

**ITEM NO: 04 (06)**

**APPLICATION FOR FULL PLANNING PERMISSION REF: 09/01888/FULL**

**SITE ADDRESS: MARKET STREET ST ANDREWS FIFE**

**PROPOSAL : ENVIRONMENTAL IMPROVEMENTS INCLUDING NEW ROAD, PAVEMENT AND PARKING LAYOUT AND SURFACING, NEW STREET FURNITURE AND REPLACEMENT STREET LIGHTING**

**APPLICANT: FIFE COUNCIL COUNTY BUILDINGS ST CATHERINE STREET CUPAR**

**WARD NO:** St. Andrews

**CASE OFFICER:** Jenny Racionzer/Samantha Stone

**DATE** 08/09/2009

**REGISTERED:**

#### **REASONS FOR REFERRAL TO COMMITTEE**

This application requires to be considered by the Committee because:

it is a submission by Fife Council Transportation Services.

#### **SUMMARY RECOMMENDATION**

The application is recommended for:

Conditional Approval

#### **ASSESSMENT AGAINST THE DEVELOPMENT PLAN AND OTHER MATERIAL CONSIDERATIONS**

Under Section 25 of the Planning Act the determination of the application is to be made in accordance with the Development Plan unless material considerations indicate otherwise. The current Development Plan consists of the Approved Fife Structure Plan (2006-26) and the Adopted Local Plan. Members can also attach weight as a material consideration to the Draft Local Plan and modifications.

Under Section 64(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, in determining the application the planning authority should pay special attending to the desirability of preserving or enhancing the character or appearance of the relevant designated area.

## 1.0 Background

1.1 This application relates to the footway and carriageway contained within the highway boundary of Market Street between Bell Street/St. Mary's Place (at its west end) and Union Street (at its east end). Market Street lies within the St. Andrews Conservation Area, the St. Andrews Area of Archaeological Importance and the designated Town Centre.

1.2 The street is characterised by shops, food and drink, financial and other businesses, at ground floor level with residential accommodation above. There are a number of properties which are Listed Buildings and the street has important historical features, including the site of the former Town House, marked by setts within the cobbled road surface in Market Square.

1.3 This application proposes a scheme of environmental improvements for Market Street. The project was originally commissioned by Scottish Enterprise Fife but was suspended in June 2008 due to funding issues and was subsequently re-commissioned by Fife Council in April 2009. Earlier consultation exercises had taken place in 2004 identifying issues and creating a starting point for the later design exercise. The project has been progressed in its current design stage by consultants, Ironside Farrar. The proposal, in terms of its design concept, extends the work already carried out in St. Mary's Place.

1.4 The road is currently surfaced, in tarmac at its west end and with a mix of cobbles and setts towards the east end. The pavement is predominantly concrete with a 'mock' sett appearance with some areas of stone paving slabs. Parking currently takes place on both sides of the road with parking parallel to the kerb for a section at the east end and parking at an angle to the kerb for the majority of the remainder of the street. A bus stop is located on the north side of the street towards the east end. The current street furniture consists of litter bins, parking meters along its length and telephone kiosk mid way along the street. Wooden benches are located at the east end of the street adjacent to the Buchanan Building gable wall. Street lighting columns, of a modern design, are located along the length of the street, to the rear of the pavement. The street does not currently display a high quality appearance, with a mix of styles of street furniture, materials and finishes and overall the physical aspects of the street can be considered to be in poor condition, presenting a degraded appearance. The consultant's report has indicated that the environment is of deteriorating quality with mixed surface types and areas of failure in the road surface.

1.5 The consultant's report indicates that the design objectives for the project are: to improve the pedestrian environment, retain through traffic and significant levels of parking; create a multifunctional space at Market Square; re-use cobbles and retain the rich palette of materials and patterning; consider the reintroduction of street trees; and retain the fountain. The proposed layout is a response to the design objectives and aims to provide an improved public realm, a better quality, safer and more accessible environment, retention of the historic character and richness in the use of materials and detailing and offer flexibility for future changes of use, including possible pedestrianisation.

