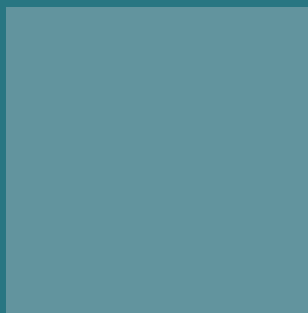
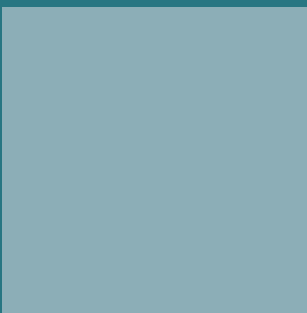
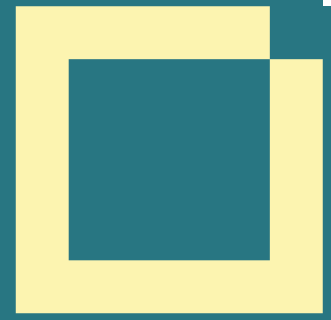


Strathaven Conservation Area Appraisal



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Figure 1-1: Strathaven, Boo Backit Bridge, Bridge and Waterside Streets, July 2014 (Peter Drummond Architects)

1.0 Introduction

1.1 In recognition of the quality of the historic townscape and, as part of a series of initiatives supporting an application for funding under a Conservation Area Regeneration Scheme (CARS), the Rural Development Trust in partnership with South Lanarkshire Council, Avondale Civic Society, Strathaven Community Council, Strathaven Business Association and Rotary Club of Strathaven (Strathaven Conservation Area Regeneration Scheme Partnership) appointed Peter Drummond Architects to carry out a Conservation Appraisal (CAA) of Strathaven assessing the condition and character of the current conservation area. This work was carried out in 2014.

1.2 Strathaven Conservation Area is located within the heart of Strathaven and was established in June 1976. It was created because Strathaven was considered a good example of a small Burgh with a medieval street pattern, and one that had a rich and interesting history. The town grew up in the vicinity of Strathaven (also known as Avondale) Castle from the 12th century onwards and secured Burgh of Barony status in 1450. This enabled it to host weekly markets and allowed tradesmen to establish themselves within the town. In the 18th and 19th centuries Strathaven's growth was based around handloom weaving but from the 1870s onwards a number of mills were established in the town. Strathaven's history is also connected to the Covenanters with a major battle against government troops being fought at Drumclog, a few miles to the west of the town.

1.3 Strathaven Conservation Area is centred on the area around the Common Green. Its southern boundary is defined by the former railway line before heading north-west along Todshill Street where it steps around the back of the gardens of 24 Todshill, where it then heads along the back of the properties to the south of Kirk Street. It then turns to the north before heading back into the town along the back of the properties addressing Townhead Street and Green Street. The

boundary then extends in a northern peninsula that takes in Barn Street and Glasgow Road before branching at right angles to take in the properties along Commercial Road. The boundary then heads south to the rear of the properties on the east side of Waterside Street before crossing Castle Street to the south of the Telephone Exchange to take in Strathaven (or Avondale) Castle and the Town Mill.

