, with particular emphasis on the Georgian and Victorian styles in Crossgate and St.Catherine Street.



Late Georgian buildings on St. Catherine Street

Regardless of the huge variety of styles in street frontages the town still manages to achieve harmony through the following common features:-

- the uniform use of **traditional finishes** such as slated roofs and ashlar or rubble stone walls;
- the retention of multi-pane **sash and case windows**;
- the retention as far as possible of the traditional door and window proportions;
- the dominance of solid wall over these openings within it;
- the overall consistency of eaves height; and,
- a consistent building line on the pavement.

18th and 19th century public buildings and some villas exhibit typical features of their time, with symmetrical decorative pedimented window and door architraves, string courses, eave details, dentil courses and crisp rustication. Crossgate buildings exhibit particular decorative keystones and console brackets on the architraves.

There is little or no applied ornamentation on the vernacular buildings but crowsteps are a common feature. Some buildings on Bonnygate exhibit stone staircases to the first floor which may have been imposed on the building after forestairs were removed.



Adapted vernacular buildings with staircase to first floor, on Bonnygate

Window openings are the key elements determining the character of an elevation and reinforcing the vertical rhythm of a street. In Cupar they are mainly multi-paned sash and case windows with a varying number of panes. Original glass is evident in some windows, as are occasional late Georgian fanlights.

Dormer windows are a dominant characteristic on Crossgate, Bonnygate and St. Catherine Street, varying in size and shape. These provide visual interest to the roofscape and are more often two lights occupying the middle or lower third of the roof slopes. A nice example of the bowed dormer can be seen at the junction of Crossgate and Bonnygate. Modern box dormers, which increase floor space, are generally unfortunate interlopers that detract from the roofscape, as is evident on Provost Wynd.

Some **Original wrought and cast iron railings** remain in situ throughout the Conservation Area, more often in residential areas where buildings are set back from the pavement. Many railings were taken for salvage operations in WWII, leaving only the

remains of the stone plinths and lead-filled holes. Unsympathetic 20th century designs or hedging often act as replacements.

Original finial designs still exist on South Bridge, St.Catherine Street and The Barony. The finials are of particular quality, with intricate designs bearing comparison to those of Edinburgh and Glasgow. Similarly, some examples of balconettes and window guards remain.



Ornamental cast & wrought iron railings on St. Catherine Street



Ornamental cast iron window guard iron

Thackstones are occasionally visible on vernacular houses throughout the town, particularly Kirk Wynd and Castlefield, which suggests that there were large numbers of thatched roofs at one time, now replaced by slate or pantiles. A number of **palstanes** are also visible on corners of buildings, for example at the entrance to Bobber Wynd, serving as a reminder of days when horse-drawn vehicles were prevalent.

It is still possible to see original **cobbling** in a small number of closes. The closes are lined with high walls or buildings on either side, and are particularly narrow in places.

Boundary walls are also an important feature of the town, particularly high stone walls around properties, at the back of burgage plots and lining the closes. These are rubble built and sometimes capped with saddle or snap coping.

The town's roads and pavements were mostly paved by 1790, largely in irregular shaped flat laid whinstone, with rectangular **setts** being more common from the late 18th century onwards. Evidence also shows the existence of stone slabs for pavements, possibly Carmyllie stone in areas like St.Catherine Street. Small patches of these materials remain to be seen in isolated areas and some exist under the present black top surfacing. Whinstone kerbs are also common.

3.3 Building Materials

Masonry

The underlying geology has provided the traditional building material for Cupar - a soft sandstone with a yellow/buff hue. It has been used both as rubble and as ashlar on virtually all buildings throughout the town.

Brick is not a common building material in the town centre although numerous 19th century industrial buildings were brick built. It has also been used for outhouses, minor elevations and some buildings within closes. Later repairs to less prestigious buildings are often in brick, such as chimney stacks or the inner walls of closes. The red brick building on Lady Wynd by architect CA Soutar (1906), although quite typical of its period, stands out in Cupar against the ubiquitous sandstone.

Red sandstone has been used in window architraves. Granite, although not a common masonry material in Cupar, is seen on occasional prestigious 19th century buildings in window surrounds or on front elevations.

Older buildings in the Conservation Area are random rubble masonry, whereas later buildings from the 18th and 19th century are ashlar or coursed rubble.

Roofing materials

- Scottish slate: Most buildings of the 18th and 19th centuries have slate roofs. The arrival of the railways in the 1830s may have promoted the use of a variety of Scottish and Welsh slate, but Ballachulish and Easdale slate remain as the dominant roof coverings in Cupar;
- Pantiles: These are more common on less prestigious buildings and outhouses. There are occasional examples in the wynds of slate lower courses on pantiled roofs to ease water run off.
- Thatching: Although no examples remain there is evidence of thatching on some of the older housing in the medieval town. A number of thackstanes are evident on Kirk Wynd.



Pantile and slate roof

Lead has also been used on the cupola of the Burgh Chambers on the corner of Crossgate and St.Catherine Street, which is a significant landmark on the skyline.

Coatings

The majority of the traditional buildings in the Conservation Area are not rendered, but a number in the residential areas behind the main streets have been harled with cement-rich roughcast and/or painted.

It is unlikely that prominent public buildings and grander residences would have been harled or rendered due to the quality of the stonework; a notable exception being County Buildings, possibly painted to make it stand out against the less important surrounding buildings. Smaller vernacular residences are more likely to have been lime harled at some stage, even if this is no longer the case. Cementitious coatings can damage stonework over time and advice should be taken from an accredited conservation architect or building surveyor who has experience in historic buildings before removing or replacing render. Further information is available in the Council's Planning Customer Guidelines on **Painting the Outside of Listed Buildings and Buildings in Conservation Areas**.

3.4 Key listed and unlisted buildings

Most buildings in the Conservation Area were built in the 18th and 19th centuries, with a small number dating from the 17th century. The following, although not an exhaustive list, are key buildings in the Conservation Area, either historically, architecturally or in streetscape terms, and any significant amendments to their structure or design should be avoided.

- **Old Gaol, Coal Road** – built 1814 to replace the old tollbooth building. It was used by militia in 1842 and then by William Watt, seedsman, from 1895.
- **Old Goods Shed, Coal Road** – built 1847 for Edinburgh & Northern Railway; now converted to offices – A listed.
- **Railway Station, Station Road** – built 1847 to a design by Thomas Grainger.
- **County Buildings & later extensions, St. Catherine Street** – main building built 1812, designed by James Gillespie Graham
- **Corn Exchange, St. Catherine Street** – built 1861-2 by Campbell Douglas and Stevenson to provide a covered corn market and a large public hall.
- **St. James Episcopal Church, St. Catherine Street** – built in 1866 by R. Rowand Anderson with a rood screen by Sir Robert Lorimer (c.1920)
- **Burgh Chambers, Crossgate** – Built 1815 to 1817 by local builder Robert Hutchison to replace the council room in the old tollbooth.
- **Duncan Institute, Crossgate** – Built 1870 and designed by John Milne; paid for by a legacy from Miss Duncan of Edengrove for the working classes of Cupar, Dairsie and Kilconquhar parishes.
- **Crossgate House, Crossgate** – built c.1814 by the sheriff clerk, Thomas Horsburgh in place of four tenement blocks. Only the façade remains.
- **Chancellor's House, Crossgate** – built late 17th century; residence of minister Thomas Campbell in the 18th century and his son John who became Lord Chancellor of Great Britain.
- **Belfield House, Millgate**
- **Cupar Old Parish, Kirkgate & graveyard**

- **St. Columba's Roman Catholic Church, Kirkgate**
- **Preston Lodge, Bonnygate** – built 1623 for local gentry as a townhouse; only surviving example of from this period.
- **Baptist Church, Bonnygate** – built by Peddie and Kinnear 1865 to 1866
- **St. John's Church, Bonnygate** – built 1875 to 1878 by Campbell Douglas & Sellars; the striking setting of this building, as well as the dominant steeple, make this church significant in streetscape terms.
- **Castlehill Centre, Castlehill** – the three blocks were built in the 19th century with the earliest being built in 1806.
- **No.30-32 Bonnygate** – a granite building with a crenellated tower and red stone dressings, built 1912
- **No.23-25 Bonnygate** – built c.1800 and known as the Temperance Hotel.



Gravestones in Cupar Old Parish Church graveyard: The martyrs' stone and an unusual cast iron example



Cupar Old Parish Church, under extensive restoration

3.5 Shop fronts

There are a large number of historic shop fronts in Cupar which are important to the character of the Conservation Area. These are mainly along Bonnygate and on Crossgate. They vary in style with a mix of simple plain late Georgian and early Victorian stone shop fronts, often with wooden fascias. There are also a number of Victorian and Edwardian timber shop fronts.

Decorative columns, mosaic flooring in entrances and large windows are just some of the valuable features of these shops which should be protected. Advice on historic or replacement shop fronts is available in the Council's **Shop Front Design Guidelines**.