1.6 The environmental improvements proposed are based around widening the north pavement (up to 6 metres width in its central section), removing all parking from this north kerb and relocating all the parking to the south kerb. The aim of this arrangement is to create a larger pedestrian area on the north (sunny) side of the street, which will in parts be able to accommodate tables and chairs whilst retaining a clear circulation zone. The kerb on this side of the street would be flush with the road surface to emphasise increased pedestrian priority. Road crossing areas, at the west end and centre of the street, would also be defined with smooth

surfaces to ease the north/south links across the street. The area around the Market Square would also have a flush surface on the north kerb for pedestrian priority and to accommodate events whilst retaining through traffic.

1.7 The street is an important historical asset within the town and the proposal includes retaining historical features and adding to their interpretation by marking the footprint of the town house in granite and brass with an inlaid interpretive text. The site of the former gibbet would also be marked in setts and the site of the former market cross retained using reclaimed setts from the existing feature. The fountain would also be retained with conduits incorporated underground to facilitate its future restoration.

1.8 The proposed materials for resurfacing the road and parking bays (west and east end of street) are reclaimed existing whin setts and sourced reclaimed granite setts from elsewhere (used in a 50:50 mix). Parking bays (central area of street) would be surfaced with reclaimed existing cobbles. Parking bays would be defined with steel studs. Paving would be Caithness stone and kerbs and channels would be constructed from new granite. Pedestrian crossing points would use new flat granite channels combined with hand hewn setts. Feature paving around the former Town House would include the use of silver grey granite, brass edging and would incorporate interpretive text. In the area surrounding the fountain existing pink square setts would be reclaimed and infilled with new honoring, a use of stone to detail a pattern with stone off-cuts.

1.9 The proposal includes installation of new street furniture and tree planting. Four street trees (rowan) are proposed at the site of the Town House, two on either side of the narrowest part of the road. These would be surrounded at ground level by cast iron grilles, accommodating uprighters. Wooden benches are also proposed in the area of the former Town House, adjacent to the new tree planting, and at the east end of the street adjacent to the Buchanan Building gable. New street lighting using contemporary columns, and with brackets for planters, is included along the rear of the pavements. The north pavement kerb would have bollards along much of its length, at either 8m or 4m spacing. It is proposed to install three sets of six bike stands along the street. Power and water supply would also be provided for street events from the proposed four 'pop up' supply points which would be recessed into the north pavement, adjacent to the kerb, and made available when required, principally to service the Lammas Market.

1.10 The proposal would provide 80 parking spaces including a taxi space and 3 designated disabled parking bays and a bus stance along the length of the street, with the proposed ninety degree parking enabling more efficient use of space on the south kerbside. Transportation Services have confirmed that there are currently 108 parking spaces in total but that the majority of these are substandard (in terms of their size) and if upgraded in their current location, would decrease that number to 99 spaces. There is currently one bus stance, one disabled parking bay and no taxi drop off/pick up point. The proposed parking arrangement therefore leads to an overall reduction of 19 spaces over what would be the existing situation if the parking spaces met appropriate standards. In summary, the proposed parking spaces account for would retain 74% of the existing parking spaces (many of which are currently substandard) and 81% of the parking spaces (if brought up to standard).

1.11 The consultant carried out a consultation exercise as part of the project development and has submitted a Consultation Report to summarise this. It indicates that between April 2009 and June 2009 the consultants established a Design Forum group formed from the Community Council, Preservation Trust, Elected Members and other interest/specialist groups and a public

exhibition was held over a period of ten days in May 2009. Fife Council Services and Historic Scotland were also invited to participate in stakeholder meetings and the proposals were discussed and comments received during this process. Historic Scotland have noted that they were unable to participate in these due to the short timescale but that they had been involved in the earlier stage of work and that some of their comments have been reflected in the current proposals.