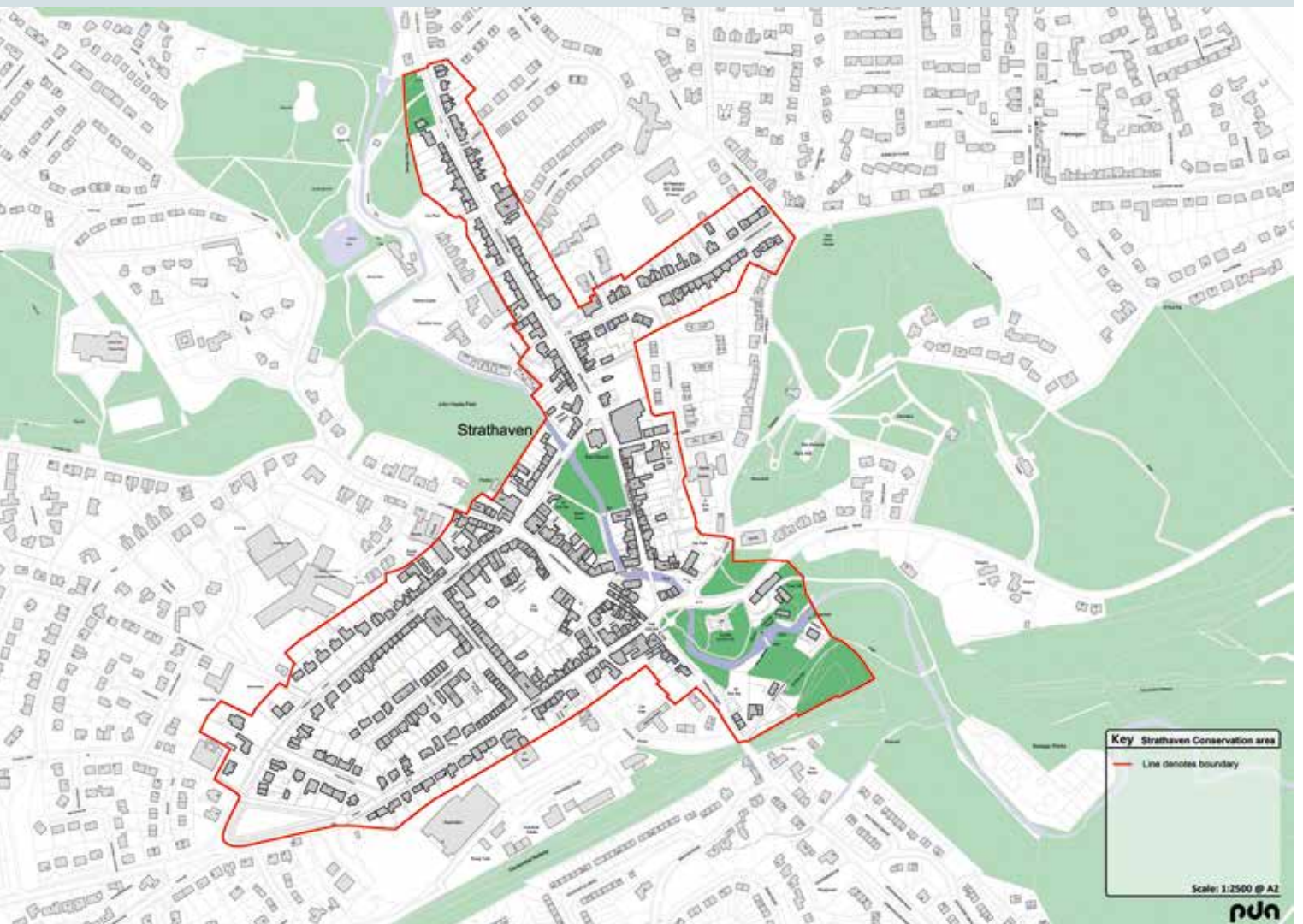


Figure 1-2: Strathaven Conservation Area. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Definition of a conservation area

1.4 Conservation areas were introduced by the Civic Amenities Act 1967. The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 sets out the current legislative framework for the designation of conservation areas, defining conservation areas “as an area

of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance.” Planning authorities are required to periodically determine which parts of their district merit designation as a conservation area.

1.5 South Lanarkshire Council currently has 30 conservation areas which range in character from village to urban. These protect such important townscapes as the World Heritage Site at New Lanark, and the historic hearts of Hamilton, Rutherglen and East Kilbride. Each is distinct, reflecting the history and development of that area as well as defining its character.

What does conservation area status mean?

1.6 Designation of a conservation area does not mean development is prohibited. However, when considering development within a conservation area, special attention must be paid to its character and appearance. The aim should be to preserve the spatial and structural patterns of the historic fabric and the architectural features that make it significant. Preservation and re-use should always be considered as the first option. Interventions need to be compatible with the historic context, not overwhelming or imposing.

1.7 Where a development would, in the opinion of the planning authority, affect the character or appearance of a conservation area, the application for planning permission will be advertised in the local press providing an opportunity for public comment.