Mosaic porch entrance to Bonnygate shop

3.6 Public Spaces

Open spaces are a crucial feature of small towns, providing areas for the residents and visitors to retreat from the chaos of the busy streets. Many were created in the 19th century for reasons of public health and wellbeing. Cupar has several important parks and open spaces:-

Cart Haugh (also Nicholson Park and Hood Park)

This large, open park lined with mature trees is on the east end of the town and at the edge of the Conservation Area. It is sandwiched between the main route into town (A91 to St.Andrews and Dundee) and a minor route (B940 to Pitscottie and Anstruther). An off-centre avenue, surfaced in blacktop, divides Cart Haugh from the other two parks. Its alignment is due to its position over the culverted Lady Burn, which formed the boundary between the two plots of land. Cart Haugh is the larger of the grassed areas and is the name used commonly to describe all three parks (two other sections are Nicholson Park and Hood Park).



Cart Haugh

There is a large playground to the west of the central avenue, as well as a bland modern concrete toilet block. The most significant feature of the park is the decorative cast iron bandstand donated in 1924 at the bequest of Miss Anne L. Black of Castlebank. A maker's mark on an upright denotes McFarlane's of Glasgow as the manufacturer; the internationally renowned Saracen Ironworks. Comparable bandstands are a rare sight, with many having been lost to changing fashions or salvage during WWII; although there is another example nearby in St Andrews, also from the Saracen Foundry.

The War Memorial sits at the west end of the parks, terminating the vista along St. Catherine Street. The angel statue was unveiled in 1922 by Field Marshall Douglas Haig, who had been made a freeman of the burgh three years before. The view to and from the war memorial is a strong feature of what is already a striking street, and an important entry and exit point for the town.

The park itself is easily waterlogged, particularly during the winter months, which can reduce its use. The A91 is an extremely busy routeway through the town, also leading to industrial estates on the immediate outskirts. The constant traffic and noise pollution detracts from the relative peace of the parks and the playgrounds. Some modern intrusions, such as the toilets, detract from the general appearance. If these are to be replaced, a more sympathetic design should be considered.

Moat Hill

This thin elevated open space is to the north-west end corner of the Conservation Area, towards a quiet residential area. The original use of this area is unclear but it has been associated with the early medieval period. It is a gently sloping ridge of moraine

(possibly altered by man at some stage) which sits high above the surrounding housing and roads. A similar ridge continues along Castle Field but it is considered unlikely to be part of the medieval boundary as was once suggested. Paths through the area have been in place since the 18th century, and continue to be maintained in order for the area to function as a community green space.



Moat Hill



The Fluthers car park

The Fluthers

This open area is currently a car park on a large sloping area sandwiched between Castlefield and East Burnside. The houses on the Castlefield side line the northern edge outlining the traditional edge of the space. The Fluthers has always been an area of public use, and has had a variety of uses. At various stages it was used as a market area, for selling cattle and corn. It is known that at one end, called the Bow Butts, archery was practised in the medieval period, and in 1792 it was used for drying clothes and bleaching cloth.

The conversion of this open area to a public car park is detrimental to the views of the town from the eastern approach road. With the high numbers of cars coming into the town during the day sufficient parking is necessary, but this is nevertheless an unfortunate site given its historic character and visual prominence.

St. John's Church

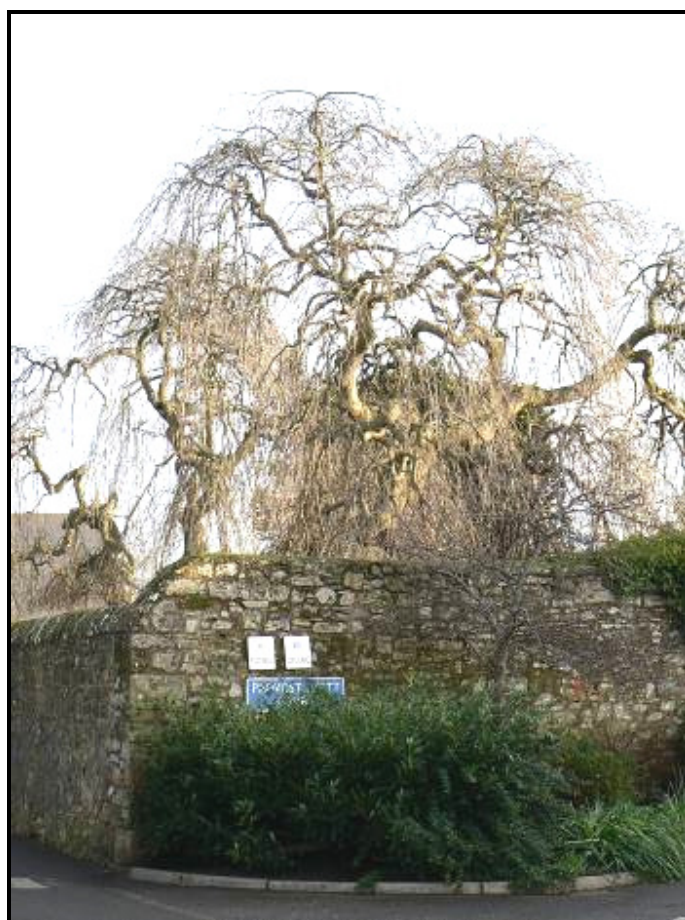
The grounds of the church, as well as creating a landscaped setting for one of Cupar's finest landmarks, provide a contrasting area of green space in amongst a built-up area on a busy through road.

3.7 Trees and Landscaping

Cupar's townscape is quite hard which is typical to most Scottish towns. Historically, the streets were working places as much as for circulation. Existing trees and landscaping are important not only to soften the hard vertical and horizontal lines of the buildings and roads but provide colour and warmth, making a vital contribution to the character of the Conservation Area.

Rear garden areas have been eroded over the centuries, and only a few now remain in areas like the Barony. Trees in Cart Haugh, Moat Hill and the various churchyards are of critical importance to the streetscape and the setting of buildings. In particular the churchyard on Ashlar Lane, opposite the Cupar Old Parish churchyard, contains some quite outstanding monkey puzzle trees, yews, and twisted willow which should be safeguarded.

All trees in Conservation Areas are automatically protected by the designation and require permission before any works commence. More specifically, Tree Preservation Orders (TPOs) exist on trees at Belfield House, Bishopgate House (TPO No.35) and another north of Bishopgate House (TPO No. 39).



Ornamental trees in Ashlar Lane graveyard

3.8 Views

Views within the town are mainly short and truncated, due to variations in urban layout and topography. Long distance views either into or out of the Conservation Area are dominated by the spires of the Corn Exchange, Cupar Parish Church and St.John's Church; all visible from various points in the surrounding countryside. The cupola of the Old Town House at the Cross is also a landmark point on the skyline.

Glimpses down closes off the main shopping streets add interest to the streetscape, and the long views along East Road and West Port are also significant. The view towards Cart Haugh from St.Catherine Street is terminated by the War Memorial, with Blebo Craigs just visible in the distance behind.

3.9 Character Areas

The Conservation Area can be subdivided in to several distinct areas:-

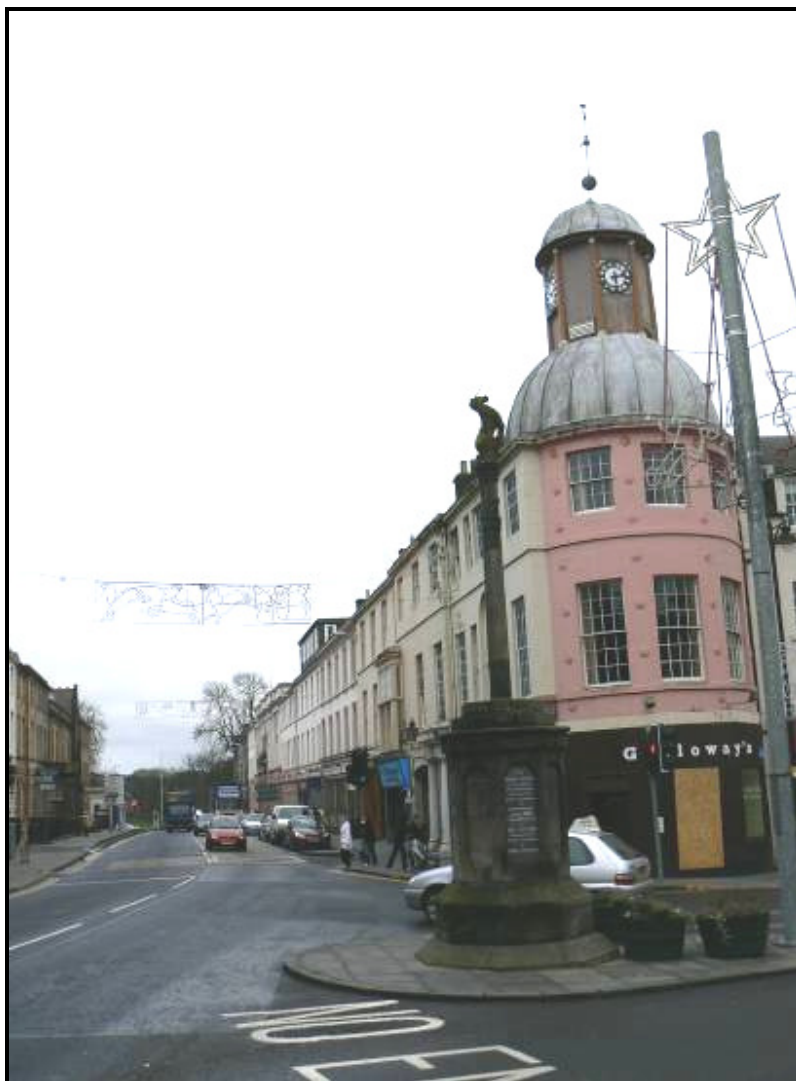
Central Area

The town centre comprises the bulk of the Conservation Area and focuses on the T-shape of the Bonnygate and Crossgate. The streets meet at the Mercat Cross, the symbol of the town's Burgh status. These are the main shopping streets in Cupar and are largely late Georgian (early 19th century); symmetrical with simple detailing. Interspersed with these are more ornate properties with classical details and some fine Victorian Gothic facades. Some properties of a more vernacular nature are recognisable by their crowstep gables, thackstones and irregular window pattern.