## 2.0 Planning Assessment

### 2.1 The material considerations in the assessment of this application are

- a) Principle of the Development/Impact on the Town Centre
- b) Design, Scale and Finishes/Impact on the Conservation Area/Listed Buildings
- c) Archaeological Impact
- d) Road and Pedestrian Safety/Impact on Parking
- e) Representations
- f) Procedural Matters

### 2.2. Principle of the Development/Impact on the Town Centre

2.2.1 Scottish Planning Policy refers to the general principle of protecting and enhancing the vitality and viability of town centres, including through the promotion of environmental quality and good urban design. Creating an attractive and safe town centre for pedestrians and ensuring accessibility by a range of transport types (including the review of car parking strategies) are key factors. PAN59 indicates that successful town centres include those with an attractive built environment and townscape. Scottish Planning Policy seeks to improve the transportation infrastructure whilst improving the use of public transport and the provisions for cyclists and pedestrians.

2.2.2 The footways, carriageway and street furniture in Market Street have been identified as being in poor condition, with a mix of materials, some of which are not particularly appropriate in this historic town centre. The proposal is considered entirely acceptable in principle in that environmental improvements would enhance the town centre environment and its vitality and viability and is fully in accordance with national guidance and policy.

2.2.3 St. Andrews Community Council have commented that the reduction in car parking space and high parking charges would both be detrimental to attracting residents and visitors to the town centre and that causing difficulty in accessing the shopping centre might lead to further shop closures. They have also noted that the intention to make space available in the street for 'events' is of concern as it may mean closure of the street, or removal of parking spaces. These are valid considerations in relation to the maintenance of the role of the town centre, however is not a planning consideration in this context. In this case it is considered that the proposals will create an overall improvement to the pedestrian environment and along with this will enhance it in terms of its vitality and viability, overcoming any possible negative impacts from loss of car parking or parking charges. It should be noted that the Council, as Roads Authority, has the ability to undertake these traffic management changes in any case, outwith the requirements of planning legislation.

## 2.3 Design/Visual Impact/Impact on the Conservation Area and Listed Buildings

2.3.1 Policies Env5 of the Approved Structure Plan, Policies E4 and E5 of the Adopted Local Plan and Policies E2, E4, E7, and E8 of the Finalised St Andrews and East Fife Local Plan (2009) advise that proposals should protect and enhance Conservation Areas and Listed Buildings, should have high standards of design and finish, and should respect the character and appearance of the townscape. Policy E9 in the Adopted Local Plan and Policy E13 of the Finalised Local Plan require street furniture to be sympathetic to local characteristics and use materials and styles that are in keeping with the traditional character of their setting. The policies of the Development Plan reflect the direction of Scottish Planning Policy and Scottish Historic Environment Policy.

2.3.2 Fife Council's St Andrews Design Guidelines state that proposals should maintain town centre access and mobility for all, protect the medieval layout and axial vistas, and should be sustainable and use new innovative technologies where appropriate. They also advise that proposals should provide attractive barrier free pedestrian emphasis/access to streets and public spaces, street furniture should be of good functional design appropriate to its setting, use dark colours, avoid visual clutter, should avoid detracting from the setting of listed buildings or key frontages, and should wherever possible provide a clear movement zone at least 2 metres wide.

2.3.3 The Community Council have commented that the cobbles, currently laid in the area of the fountain should be retained in this area, but re-laid to ease passage over them, and not relocated to the parking bays as they are part of the distinctive nature of this part of the town. The cobbles, in the general area of the fountain (beyond the detailed feature using pink setts and off-cuts directly surrounding the fountain) do not appear clearly defined in their location and are mixed, in some parts, with the use of setts. It is considered appropriate, taking into consideration the overall design of the area and ease of pedestrian movement, that this area is rationalised and the cobbles are relocated to the side of the street and reused as part of the wider surfacing scheme, under the central parking areas.

2.3.4 It is not considered that the widening of the footway on the north side of the street will have a detrimental effect on the character of the historic street. The range of street furniture, palette of materials and introduction of street trees meets with the terms of the St. Andrews Design Guidelines. The proposals to identify historic elements of the street are likely to enhance the overall quality of the street and the Conservation Area generally and will not have an adverse impact on the architectural integrity of any Listed Buildings.

2.3.5 Historic Scotland have been consulted and have noted that, in broad terms, the scheme respects the historic character of Market Street and will result in an improvement to the character of the street and the conservation area. A specific comment has been that the site of the former Town House could be more sensitively specified by salvaging and re-laying the existing red granite setts in their current position and by simplifying the design and reducing the number of materials and surfaces proposed for this area. The consultants for the work have noted that careful historical research has established a more accurate position and footprint for the townhouse, which is quite different to the area of pink setts within the roadway. They have noted that there is much support in community and local heritage groups to strengthen the reference to this building in a more accurate and legible manner. The existing pink setts have been surveyed as part of the project and are not considered to be of sufficient quality to be reused in the roadway.

2.3.6 Historic Scotland have noted that the proposed trees also confuse the clarity of the space around the area of the former Town House. The consultant has noted that the inclusion of trees were in response to specific requests from the community as trees had been planted along the length of the street in the late 19th and early 20th century but removed in the 1940s. The inclusion of only four trees has been the consultant's design response to replicating the sense of enclosure that would have been formed by the original townhouse. Otherwise the design has steered away from a tree lined street to respect the original historic street character which would have been simple and did not feature trees. It is acknowledged that a tree lined street would not be appropriate for this scheme. However, the proposed minimal inclusion of the four trees is considered acceptable in terms of the overall design concept.

2.3.7. The St. Andrews Preservation Trust have specifically noted that they have had discussions with Transportation Services regarding the lighting for the scheme with the view that wall mounted lighting would be their preference, given what they believe to be the longer term intention to pedestrianise Market Street. They state that they believe that this is achievable and note that the Royal Mile in Edinburgh is an example of this type of lighting. They have also noted that they are in agreement that feature lighting to illuminate the trees would be practical and help to create a suitable street environment in the vicinity of the fountain as prior to removal of the townhouse the street would have comprised two spaces with restricted connection around this building. The proposal for column mounted lanterns accords with the St. Andrews Design Guidelines for this width of street, given that the proposal does not promote pedestrianisation at this time, and requires to meet the required streetlighting standards.

## 2.4. Archaeological Impact

2.4.1 Policy Env5 of the Approved Structure Plan, policy E17 of the Adopted Local Plan and policy E12 of the Finalised Local Plan aim to protect archaeological sites and to ensure where possible, that archaeological monitoring takes place in connection with any development which is likely to impact negatively upon known or suspected archaeological sites or deposits.

2.4.2 The Council's archaeologist has indicated that Market Street is arguably one of the most historic streets in Scotland and is an area of considerable archaeological potential and lies at the centre of the area designated by the Council as St Andrews Archaeological Area of Regional Importance. His comments indicate that the development may impact on unrecorded buried archaeological deposits and it is possible that structural foundation remains of the medieval tollbooth, gibbet and market cross still lie preserved relatively close to the road surface. On two separate occasions during the later 19th century, road construction/improvement works on Market Street led to the discovery of Bronze Age burial deposits. Although it has been noted that much of the ground underlying the street and pavements will already have been disturbed by previous street schemes and service trenches there is still the potential for archaeological deposits to exist in certain areas.

2.4.3 It would be appropriate in this case to attach an appropriate condition to any consent to ensure that the archaeological resource is protected and to request that the applicant contacts the Council's archaeologist to discuss the implications of the development.

## 2.5 Road and Pedestrian Safety/Impact on Parking

2.5.1 Scottish Planning Policy, Policy T1 in the Approved Fife Structure Plan, Policies I6 and I7 in the Adopted Local Plan and Policy T1 of the Finalised Local Plan advise that development proposals will be supported where they would improve the transport infrastructure, would protect

existing footways/rights of way and their users, would keep pedestrian routes open and obstruction free, and would not exacerbate a road safety problem. PAN78 provides advice and guidance on improving the design of places to ensure they can be used by everyone in society.

2.5.2 The proposed layout allows for 80 parking spaces, a taxi space and 3 disabled parking bays. Three sets of bike racks are also proposed along the length of the street. The traffic routing along the street would be unchanged. The parking is proposed in bays located at 90 degrees to the road along the majority of the south kerbing with smaller areas of parking parallel with the kerb at the east and west ends of the street. This is intended, as part of the wider proposals to contribute to the design objectives of creating a more attractive, safer and more accessible environment. The proposed street lighting would be modern columns, as indicated in the St Andrews Design Guidelines and consistent with other improvements within the town. There have been several representations which indicate concerns with the proposals in relation to road and pedestrian safety.