Junction of Crossgate and Bonnygate, looking west

St.Catherine Street, in particular the south side, is an excellent Fife example of a planned Georgian development.



Junction of Crossgate and St. Catherine Street, looking east

There is not a uniform building height throughout, but most buildings in the heart of the commercial area are three storeys. Outwith this main commercial area two storey, three bay properties dominate; many with archways leading to pends. Later dormers exist on many buildings and these are largely piended, although some cat-slide roofs and rounded dormers are evident. Some later buildings, such as the TSB and Duncan Institute exhibit flush gable ended dormers. The façades in the main commercial area are largely tooled or polished ashlar, though a number are rendered and lined or have wet dash render. Painted facades are not uncommon, with colours ranging from off-white to buff or grey, with isolated examples of blue or pink. Roofs are predominantly Scots slate.



Crossgate looking south east

The overall impression of variation in architectural styles is lively without being jarring, and the generally high quality of construction serves to indicate Cupar's wealth in the 18th and 19th centuries.



Bonnygate looking west

Between Bonnygate and East Burnside (the original northern boundary of the Burgh) there are a number of the long narrow pends. These run south to north over a gentle

south facing ridge, and down a steep south facing slope towards Burnside. They tend to be bounded by high rubble walls and rows of terraced buildings of about 2 storeys in height. This pattern of long narrow terraces was established in the 16th century and it is possible that a number of existing walls are commensurate with this date.

The buildings on these pends are generally rubble-built. Some are rendered or harled and evidence remains in places of old limewash and harls. The pends as they near East Burnside enter an area of mixed industrial and business use which provides an eclectic mix of buildings from the 18th to the 20th centuries. They still largely adhere to the narrow and long development pattern imposed by the pends, but at Burnside Mill some of the pends and the burgage plots have been completely lost, probably as early as the 1850s.

Truncated remnants of pends exist to the south side of Bonnygate and west of Crossgate, leading to areas of housing and warehouses, but most have been lost to the Bonnygate car park. A number of pends also survive running south east towards the river Eden down a south facing slope. The surviving pends play a significant role in Cupar's heritage, serving as a reminder of the early urban layout, and should be preserved.

New housing and office developments along the east end of East Burnside are well designed and inoffensive to the character of the area. They are unfortunately tarnished by the untidy and run-down industrial buildings in the same area.

North of Lady Burn

This area developed as the first northward expansion of Cupar in the late 18th and early 19th centuries. It is defined by terraced rows of one and two storey houses as seen on Castlefield. The buildings are hard against the pavement and show a mix of Scots and Welsh slate and pan tiles, and coursed rubble or ashlar facades. Detailing is simple, consisting largely of window and door margins, though there are one or two examples of more lavish embellishments.

Along Burnside the Lady Burn, although largely culverted, is an important feature dominated by a large villa on the north side. Sitting above the villa, the roofscape of Castlefield is evident behind the high stone walls cut into the slope.

Bishopsgate is built on a steep south facing slope, with a view of the spire of St John's Church. There is little architectural cohesion, with a mix of large villas, terraced houses and rubble stone walls, but the traditional features combine to create an attractive entrance into Cupar. Modern development has unfortunately intruded into the large garden areas of the villas.

West Port

West Port is the main route into Cupar from the west. The long views along this road into and out of the town centre are important, with the building line along the pavement framing the route on either side, punctuated by the spire of St John's and the Corn Exchange. Here the area has a more suburban character, with two Victorian churches

(St. John's and the Baptist) and former Bell Baxter School the dominant buildings. These grand public buildings sit alongside small-scale domestic buildings, shops and businesses. There is still a relatively strong adherence to a building line and the larger buildings are set back from this, with stunning effect in the case of St. John's.



Bonnygate looking east

Kirk Wynd is characterised by a mix of villas, commercial workshops and terraced houses, largely on two storeys. The focus of this winding, narrow street is the 18th century Parish Church with its 16th century spire, and the slight slope emphasises the roofline along the street, making chimney stacks and cans an important feature here. The Catholic Church built in the 1960s does not respect the otherwise strong building line, but is nevertheless a successful building in its own right.



Kirk Wynd looking east

The area known as the Barony on the Millgate has similarities to Kirk Wynd, with low rubble-built properties, domestic in scale and character.



The Barony, Millgate, looking north

Station Road

Station Road was created after the arrival of the railway in 1847. the land created between it and the river was used as a market garden, and the associated gardener's cottage survives. The land gradually filled up with industrial and commercial buildings. The former cattle market site on the south side of the River Eden comprised an interesting mix of stone and slate industrial buildings, since demolished to allow for a small supermarket.

The main industrial area was on the north-west facing slope running down from the Station Road to the Eden. The small footbridge spanning the river is simple but attractive. A major redevelopment of the area to the south towards South Bridge with a retirement flat development has been carried out in a manner sympathetic to the surrounding architecture and townscape and generally makes a positive contribution.

The Station itself is an attractive and very complete building of its period. There are two single arch stone bridges, architecturally, physically and historically significant in terms of the relationship between the Station and the River Eden. One spans the railway line carrying the road into Cupar from Glenrothes and its imposing bulk terminates the western end of the station that sits below road level at this point. The second, South Bridge, crosses the River Eden and physically severs the original route into Cupar across South Bridge to the town centre.

3.10 Public Realm

Street furniture within the Conservation Area should be sympathetic and in keeping with the character of the area. It should also be practical, well maintained and of a high quality design.

Cupar Conservation Area is heavily provided with varieties of lampposts, seating and waste bins, varying in age and condition.

Lighting

There are a huge variety of lamps and standards throughout the Conservation Area, varying in age and shape. From recent tall steel modern versions to fake Victorian standards; there are also numerous wall-mounted lamps within the closes.



Three types of lamps and standards in one small area of Cupar Conservation Area



Decorative mounted lamp in Crossgate close

The wall mounted lamps on St. Catherine Street and Bonnygate are of a modern steel design that is understated, having a neutral impact on the surrounding buildings.

The attractive wall-mounted lamp in a Crossgate close on the east side, pictured above, could be emulated successfully in other closes. Crossgate lamps and standards are also of a sympathetic “bishop’s cap” style.

The residential areas behind the main streets are lit by modern steel standards which are inappropriate to the conservation area setting. Height should be regulated in order to avoid dominating the buildings. The provision of lighting in the pends and closes is

inadequate. A consistent, sympathetic approach to design and colour is important throughout the Conservation Area.

Surfaces

Whilst original traditional and modern setts and cobbling are visible in places - for example the closes off Bonnygate - the majority of paving and road surfaces are blacktop or concrete slabs.



Whinstone setts on Millgate



Setts and cobbling on Bobber Wynd

Large whinstone setts laid diagonally remain in The Barony. There is cobbling along certain closes, laid randomly with V-shaped gullies on either side. Early twentieth century photographs show setts laid in a herringbone pattern.



Cobbling on Bonnygate close

Currently the pavements along the main streets are paved with a variety of surfaces. On Crossgate the variety of surfaces is visually chaotic. Some side parking bays consist of regularly laid setts, with concrete paving and blacktop on the road. Bonnygate also has regularly laid concrete setts which are not in keeping with the area's character.



Variation in surfacing materials, Bonnygate

Where modern street surfaces are replaced, consideration should be given to the use of traditional materials to enhance the character of the Conservation Area. Consistency is also important. Any changes should be in line with Fife Council's **Urban Design Guide**.

Seating

Benches tend to be dark brown or black recycled plastic versions on steel supports, which are relatively neutral in their effect. In the backstreets the more appropriate wooden benches are badly damaged in places.

Signage

The complex traffic system and busy roads in the town has resulted in signage clutter at crucial points at road changes. The CCTV system is set on separate standards which are overly large and imposing, and often situated beside other lamp standards or signs on street corners. The resulting numbers of posts and standards, along with the signs, is excessive and untidy.

In contrast, there is not enough pedestrian signage from the railway station through to the town centre. This will be partly addressed through the proposed creation of a direct footpath link or bridge from Ferguson Square to an overbridge at Waterend Road connecting pedestrian movement from the station.