2.5.3 The original submitted proposal included two sets of bike racks located in the carriageway, within the parking zone, with one set located on the pavement adjacent to the gable of the Buchanan Building at the east end of the street. One representation noted concern that the proposed racks to be located on the pavement would cause parked bicycles to occupy a considerable width of pavement creating little space for pedestrian movement. The objector noted that the other proposed bike racks are within the roadway and that this might be preferable in this location. In response to this objection revised plans have been submitted relocating this set onto the road adjacent to the end of the parallel parking bays on the north kerb.

2.5.4 The Community Council has noted that providing parking spaces at a 90 degree angle could cause more traffic congestion, as parking would take longer, possibly leading to more minor accidents. It has also indicated that non statutory crossing points are confusing to pedestrians and road users. Further, it comments that the extension of the pavement will narrow the road and that widening would not be necessary if potential obstructions on the pavements, such as 'A' boards, were removed. It also notes that a policy to control the use of 'A' boards is required.

2.5.5 The proposal involves the widening of the road by removing the parking on the north side, with the area of road available for the passage of vehicles remaining largely similar. It is considered that the widening of the pavement is entirely acceptable, as a key feature of the overall concept, developed through engagement with a range of groups and individuals. The Council's Transportation Services, Development Services and Legal Services are currently discussing proposals for policy/guidelines to be implemented in relation to 'A' boards and other street furniture including pavement seating areas. The proposed changes to the parking layout and crossing points are similarly considered acceptable as part of the overall proposal and are not considered to pose a greater safety risk to pedestrian and road users than the existing arrangement. Transportation Services are promoting this project and, as such, are content that all the proposals meet fully with the appropriate requirements. It should be noted that changes to the parking arrangements can be progressed by Fife Council, as Roads Authority, outwith the remit of planning legislation and are not a material consideration in relation to this proposal.

2.5.6 One representation notes that the proposed surfacing, specifically the cobbles will cause problems for anyone with mobility difficulties/pushing a pram/using mobility scooter or wheelchair. It is proposed to relay the cobbles in a restricted number of parking spaces, not including bays for disabled parking. The surfacing is an important consideration in terms of

mobility. However, overall, it is considered that these issues have been taken into account in the context of the wider project and that provision that have been made to improve and ease pedestrian movement, including the use of appropriate materials and techniques to create smooth crossing points.

2.5.7 The St. Andrews Preservation Trust have concerns regarding the street lighting, specifically relating to design, and these comments are discussed in section 2.3.7 above.

2.5.8 The proposals have been designed entirely in consultation with Transportation Services and are considered to be acceptable in terms of road and pedestrian safety.

## 2.6 Procedural Matters

2.6.1 Members should note that in April 2007 the NID procedures and related regulations were revoked and subsequently all Council interest or related developments were to be determined under the standard planning application process. However, The Town and Country Planning (Notification of Applications) (Scotland) Direction 2009 (as per the advice contained within Circular 3/2009) set out new procedures and advise of the circumstances where planning authorities must notify Scottish Ministers where they intended to grant planning permission. This Direction and Circular replace the earlier 2007 versions. Such a procedure allows Ministers to consider whether any possible conflicts of interest may have unduly influenced the planning authority, or have made it difficult for the authority to retain an impartial view of the merits of the proposed development.

2.6.2 The 2009 Notification Direction and Circular came into effect on 1 April 2009 and advise that Ministers should be notified where a planning authority has an interest in a development and where the proposal involves a significant departure for the authority's own Development Plan. This revision to the notification procedures is to ensure central government plays a more proportionate involvement in development management cases. The new Direction also advises that planning authorities do not require to inform objectors of their intention to grant planning permission or advise them of their reasons for doing so, nor does it require an authority to invite further comment prior to notifying Ministers. In this instance the proposal is not considered to be a significant departure from the Development Plan and therefore, if approved, should not be referred to Scottish Ministers for consideration.

## 2.7 Representations

2.7.1 There have been three representations received including two letters of objection (from the same objector but making different points) and two of support, although one of these only queries arrangements for delivery vehicles. The comments made have been mainly addressed in the assessment above. In terms of the query regarding delivery to shops, this is an issue which, during construction and when complete, will be determined by traffic management controls through the Roads Authority. A further comment highlights the need for good drainage and although a relevant concern, in this case it is an issue for consideration in terms of construction rather than a planning consideration.

## CONSULTATIONS

Environmental Services - Central  
St Andrews Preservation Trust

Response received - no comments.  
Suggest that wall mounted street lighting should be used. Feature lighting to illuminate trees would be practical.

Royal Burgh of St Andrews CC

-Insufficient information provided to the Community Council  
-Non statutory crossing points confusing.  
-Road widening not necessary if impediments on pavements removed.  
-Action required to address the problems associated with A boards..  
-Reduction in car parking spaces, high parking charges and congestion will discourage visitors/locals to the town centre and could lead to shop closures.  
-Concern re closure of all or part of street for events.

Historic Scotland

- 90 degree parking would cause more traffic congestion and might lead to more accidents  
-the cobbles should be taken up and relaid in the same area they now occupy - closer together to ease access.  
Some of comments from earlier proposed scheme reflected in current proposals. In broad terms respects historic character of street and will be improvement to character and Conservation Area. Would prefer to see more sensitive specification of materials for site of former Town House and surrounding area. Trees confuse clarity of this space.

## REPRESENTATIONS

Three representations have been received in relation to this application. Two support the proposal and 2 are objections (from the same individual but making separate comments)  
The comments made are as follows:

- total support for the proposal - the plans seem sensible and highly desirable and street trees are very welcome.
- only access to shop for deliveries is from Market Street and query to what extent and timescale this will be affected.
- concerns regarding surfacing materials in that setts and cobbles will pose difficulties for those with mobility issues and general pedestrian use
- good drainage required to avoid puddles.
- bike racks outside Buchanan Building likely to obstruct pavement.

## CONCLUSIONS

The overall proposal to carry out this scheme of environmental improvements within this historic core of St. Andrews is considered acceptable. The proposal is not considered detrimental to the character of the historic town centre, the setting of adjacent listed buildings or the Conservation Area as a whole and it can be ensured that the archaeology of the area is properly investigated. The proposal would be a positive benefit to the vitality and viability of the town centre. The proposals are not considered to adversely impact on road and pedestrian safety and should improve overall access. Three letters of representation have been received, their contents noted and considered throughout the report. In terms of the above, the application is recommended for approval subject to conditions, below.

## RECOMMENDATION

It is accordingly recommended that the application be approved subject to the following conditions and reasons:

1. The development hereby approved shall be implemented in accordance with the plan(s) stamped as forming part of this permission unless a variation is required by a condition of the permission or a non-material change has been agreed in writing by the Planning Authority.

Reason: To ensure that the development is carried out in accordance with the approved plans unless otherwise agreed.

2. Prior to the development hereby approved commencing on site, you are required to submit written notification to Fife Council as Planning Authority of the intended date of commencement of the development, which for the avoidance of doubt shall not commence until this notification has been acknowledged in writing by this Council. On completion of the development, you are also required to submit written notification to this Council of this as soon as practicably possible.

Reason: In order to comply with the terms of The Town and Country Planning (Scotland) Act 1997 as amended by Sections 27A and 27B of the Planning etc. (Scotland) Act 2006.

3. BEFORE ANY WORKS START ON SITE, the developer shall secure the implementation of a programme of archaeological work in accordance with a detailed written scheme of investigation which has been submitted by the developer and approved in writing by this Planning Authority.

Reason: In order to safeguard the archaeological heritage of the site and to ensure that the developer provides for an adequate opportunity to investigate, record and rescue archaeological remains on the site, which lies within an area of archaeological importance.