Cluttered signage on St. Catherine Street

Traffic & Utilities Engineering

There is a patchwork of repairs to blacktop on all pavements and roads in the Conservation Area. Some of the surviving setts have also been partially covered with tarmac or concrete paving slabs. Sub-surface work should avoid patch repairs and original surfaces should be retained and repaired.



Setts on Bonnygate partially covered with blacktop

There are no **satellite dishes** on the main streets but a number have appeared on new builds on Kirk Wynd. These should be placed out of view as they are visually inappropriate to the character of the streetscape of the Conservation Area.

Bins

Public bins are mainly plastic, either green rectangular (as in Cart Haugh Park) or the more common round black version on the streets; there are also smaller black bins mounted on steel posts.

As is usual for a commercial area there is an overwhelming number of wheelie bins which obstruct closes and pavements. As noted in section 4.9 they are unfortunate necessities for which there is no obvious solution.

4 NEGATIVE FACTORS

4.1 Buildings at Risk

Derelict or poorly maintained buildings in the centre of towns have a negative affect on the economy of the area. Empty buildings discourage new businesses and can be off-putting for visitors.



No.26 Bonnygate

The Buildings at Risk Register is maintained by the Scottish Civic Trust on behalf of Historic Scotland. A “Building at Risk” is a historic building, listed or otherwise, that meets one or several of the following criteria:

- Vacant with no identified new use
- Suffering from neglect and/or poor maintenance
- Suffering from structural problems
- Fire damaged
- Unsecured
- Open to the elements

- Threatened with demolition

This list is not exhaustive, and other criteria may be considered when assessing a building for inclusion in the Register.

There are several buildings within the Cupar Conservation Area on the Register:

- **26 Bonnygate**, in a prominent position at the junction of Crossgate and Bonnygate. It is partially boarded up and has serious structural problems which are affecting the neighbouring buildings. It is occupied at first floor level. Recent survey has shown that it is most likely the building will need to be demolished.
- **The Burgh Chambers** (Galloway's Shop) is currently occupied by a lighting shop with temporary signage. There are signs of water ingress at the eaves near the lead roof.



The cupola and clock tower of the Burgh Chambers

- **Bell Baxter School Buildings** (former)– these are empty and have suffered from vandalism. The Church hall is in poor structural condition. The front porch is of particular concern due to structural defects.



The Church Hall (Bell Baxter School) on West Port

- **Watts Seed Merchant Offices** (former) – this is poorly maintained and the stonework is deteriorating; the guttering requires urgent cleaning and there are signs of severe water ingress;



Derelict building on Bonnygate Carpark

- **Bonnygate Carpark** - a small one storey pan-tiled building at the edge of the car park, in the backlands of a Crossgate property. This property appears to date from 18th century and is a good example of the small vernacular buildings

constructed on the burgage plots at this time. Unfortunately the roof has partially collapsed and the building has been vandalised. Noted in the 1981 Burgh Survey as being derelict, the condition has only worsened since. Its value as an example of Fife vernacular architecture should be recognised through appropriate, urgent repair.

- **Clash Close** -The first two houses on the right, inside the pend. The roofs have collapsed, and the windows are destroyed. There is significant vegetation growth throughout.



Clash Close – derelict buildings

- **Millgate, The Barony** – this appears to have been commercial premises at one point but is now vacant. The area of land to one side is overgrown and abandoned.
- **North Burnside – the building behind No.5** is empty and boarded over. It is a Victorian two storey building, possibly used for water treatment.

The extent of the dereliction of these properties makes them urgent cases for repair, with every attempt being made to reuse them for residential or commercial use. The small vernacular examples appear on 18th century maps but could date to earlier periods.

4.2 Views

The vista from South Bridge towards Bobber Wynd is detrimental to the Conservation Area setting. The historic area of backlands for Crossgate buildings has slowly been filled with car parks and unsympathetic buildings over the last few decades. A number of

pendes and wynds have been diverted or destroyed as a result. Many of the traditional burgage plots have been built over and the boundaries have now been lost.

The flat-roofed Modernist buildings and the more contemporary Argos warehouse block clash with the traditional buildings in terms of shape and materials. Additionally the wide spaces of blacktop in the car parks and the large numbers of cars add a further alien dimension to the view. The general view is of a chaotic mix of buildings and cars, in conflict with the potentially peaceful riverside walks.

4.3 Traffic and Car Parking

Traffic levels have a major adverse impact on the character of the conservation area, due primarily to through traffic along the A91 and A92 converging on the town centre. The large numbers of vehicles, especially commercial lorries, and the speed and the noise of the traffic are disruptive to both pedestrians and commercial firms and have a detrimental effect on the vitality of the town. Pollution has a deteriorative affect on stone which can be seen particularly on the Crichton statue on South Road Bridge but is also visible on a number of stone buildings in the centre.

Consideration should be given to a re-routing of the heavy through-traffic to alleviate the pressure of vehicles and also the amount of pollution which is affecting the town centre. The finalised Fife Structure Plan of 2006 proposes a northern relief road connecting the existing A91 at easterly and westerly junctions thereby providing an alternative route to the town centre for through traffic.

One of the most intrusive features of the Conservation Area is the car parks, which have been imposed on the backlands of the medieval town centre. In particular, the car parks on Bonnygate and the Bobber Wynd, which have destroyed many rear burgage plots and streetscapes.



Car park on Bobber Wynd

A number of improvised car parks on vacant land are also detrimental to the Conservation Area; for example, along Short Lane which looks untidy and chaotic.

Parking along the Wynds and main roads is always in demand which disrupts the traffic flow, particularly in the smaller roads.

4.4 20th Century Architecture

The majority of the most recent new developments are successful in that they serve to enhance their surroundings; as seen on East Burnside. Unfortunately the design of buildings from the 1950s to the 1980s is often in conflict with the traditional buildings of the Conservation Area and tends to detract from its character. Lack of maintenance of many of these buildings also contributes to the unsightliness of the designs.

The garages and showrooms on East Bridge present an unattractive image of Cupar on entering to the town from the east, as do the poorly maintained single storey shops on the corner of St. Catherine Street nearby.



Unsightly buildings and garages on East Bridge on entrance to town from east

A 20th century re-development of Crossgate House on Crossgate has destroyed the integrity of the building. It appears to have been the victim of façadism which is generally considered to be an unacceptable alteration of the historic fabric of the building.

4.5 Inappropriate Shop-fronts & Signage

Shop fronts and other business premises are an important part of the town's appeal. Attractive, well designed frontages complementing the style and character of the traditional buildings will help to promote Cupar, encourage investment and spending, and benefit all traders.

A number of businesses in Cupar have respected the traditional building in which they are housed, and have kept well-proportioned fascias and signs which do not obscure architectural detail. Regrettably others have used overly large fascias or inappropriate materials.



Standard fascias for chain companies tend to clash with historic architecture

Fixed projecting signage boxes are used in abundance and look cluttered in places. These should be avoided. Lighting and the use of roller shutter doors should also be reviewed. Changes to shop fronts should correspond to Fife Council's **Shop Front Design Guidelines**, one of a series of Planning Customer Guidelines.

Vacant and boarded up shops also have a negative impact in the short term.



Empty shop for let – the shop front in increasingly poor condition

4.6 Inappropriate Materials

The uses of cementitious materials for render, pointing or for roofing seriously erodes the historic character of the area.

Additionally the increasing use of uPVC windows and doors in place of traditional sash and case windows and panelled timber doors further erodes the character of individual buildings and the Conservation Area as a whole. This is particularly evident in residential areas behind the main streets.

4.7 Lack of Maintenance

There are a number of individual buildings which are poorly maintained on the main streets which detract from the overall attractive image of Cupar. These include **No.10 St.Catherine Street** and those buildings on the corner of Bonnygate and Crossgate (**No.1 Crossgate** – see photo below). There is water damage to the stone and to the paintwork which can be attributed to gutters overflowing. Buildings attached to **No.16 St. Catherine Street** to the rear are suffering from the same problem.



No.1 Crossgate – poor maintenance has damaged stonework on adjacent buildings

The **Crichton Statue** on the South Road Bridge is in poor condition, requiring conservation repair. The stone is heavily weathered and is affected by pollution and algae growth, with its position beside the railway and the road a contributing factor to its deterioration. The significance of its position, however, prevents it from being moved. Other options for its protection could be explored by accredited stone conservators.

The **Cart Haugh park** is severely waterlogged in part. This could be because of the particularly high water table at the time of the survey and also its proximity to the River Eden. It is important to assess the current drainage and install a soakaway if necessary.

Additionally the **bandstand** requires annual maintenance to ensure its survival and to avoid expensive repairs.

Many **gravestones** in the town centre graveyards have been knocked over which presents a poor impression to visitors and tourists. Graveyards are an important community heritage resource and the maintenance of headstones not only shows respect but assists in their ongoing survival.



Ashlar Lane graveyard – collapsed or vandalised gravestones

4.8 Pends & Closes

A recent programme of works focused on the pends & closes on Bonnygate and Crossgate, many of which were very rundown and uninviting. Only a small number were painted and resurfaced at the entrances, using limestone paving with small sandstone “cherry stones” at the edges. Wall mounted lamps were added in places.