4. BEFORE ANY WORKS START ON SITE, full details of the specification and colour of the proposed benches, litter bins, bollards, tree grilles and uprighters, pop up supply units, cycle stands and street lights shall be submitted for approval in writing by this Planning Authority.

Reason: In the interests of visual amenity; to ensure that the proposed development does not detract from the character and appearance of the St. Andrews Conservation Area, within which the site is located.

5. BEFORE ANY WORK START ON SITE, a sample of all surfacing materials shall be submitted for the written approval of this Planning Authority.

Reason: In the interests of visual amenity; to ensure that the proposed development does not detract from the character and appearance of the St. Andrews Conservation Area, within which the site is located.

6. Details of the specification of the street trees, the method of planting, tree pits and method of securing/staking shall be submitted for the written approval of Fife Council as Planning Authority prior to commencement of work on site.

Reason: In the interests of visual amenity; to ensure that adequate measures are put in place to protect the landscaping and planting in the long term.

7. BEFORE ANY WORKS COMMENCE ON SITE, a method statement relating to the retention of all materials and the specification of all proposed materials and laying of all new surfaces shall be submitted for the prior written approval of Fife Council as Planning Authority.

Reason: In the interests of visual amenity; to ensure that the proposed development does not detract from the character and appearance of the St. Andrews Conservation Area, within which the site is located.

8. Details of the future maintenance of the trees shall be submitted for the written approval of Fife Council as Planning Authority and thereafter the trees shall be maintained in accordance with that agreed procedure.

Reason: In the interests of visual amenity and effective landscape management; to ensure that adequate measures are put in place to protect the landscaping and planting in the long term.

## **STATUTORY POLICIES, GUIDANCE & BACKGROUND PAPERS**

The documents, guidance notes and policies referred to in "Statutory Policies and Approved Guidance".

### National Guidance

SPP Scottish Planning Policy (2010)

PAN 59 Improving Town Centres (1999)

PAN 71 Conservation Area Management (2004)

PAN 78 Designing Places (2002)

Scottish Historic Environment Policy (2009)

Approved Fife Structure Plan (2009)

Policy ENV5 Built Environment

Policy T1 Transport and Development

Adopted St Andrews Area Local Plan (1996)  
Policy E4 Conservation Areas  
Policy E5 Listed Buildings  
Policy E9 Street Furniture  
Policy E17 Ecological, Scientific, or Heritage Impact  
Policy I6 Walking  
Policy I7 Rights of way

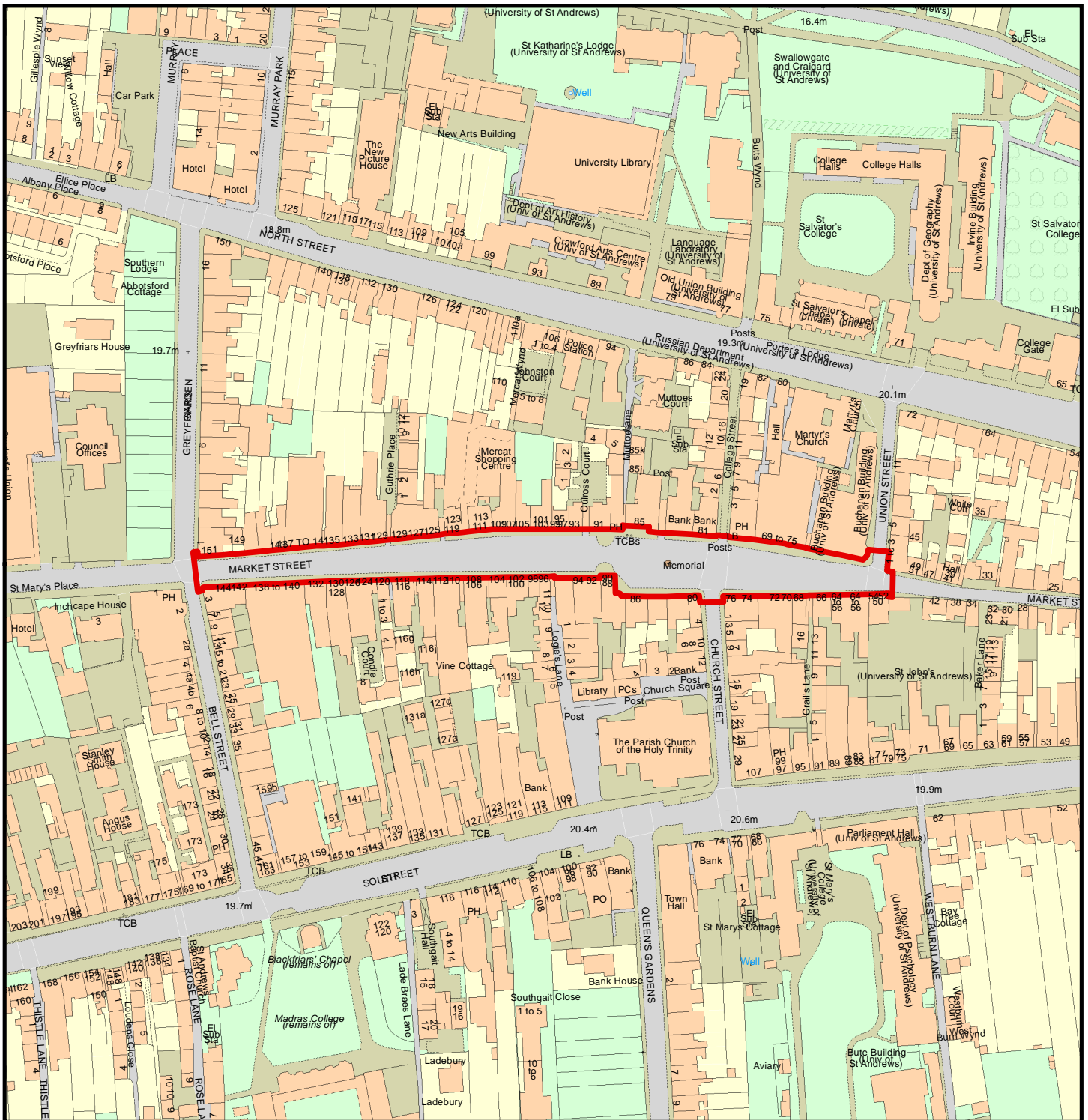
Finalised St Andrews and East Fife Local Plan (2009)  
Policy E2 Development Within Town and Village Envelopes  
Policy E3 Development Design and Quality  
Policy E4 Development Quality & Design  
Policy E7 Conservation Areas  
Policy E8 Listed Buildings  
Policy E13 Street Furniture  
Policy T1 The Transport Network

Other Guidance  
Fife Council St Andrews Design Guidelines (2008)

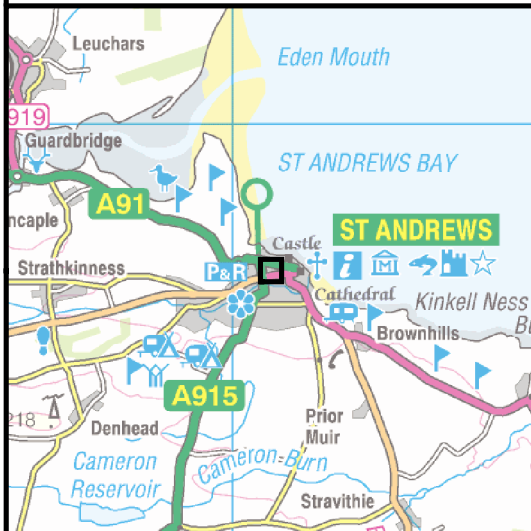
Report prepared by, Jenny Racionzer/Samantha Stone

Report agreed and signed off by Alastair Hamilton and Jim Birrell.

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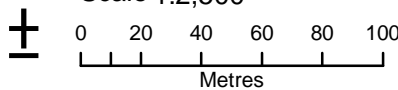


### Application Ref: 09/01888/FULL

Address:  
0 Market Street  
St Andrews  
Fife

 Application Boundary

Scale 1:2,500



Plot file created on 03/03/2010 by KLivingston-75  
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**Development Services**