Quality of surfaces and provision of lighting in these closes tends to vary widely, as do the condition of the walls and buildings. Some appear to be privately owned but the

majority are public paths. Beyond the recently upgraded areas of the closes, the quality is considerably reduced. These areas are used to store bins and rubbish for local commercial firms which makes them cluttered and untidy. Alternative stores could possibly be provided for bins, though this might be awkward in the narrow space of the closes. The unsightly presence of commercial bins is often a problem in town centres, and there is no obvious solution to this.

The upgrading could continue into a second phase throughout the entire length of the closes with a more consistent and thorough approach to the surfaces and lighting. This could potentially be in partnership with local commercial companies to incorporate the privately owned closes which would be of benefit to the local and business community.

4.9 Industrial Areas

The industrial areas behind 95/97 Bonnygate are located in what used to be landscaped gardens of 17th century townhouses and on traditional burgage plots. These imposed industrial estates have significantly changed the medieval townscape and are visually intrusive, particularly near Preston Lodge. The use of overly large commercial signs, aluminium and steel fencing and barbed wire detracts from the townscape quality.

4.10 Interpretation Panels

There are a number of interpretation panels throughout the Conservation Area, one of which is particularly faded (Bonnygate Car Park). Others require updating. Additional panels could be added throughout the town, in particular at the Railway Station.

5 CONSERVATION AREA MANAGEMENT PLAN

5.1 Development & Enhancement Opportunities

The following opportunities have been identified for development and enhancement within the Conservation Area:

Shop Fronts

A number of historical and architecturally important shop fronts would benefit from grant assisted enhancement and restoration.

Additionally there are a large number of modern shop fronts which are inappropriate to the historical character of the area. It is important to liaise with shop owners to achieve designs and colours which are more sympathetic to the Conservation Area and nearby listed buildings. Owners considering work to shop fronts should consult the Fife Council **Shop Front Design Guidelines**.

Development of Brownfield Sites

The Cupar and Howe of Fife Local Plan 2003 supports the more sustainable use and re-use of land and buildings within the historic environment, assuming it is compatible with the fabric, setting and character of the historic environment. The focus will be on the re-use of brownfield sites in order to avoid the physical spread of development.

The Council expects high standards of design and environmental quality in all new developments in order to enhance the built environment and to protect the character of individual areas.

The following brownfield sites have been identified as possible redevelopment opportunities within the Conservation Area:-

- **Garage site at the corner of Burnside and St. Catherine Street**

This is a potentially important site for redevelopment and an opportunity for a high quality design that will enhance the area. The corner site is a focal point for those entering the town from the east side. The design should not dominate the view of Castle Hill behind it nor overwhelm the traditional houses to one side.

An area just outside the Conservation Area – the industrial estate on **Ceres Road (off South Road)** – is currently redundant and is an important area for redevelopment. This area constitutes part of the setting of the Conservation Area, as well as being at the town's entrance from the south.

- **View from South Bridge & access to the town from the railway station**

Enhancement of the backlands and riverside between South Bridge, St. Catherine Street and Crossgate would serve to enrich the charm of the town and encourage visitors to

use the riverside walks. Further improvements could be made to buildings and landscaping, which together will augment the appearance of this area.

Promoting the Eden Riverside walkway, in conjunction with the linkages to Crossgate via the closes and the railway station, would have a positive affect in regenerating this area.

Establishing a routeway from the railway to the Crossgate is also important. A suggested route would be across Station Road, via Eden Bank site and the East Bridge footbridge, cross Waterend Road and through one of the closes onto Crossgate. This route is the most direct and could be enhanced using signage, lighting and various improvements to buildings and walls.

Stone Conservation

The restoration and repair of the headstones and walls in the graveyards should be pursued. Additionally the Crichton statue on South Bridge road requires urgent repairs.

Traffic management

Traffic management measures should be considered for Cupar as a whole, as well as improvements for pedestrians. It may be necessary to consider diverting through-traffic away from the town centre.

The traffic and car parking is causing the greatest damage to the streetscapes and townscape, as well creating air pollution which has a harmful affect to the local population and historic buildings.

5.2 Planning Action Opportunities

Boundary Refinement

The original Conservation Area was designated in 1974 and has since been altered. The current boundary of Cupar Conservation Area is considered adequate.

5.3 Buildings at Risk

The best means of ensuring the maintenance of historic buildings is through an appropriate and sustainable use. Imaginative and sympathetic re-use of redundant buildings should be encouraged, most notably in the case of the vulnerable historic buildings on the Scottish Civic Trust Buildings at Risk Register, as identified in section 4.1. In accordance with national planning policy, demolition should only be considered once all other options have been fully investigated.

5.4 Planning Policy

The policies contained in this management strategy compliment the conservation area appraisal, and comply with:

- Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997
- Town and Country Planning (Scotland) Act 2007
- Planning etc (Scotland) Act 2006
- Historic Buildings and Ancient Monuments Act 1979

- Town and Country (General Permitted Development) (Scotland) Order 1992
 - Scottish Historic Environmental Policy (SHEP) – October 2008
 - SPP 23 Planning and the Historic Environment – 2008
 - Planning Advice Note 71: Conservation Area Management – 2005
-
- The Finalised Fife Structure Plan 2006-2026 – Adopted by Fife Council April 2006
 - St Andrews and East Fife Finalised Draft Local Plan (August 2008)
 - Cupar and Howe of Fife Local Plan (March 1996)
 - Article 4 Directions (Article 4 of the Town and Country (General Permitted Development) (Scotland) Order 1992)
 - Fife Council Urban Design Guidelines
 - Fife Masterplans Handbook

The Fife Structure Plan seeks to safeguard Fife's heritage and natural environment by encouraging the re-use of buildings of historical or architectural interest; prioritising the use of brownfield sites for housing or other appropriate development; and encouraging development which would assist in urban regeneration. Policy SS1: Settlement Development Strategy puts the onus upon Local Plans to focus future development within existing settlements, and amongst other things the policy states that “the Council will have regard to the protection of built heritage or natural environment”. Although the Structure Plan has no specific policy relating to built heritage it does recognise the importance of Fife's historic environments and for the need to preserve and enhance these environments. Once again the Structure Plan puts the emphasis upon the Local Plan Policies to provide for protection for the built and historic environments and for archaeology.

The Cupar and Howe of Fife Local Plan (March 1996) provides the main policy framework for Cupar. In summary, this framework is as follows:

- Policies E4 to E6, covering Conservation Areas, alterations and extensions to listed buildings, demolition of listed buildings, setting of listed buildings;
- Policies E8 to E10, covering advertisement control, street furniture and open space.

The St Andrews and East Fife finalised draft Local Plan issued in August 2008 will replace the Cupar and Howe of Fife Local Plan of 1996. The policies contained within the replacement plan provide a continuing commitment to regeneration and enhancement of the built heritage up until 2021. A list of relevant policies and proposals is outlined below:

- Policy E2 Development Within Town and Village Envelopes
- Policy E3 Development Design and Quality
- Policy E4 Housing Development and Open Space
- Policy E6 Conservation Areas
- Policy E7 Listed Buildings

- Policy E8 Demolition of Listed Buildings
- Policy E9 Protection of Orchards
- Policy E10 Protection of Riggs
- Policy E11 Historic Gardens and Designed Landscapes
- Policy E12 Ancient Monuments and Archaeological Sites
- Policy E13 Street Furniture

Although the plan is intended to cover a 10 year period, it will be reviewed after 5 years.

5.5 Supplementary Planning Guidance

In addition to the statutory plan framework outlined above, Fife Council has a series of Planning Customer Guidelines that supplement the adopted policy framework and provide general and specific guidance and set design standards for conservation areas. Relevant Planning Customer Guidelines from the series include:

- Windows in Listed Buildings and Conservation Areas
- Display of Advertisements
- Creating Better Places – The Fife Urban Design Guide

Fife Council also takes enforcement action against unauthorised development. In particular, it has a track record of ensuring that the quality and attractiveness of historic buildings and areas are not eroded by unauthorised or inappropriate development. This is further supplemented by the use of urgent and full repair notices that are most commonly applied under Building Regulations legislation. Where necessary the Council is also committed to the use of Compulsory Purchase to secure the repair or redevelopment of buildings and sites.

5.6 Article 4 Directions

In order to properly ensure that the character of a conservation area is not affected by inappropriate alteration or development additional controls are generally used by making what is known as Article 4 Directions (Article 4 of the Town and Country (General Permitted Development) Scotland, Order 1992). Article 4 Directions are in place in all existing conservation areas in Fife and they can be varied according to the particular needs and character of an area.

Details of the Cupar Conservation Area Article 4 Directions are provided in Appendix 3.

5.7 Monitoring and Review

Policies relating to the conservation area will also be reviewed at 5 year intervals with the production of the Local Plan which covers Cupar.

5.8 Further Advice

For advice on listed buildings and conservation areas contact:

Planner (Built Heritage)
Fife Council Development Services

Town House
1 Wemyssfield
Kirkcaldy
KY1 1XW
Telephone: 08451 55 55 55 extn. 473 742/ 473 816

Historic Scotland
Longmore House
Salisbury Place
Edinburgh
EH9 1SH
Telephone: 0131 668 8600

APPENDIX 1

Conservation Area Boundary Description and Schedule of Streets within the Conservation Area

Commencing at the most south easterly point of the boundary of Craigmore, Millgate (OS Grid reference NO 37486/14106), thereafter continuing north along the eastern boundaries of the remaining properties in Millgate to South Bridge. South-east, crossing over the River Eden and the railway bridge, keeping to the southern side of the road, and continuing to opposite the MacGill Crichton statue, crossing over the road towards the statue, and following around its setting. Continuing north-east by following the south-eastern boundary wall and fence of the railway embankment for some 286 metres to a point 12 metres along the rear boundary fence of 13 Holly Park; north across the railway line, following the line of the fence for some 85 metres at the western edge of Riverside Court to Coal Road. Continuing east along the south side of the road to its junction with the B940, north-west along the north side of Pitscottie Road for some 150 metres; north along the western boundary of the Eden House Hotel, to East Road, west along the north side of the road for some 80 metres to the junction with Castlebank Road. Continue north along the west side of Castlebank Road for some 130 metres; west following the northern boundaries of the land belonging to Castlefield Cottage and 17 Castle Street to the road. North, following the rear boundaries of 13 and 15 Braehead following the eastern boundary of 31 Well Street and west along the northern boundaries of 19-31 Well Street. North for 20m along the east side of the footpath leading from Well Street to Braehead, to a point opposite the southern boundary of 33 Braehead. Crossing the path, continue west for some 35 metres following the rear boundaries of 35 to 43 Braehead, and the eastern boundary of Rosebank until the junction with Bishopgate. Crossing Bishopgate, continue in a southerly direction along the west side of Bishopgate for 56 metres west for 90metres along the southern boundaries of 28 to 12 Dalgairn Crescent, south and west along the eastern and southern boundaries of 2 & 4 Dalgairn Crescent to Newtown. South along the west side of the road for 30metres, and west along the northern boundary of No 35 Newtown, south along the western boundaries of 35 to 31 Newtown, west along the north side of the lane between Burnside North and Newtown to Burnside North. South along the west side of Burnside North for some 20 metres; north west and south-east, following the northern edge of the East Moathill to Skinners Steps, south for some 20 metres along the east side of Skinners Steps to its junction with Moathill Road. Continuing east along the south side of Moathill Road for some 158 metres, south for 80metres along the western boundary of Templeknowe, Moathill Road, west for 20metres and south for 30metres along the northern and western boundaries of 93 Bonnygate, continue west along the northern boundary of No 95 Bonnygate, south for some 20metres, west for 12metres and north for some 30metres continuing west for 60metres along the northern boundary of 99 Bonnygate, to the south eastern corner of Springkell, North Union Street; along the southern boundary of Springkell to North Union Street; south along the west side of the road for some 14 metres to the southern boundary of Rathairnie; west along the southern boundary of Rathairnie, continuing west along the north wall of Bell Baxter High School to Hill Street, south along the east side of Hill Street to West Port; crossing West Port to the north western boundary of Weston House. South and east around the western and southern boundaries of Weston House continuing along the northern boundary of Castlehill Infant School to its north-easternmost point; south

for 20 metres to meet with the northern boundary of 39 South Union Street; east for 20 metres to the western boundary of 41 South Union Street. North along the western boundaries of 41 to 53 South Union Street; east between 53 and 55 South Union Street, crossing over South Union Street and continuing along the southern boundaries of 137 to 100 Bonnygate to the boundary between 29 & 30 Provost Wynd, south for 18 metres along the front boundary of 28 Provost Wynd and east for some 50 metres along the northern boundary of the Depot, and southern boundaries of 86-82 Bonnygate (between 82(a) & (b)). South and west along the western edge of the Bonnygate car park and south along the western edge of Parliament Square to the rear boundary of 45b /46 Kirkgate, west for some 50 metres to the rear of 46 to 44 Kirkgate, crossing Provost Wynd, along the northern and western boundary of 2 Provost Wynd, west along the rear boundaries of 39 – 36 Kirkgate, north along eastern boundaries of all properties at 35 Kirkgate (1-9 Wide Pend) continuing to the northern boundary of 20 Orchardgate. Southwest to the south east corner of the garden boundary of 15 to 25 Orchardgate, west along said boundary and that of 27 to 33 Orchardgate, south along the eastern boundary of No 5 Kirkgate to Kirkgate, west along north side of the road for 13 metres. South-east along the east side of Lovers' Lane to Millgate, north-east along the north west side of the road for some 46 metres and south-east along the southern boundary of the curtilage of Craigmore, Millgate to the point of commencement.

CONSERVATION AREA STREET INDEX May 1997 Cupar

Ashlar Lane
 Bishopgate
 Bonnygate (even; 1-97 odd)
 Burnside North
 Castle Street
 Castlebank Road (Castlefield Cottage)
 Castlefield
 Castlehill
 Crossgate
 Dalglish Gardens
 East Bridge
 East Burnside
 East Road (2)
 Halford Court
 Kirk Wynd
 Kirkgate (17-29 odd; 35-47 all)
 Lady Wynd
 Millgate
 Newtown
 Parliament Square
 Provost Scott Court
 Provost Wynd (2,29,31)
 St. Catherine Street
 Short Lane
 South Bridge
 Tannery Court

The Baron
Waterend Road
Well Street
Winthank Court

APPENDIX 2 - Listed Buildings in Cupar Conservation Area

ADDRESS	CATEGORIES
Preston Lodge, 95 Bonnygate (Cupar, 95 Bonnygate, Preston Lodge)	A
Goods Shed At Cupar Railway Station (Cupar, Station Road, Station, Railway Goods Shed)	A
Cupar Old St Michael Of Tarvit Parish Church Comprising:- Tower And Remains Of Nave, And (Cupar, Kirkgate, Old And St Michael Of Tarvit Parish Church)	A
Cupar Old And St Michael Of Tarvit Parish Church Graveyard (Cupar, Kirkgate, Old And St Michael Of Tarvit Parish Church, Churchyard)	B
Winthank House, Kirk Wynd (Cupar, Kirk Wynd, Winthank House)	B
Cupar Railway Station (Cupar, Station Road)	B
Mercat Cross (Cupar, Market Cross)	B
7-9 St Catherine Street (Cupar, 7, 9 St Catherine Street)	B
7-9 St Catherine Street (Cupar, 7 St Catherine Street)	B
15-25 St Catherine Street (Cupar, 15 St Catherine Street)	B
15-25 St Catherine Street (Cupar, 17, 19, 21 St Catherine Street)	B
15-25 St Catherine Street (Cupar, 23, 25 St Catherine Street)	B
County Buildings, St Catherine Street. C) East Section (Cupar, St Catherine Street, County Buildings, East Building)	B
County Buildings, St. Catherine Street. B, Centre Section (Cupar, St. Catherine Street, County Buildings, Central Building)	B
County Buildings, St. Catherine Street. A, West Section (Cupar, St. Catherine Street, County Buildings, West Building)	B
10, 12 St Catherine Street, Including Royal Bank (Formerly Commercial Bank) And Part Of Bank Of Scotland (Formerly British Linen Bank) Premises. (Cupar, 10 St Catherine Street, Royal Bank Of Scotland)	B
10, 12 St Catherine Street, Including Royal Bank (Formerly Commercial Bank) And Part Of Bank Of Scotland (Formerly British Linen Bank) Premises. (Cupar, 12 St Catherine Street, British Linen Bank)	B
11, 13 St. Catherine Street (Cupar, 11, 13 St. Catherine Street)	B
14 St Catherine Street, Bank Of Scotland (Formerly British Linen Bank). (Cupar, 14 St Catherine Street, British Linen Bank)	B
16 St Catherine Street, Clydesdale Bank (Cupar, 16 St Catherine Street, Clydesdale Bank)	B
1-3 Crossgate And 6 Bonnygate (Cupar, 1 - 2 Crossgate)	B
18 Crossgate Royal Bank Of Scotland (Cupar, 18 Crossgate, Royal Bank Of Scotland)	B
5 The Cross and Walker's Tavern within close (Cupar, 5 The Cross)	B
Ladyinch, West Port (Cupar, West Port, Ladyinch)	B
Weston, West Port (Cupar, West Port, Weston House (Day Hospital))	B
Westfield House, Westfield Road (Cupar, Westfield Road, Westfield House)	B
Castle Hill (Academy) Original Primary School Building (Cupar, Castlehill, Castle Hill Centre)	B
Castle Hill (Academy) Primary School SW Wing (Cupar, Castlehill, Castlehill Centre, South West Block)	B
The Corn Exchange Tower only (Cupar, St. Catherine Street, Corn Exchange)	B
Town Hall, and 5 St. Catherine Street (Cupar, 5 St. Catherine Street, Town Hall)	B
Royal Hotel, St. Catherine Street (Cupar, St. Catherine Street, Royal	B

Hotel)	
St. James the Great Episcopal Church, St. Catherine Street (Cupar, St. Catherine Street, St. James The Great Episcopal Church)	B
22 Crossgate Edenbank House (Cupar, 22 Crossgate, Edenbank House)	B
36 Crossgate (Former Mansion House Only, Omnibus Sheds Excluded) (Cupar, 36 Crossgate)	B
51-55 Crossgate and buildings in court at 57 (Cupar, 55 Crossgate)	B
51-55 Crossgate and buildings in court at 57 (Cupar, 53 Crossgate)	B
51-55 Crossgate and buildings in court at 57 (Cupar, 51, 57 Crossgate)	B
78 Crossgate (Cupar, 78 Crossgate)	B
80 Crossgate (excluding building at corner of South Bridge occupied as hotel) (Cupar, 80 Crossgate, Lord Chancellors House)	B
31 Bonnygate (Front Building Only) (Cupar, 31 Bonnygate)	B
1 Barony, (Cupar, 1 Barony)	B
Kilrymont, 1, 2 Millgate (Cupar, 1, 2 Millgate)	B
Bellfield House, Millgate (Cupar, Millgate, Bellfield House)	B
Parish Church (Cupar, Kirkgate, Parish Church)	B
Baptist Church, Provost Wynd (Cupar, Provost Wynd, Baptist Church)	B
St. John's Church, Bonnygate (Cupar, Bonnygate, St. John's Church of Scotland)	B
Bonnygate, Temple Knowe Garden House (Cupar, Bonnygate, Temple Knowe Garden House)	B
Preston Lodge 95 Bonnygate gate-piers to Moat Hill Road (Cupar, 95 Bonnygate, Preston Lodge, gate-piers to Moat Hill Road)	B
Cart Haugh, Cupar War Memorial with piers and railings (Cupar, Nicholson Park, War Memorial)	B
West Toll House (Edenlea) Pitscottie Road (Cupar, 2 Pitscottie Road, West Tollhouse)	B
Bandstand, Hood Park (Cupar, Nicholson Park, Bandstand)	B
Bridge over Eden Pitscottie Road (Cupar, Pitscottie Road, River Eden, Bridge)	B
Marybank, East Burnside Including Railings And Bridge Over Lady Burn (Cupar, Burnside, Marybank)	B
Bishopgate House, Bishopgate (Cupar, Bishopgate, Bishopgate House)	B
Knox's Cottages, South Road (Cupar, South Road, Knox's Cottage)	B
Rosemount Cottage, Rigg's Place And South Road (Cupar, South Road, Rosemount Cottage)	B
1,3 The Cross (front building only) (Cupar, 3 Crossgate)	C(S)
7 The Cross (Cupar, 7 The Cross)	C(S)
4 Crossgate (Cupar, 4 Crossgate)	C(S)
5-9 Crossgate (front building only) (Cupar, 5,7,9 Crossgate)	C(S)
6 Crossgate (Cupar, 6 Crossgate)	C(S)
8-12 Crossgate (Cupar, 8 Crossgate)	C(S)
8-12 Crossgate (Cupar, 10, 12 Crossgate)	C(S)
Former George Hotel, 11-13 Crossgate (Front building only) (Cupar, 11-13 Crossgate, George Hotel)	C(S)
14 Crossgate and close to No.16 (buildings at rear at No.16 excluded) (Cupar, 14 Crossgate)	C(S)
15-17 Crossgate (Front Building Only) (Cupar, 15, 17 Crossgate)	C(S)
19 Crossgate (Front Building Only) (Cupar, 19 Crossgate)	C(S)
20 Crossgate (Cupar, 20 Crossgate)	C(S)
21-27 Crossgate (front building only) (Cupar, 21 ,23 Crossgate)	C(S)
21-27 Crossgate (front building only) (Cupar, 25, 27 Crossgate)	C(S)
24-26 Crossgate (Cupar, 24,26 Crossgate)	C(S)

28, 28a Crossgate (Cupar, 28, 28a Crossgate)	C(S)
30 Crossgate (Cupar, 30 Crossgate)	C(S)
32-34 Crossgate (Cupar, 32, 34 Crossgate)	C(S)
Duncan Institute 33,35 Crossgate (Cupar, 33, 35 Crossgate, The Duncan Institute)	C(S)
38-40 Crossgate (Cupar, 38, 40 Crossgate)	C(S)
39-41 Crossgate (front building only) (Cupar, 39,41 Crossgate)	C(S)
43-45 Crossgate (Front Building Only) (Cupar, 43, 45 Crossgate)	C(S)
44 Crossgate (Cupar, 42, 44 Crossgate)	C(S)
Savings Bank 46 Crossgate (Cupar, 46 Crossgate, Trustee Savings Bank)	C(S)
47-49 Crossgate (Front Building Only Rear Properties At 49 Excluded) (Cupar, 47 Crossgate)	C(S)
47-49 Crossgate (Front Building Only Rear Properties At 49 Excluded) (Cupar, 49 Crossgate)	C(S)
Supplies Department 48, 50 Crossgate (Cupar, 48, 50 Crossgate)	C(S)
Youth Employment Offices, 52 Crossgate (Cupar, 52 Crossgate)	C(S)
Weights and Measures Offices 54 Crossgate (Cupar, 54 Crossgate)	C(S)
56, 60, 62 Crossgate. (Cupar, 56, 58 Crossgate)	C(S)
56, 60, 62 Crossgate. (Cupar, 60, 62 Crossgate)	C(S)
59 Crossgate With Pend To 57 (Cupar, 59 Crossgate)	C(S)
61-63 Crossgate (front buildings only) (Cupar, 61, 63 Crossgate)	C(S)
Volcano Café, Crossgate (Cupar, 62, 64 Crossgate, Volcano Café)	C(S)
65-67 Crossgate (Cupar, 65 Crossgate)	C(S)
65-67 Crossgate (Cupar, 67 Crossgate)	C(S)
66-70 Crossgate (Cupar, 66-70 Crossgate)	C(S)
76,Crossgate (Cupar, 76 Crossgate)	C(S)
2-4 Barony (Cupar, 2 Barony)	C(S)
2-4 Barony (Cupar, 3 Barony)	C(S)
2-4 Barony (Cupar, 4 Barony)	C(S)
5 Barony (Cupar, 5 Barony)	C(S)
6, 7 Barony (Cupar, 6, 7 Barony)	C(S)
6, 7 Barony (Cupar, 6, 7 Barony, 1 window addition attached to south)	C(S)
Eden Villa, Barony Including Front Wall And Gates (Cupar, Millgate, Eden Villa)	C(S)
The Barony (Cupar, Barony, The Barony)	C(S)
3 Millgate (Cupar, 3 Millgate)	C(S)
4 Millgate (Cupar, 4 Millgate)	C(S)
Arkaig 5 Millgate (Cupar, 5 Millgate)	C(S)
Bonnygate, Tulach Ard (Cupar, Bonnygate, United Presbyterian Manse)	C(S)
Bonnygate Church, Bonnygate (Cupar, Bonnygate, United Presbyterian Church)	C(S)
3-5 Bonnygate (Cupar, 3,5 Bonnygate)	C(S)
6, 8 Bonnygate (Cupar, 6-8 Bonnygate, East Block)	C(S)
6, 8 Bonnygate (Cupar, 6-8 Bonnygate, West Block)	C(S)
7-13 Bonnygate (Excluding Rear Properties At 11) (Cupar, 7, 9 Bonnygate)	C(S)
7-13 Bonnygate (Excluding Rear Properties At 11) (Cupar, 11, 13 Bonnygate)	C(S)
10 Bonnygate (Cupar, 10 Bonnygate)	C(S)
12, 14 Bonnygate (Cupar, 12-14 Bonnygate)	C(S)
16 Bonnygate (Cupar, 16 Bonnygate)	C(S)
18, 20 Bonnygate (Cupar, 18-20 Bonnygate)	C(S)
19-21 Bonnygate (front building only) (Cupar, 19-21 Bonnygate)	C(S)

22, 24, 28 Bonnygate (Cupar, 22 Bonnygate)	C(S)
22, 24, 28 Bonnygate (Cupar, 24 Bonnygate)	C(S)
Stratheden Temperance Hotel, 23, 25 Bonnygate (Cupar, 23-25 Bonnygate, Stratheden Temperance Hotel)	C(S)
26 Bonnygate (Cupar, 26 Bonnygate)	C(S)
29 Bonnygate (Cupar, 29 Bonnygate)	C(S)
30, 32 Bonnygate (Cupar, 30, 32 Bonnygate)	C(S)
34, 36 Bonnygate (Cupar, 34-36 Bonnygate)	C(S)
35 Bonnygate (Cupar, 35 Bonnygate)	C(S)
37-39 Bonnygate (front building only) (Cupar, 37, 39 Bonnygate)	C(S)
38-40 Bonnygate (Cupar, 38-40 Bonnygate)	C(S)
41 Bonnygate (Front building only) (Cupar, 41 Bonnygate)	C(S)
42 Bonnygate (Cupar, 42 Bonnygate)	C(S)
43 Bonnygate and 2,4 Lady Wynd (Cupar, 43 Bonnygate)	C(S)
44-54 Bonnygate (Front Buildings Only) (Cupar, 44, 46 Bonnygate)	C(S)
44-54 Bonnygate (Front Buildings Only) (Cupar, 48, 50 Bonnygate)	C(S)
44-54 Bonnygate (Front Buildings Only) (Cupar, 52, 54 Bonnygate)	C(S)
55-57 Bonnygate (Front Building Only) (Cupar, 57 Bonnygate)	C(S)
55-57 Bonnygate (Front Building Only) (Cupar, 55 Bonnygate)	C(S)
56-58 Bonnygate (Front Building Only) (Cupar, 56-58 Bonnygate)	C(S)
56-58 Bonnygate (Front Building Only) (Cupar, 58 Bonnygate)	C(S)
59 Bonnygate (Front Building Only) (Cupar, 59 Bonnygate)	C(S)
66-70 Bonnygate (Front Building Only) (Cupar, 64-66 Bonnygate)	C(S)
66-70 Bonnygate (Front Building Only) (Cupar, 68-70 Bonnygate)	C(S)
73, 75 Bonnygate (Cupar 73, 75 Bonnygate)	C(S)
82 and 84 Bonnygate (front building only) (Cupar, 82-84 Bonnygate)	C(S)
86-88 Bonnygate (Cupar, 86-88 Bonnygate)	C(S)
90-92 Bonnygate (Cupar, 90-92 Bonnygate)	C(S)
YMCA 93 Bonnygate (Front Building Only) (Cupar, 93 Bonnygate, YMCA)	C(S)
94 Bonnygate (Cupar, 94 Bonnygate)	C(S)
96 Bonnygate (Cupar, 96 Bonnygate)	C(S)
98 Bonnygate, Corner of Provost's Wynd (Cupar, 98 Bonnygate)	C(S)
Albert Hotel, 102, 104 Bonnygate (Cupar, 102-104 Bonnygate, Albert Hotel)	C(S)
106 Bonnygate (Cupar, 106 Bonnygate)	C(S)
108 Bonnygate (Cupar, 108 Bonnygate)	C(S)
110, 112 Bonnygate "The Star" (Cupar, 110-112 Bonnygate)	C(S)
114 Bonnygate (Cupar, 114 Bonnygate)	C(S)
116-120 Bonnygate (Cupar, 118 Bonnygate)	C(S)
116-120 Bonnygate (Cupar, 120 Bonnygate)	C(S)
122-126 Bonnygate (Cupar, 122, 124 Bonnygate)	C(S)
122-126 Bonnygate (Cupar, 126 Bonnygate)	C(S)
West Port Bar, 130 Bonnygate (Cupar, 130 Bonnygate, West Port Bar)	C(S)
Moatview, North Union Street (Cupar, North Union Street, Moatview)	C(S)
7 Provost Wynd (Cupar, 7 Provost Wynd)	C(S)
11 Provost Wynd (Cupar, 11 Provost Wynd)	C(S)
Bell Baxter Academy-Hall (Cupar, West Port, Bell-Baxter Academy Hall)	C(S)
2-6 St Catherine Street (Cupar, 2, 4, 6 St Catherine Street)	C(S)
8 St. Catherine Street (Cupar, 8 St. Catherine Street)	C(S)
O'Brien, Ashlar Lane (Cupar, 1 Ashlar Lane)	C(S)
D. Brown, Ashlar Lane (Cupar, 2 Ashlar Lane)	C(S)
2, 4 Kirk Wynd (Cupar, 2 Kirk Wynd)	C(S)
2, 4 Kirk Wynd (Cupar, 4 Kirk Wynd)	C(S)
5, 6 Kirk Wynd (Cupar, 5-6 Kirk Wynd)	C(S)

7, 8 Kirk Wynd (Cupar, 7-8 Kirk Wynd)	C(S)
9 Kirk Wynd (Cupar, 9 Kirk Wynd)	C(S)
10 Kirk Wynd (Cupar, 10 Kirk Wynd)	C(S)
17 Kirk Wynd (Cupar, 17 Kirk Wynd)	C(S)
Angle Cottage, Kirk Wynd (Cupar, Kirk Wynd, Angle Cottage)	C(S)
29 Kirkgate (Cupar, 29 Kirkgate)	C(S)
34 Kirkgate (Cupar, 34 Kirkgate)	C(S)
35 Kirkgate (front building only) (Cupar, 35 Kirkgate)	C(S)
36-40 Kirkgate (Cupar, 36 Kirkgate)	C(S)
36-40 Kirkgate (Cupar, 38 Kirkgate)	C(S)
36-40 Kirkgate (Cupar, 39, 40 Kirkgate)	C(S)
44, 45 Kirkgate (Cupar, 44-45 Kirkgate)	C(S)
46, 47 Kirkgate (Cupar, 46, 47 Kirkgate)	C(S)
7 Provost Wynd (Cupar, 7 Provost Wynd)	C(S)
11 Provost Wynd (Cupar, 11 Provost Wynd)	C(S)
13 Provost Wynd (Cupar, 13 Provost Wynd)	C(S)
16 Provost Wynd (Cupar, 16 Provost Wynd)	C(S)
23 Provost Wynd (Cupar, 23 Provost Wynd)	C(S)
East Burnside, Burnside Hotel gothic wing (to east) and 1, 1A and 1B Bishopsgate, former United Presbyterian Church including boundary walls (Cupar, East Burnside, Burnside Hotel, Gothic wing)	C(S)
East Burnside, Burnside Hotel gothic wing (to east) and 1, 1A and 1B Bishopsgate, former United Presbyterian Church including boundary walls (Cupar, 1, 1A and 1B Bishopsgate, United Presbyterian Church)	C(S)
7 And 9 East Road Including Boundary Wall (Cupar, 9 East Road)	C(S)
D Maitland Macgill Crichton (1801-51) Statue, South Road (Cupar, South Road, D Maitland Macgill Crichton Statue)	C(S)

This list is believed to be a full and accurate record of listed buildings in Cupar Conservation Area in 2008. Entries on the Statutory List are subject to change over time.

APPENDIX 3**The Cupar Conservation Area Article 4 Directions**

The Cupar Conservation Area Article 4 Directions are made under the 1992 General Permitted Development Order.

USE CLASS	SUMMARY DESCRIPTION OF USE CLASS	REQUIREMENT FOR USE CLASS
Part 1 Class 1	The enlargement, improvement or other alteration of a dwellinghouse.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 1 Class 3	The provision within the curtilage of a dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse, or the maintenance, improvement or other alteration of such a building or enclosure.	To protect the historic fabric, special character and visual amenity of the area.
Part 1 Class 6	The installation, alteration or replacement of a satellite antenna on a dwellinghouse or within the curtilage of a dwellinghouse.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 2 Class 7	The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.	To prevent indiscriminate repair of the historic fabric (boundary walls) through use of inappropriate building methods and materials or inappropriate alteration or new build within garden ground boundaries.
Part 2 Class 8	The formation, laying out and construction of a means of access to a road which is not a trunk road or a classified road, where that access is required in connection with development permitted by any class in this Schedule other than Class 7.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.
Part 9 Class 27	The carrying out on land within the boundaries of a private road or private way of works required for the maintenance or improvement of the road or way.	To prevent unmitigated development and inappropriate alteration and/or development within garden ground.
Part 12 Class 30	The erection or construction and the maintenance, improvement or other alteration by a local authority of certain buildings, works or equipment.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 12 Class 31	The carrying out by a roads authority on land outwith but adjoining the boundary of an existing road or works required for or incidental to the maintenance or improvement of the road.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where applicable.
Part 12 Class 33	The carrying out within their own district by a planning authority of works for the erection of dwellinghouses; any development under the Housing (Scotland Act 1987 (b)); any development under any enactment the estimated cost of which does not exceed £100,000.	To protect the townscape and aesthetic integrity of the area by ensuring that new development is sympathetic in design, layout, fabric and character.
Part 13 Class 35	Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings.	To protect the harbour against development which may compromise its listed status and the adjoining Site of Special Scientific Interest to meet with the EU Birds Directive criteria.

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Part 13 Class 38	Development for the purposes of water undertakings.	To protect the special character, fabric and layout of an historic building and the surrounding area in order to prevent uncontrolled site coverage.
Part 13 Class 39	Development for a public gas supplier required for the purposes of its undertaking.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 40	Development by statutory undertakers for the generation, transmission or supply of electricity for the purposes of their undertaking.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 41	Tramway or road transport undertakings.	To protect the historic fabric of the area and ensure the replacement and repair of such areas is carried out sympathetically using appropriate building methods and materials where necessary.
Part 13 Class 43	Development required for the purposes of the Post Office.	To protect the townscape from indiscriminate installation of boxes, pouches or machines.
Part 13 Class 43A	To allow permitted development rights to East of Scotland Water for development consisting of the erection, construction and maintenance in relation to their statutory functions.	To protect the townscape from indiscriminate installation of pipelines and equipment and cabins, antennae and other plan machinery or equipment.