1.8 Within conservation areas planning permission is required for many types of development. As a consequence of being within a conservation area the following works are brought under planning control:

- Demolition of buildings
- Removal of, or work to, trees
- Development involving house extensions, roof alterations, windows, stone cleaning or painting of the exterior, satellite dishes, provision of hard surfaces, the erection or alteration of gates, fences and wall, and;
- Additional control over ancillary buildings (such as sheds/garages) and raised decking/platforms.

1.9 To determine whether planning permission is required, the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended by the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 and the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2014 or Government Circular 1/2012 on Permitted Development should be considered. However clarification can be provided at:

Planning and Economic Development Services

Montrose House

154 Montrose Crescent

Hamilton

ML3 6LB

Phone: 0303 123 1015

Email: planning@southlanarkshire.gov.uk

1.10 Local residents and property owners have a major role to play in protecting and enhancing the character and appearance of the Strathaven Conservation Area by ensuring that properties are regularly maintained and original features retained.

Purpose of a Conservation Area Appraisal (CAA)

1.11 A conservation area appraisal is seen as an ideal way of analysing the key elements that contribute to the special historic and architectural merit of the study area. It is a useful tool that can identify and promote development opportunities that enhance the conservation area while protecting its character from inappropriate development.

1.12 It is necessary therefore for planning authorities, residents and property owners to be aware of the key features which together create the area's special character and appearance.

1.13 Primarily this conservation area appraisal will define and evaluate the character and appearance of Strathaven's Conservation Area, as well as identify its important characteristics and ensure that there is a full understanding of what is worthy of preservation.

1.14 The area's special features and changing needs will be assessed through a comprehensive process set out by the Scottish Government, which includes:

- researching its historical development,
- carrying out a detailed townscape analysis,
- preparing a character assessment, and
- identifying opportunities and priorities for enhancement.

1.15 Whilst a conservation area appraisal will help supplement the local development plan for the area, it is also a material consideration when considering planning applications for new development. In that case it may be necessary for planning applications to be accompanied by a supporting statement that demonstrates how the proposal has taken account of the character of the area.

1.16 It is recognised that the successful management of conservation areas can only be achieved with the support and input from stakeholders, and in particular local residents and property owners.





Figure 1-3: Strathaven, Avendale Old Parish Church and gap site at 57-59 Kirk Street, July 2014 (Peter Drummond Architects)

Appraisal structure

1.17 The appraisal follows the recommendations set out in the Scottish Government's PAN71: Conservation Area Management (2004). This sets out a series of issues which should be assessed in order to determine and thereafter manage the special character of a conservation area.

1.18 The appraisal comprises five key sections:

- A description of the general location, geography, and geology of the area.
- A brief historical overview setting out the development of the town.
- An appraisal of key townscape features.
- An assessment of the overarching character of the conservation area
- Identification of key issues in the future management of the site.

1.19 This appraisal has, in turn, informed the Strathaven Conservation Area Management Plan (CAMP) which will set out in more detail the policy steps and other measures required to manage the conservation area in a sustainable way whilst encouraging regeneration. The Conservation Appraisal and the Conservation Area Management Plan, including its associated Design Guide will be material considerations in the assessment of all new applications.



Figure 2-1: Strathaven, Common Green, February 2013 (Peter Drummond Architects)

2.0 General description

Location

2.1 Strathaven is located in South Lanarkshire. It sits near the top of the Avon Valley on the key strategic route (A71), between Edinburgh and settlements on the Ayrshire coast. It is about 40 miles west of Edinburgh, 26 miles east of Irvine and 33 miles east of Ayr. Strathaven also straddles an historic route between the village of Muirkirk and Glasgow being 16 miles south-east of Glasgow and 14 miles north of Muirkirk. This route also supplied access to Ayr via Cumnock and the valley of the River Ayr. In addition, via the A723 Strathaven is 6.6 miles from Hamilton and the Clyde Valley, while it is connected, in more recent times, to East Kilbride being only 7 miles to the north-west via the A726. As it is located at the crossing point of the Powmillon Burn (also Powmillion), Strathaven would have had a strategic importance on the historic east west route, hence the development of the castle.

2.2 The town is located at an approximate datum of 185 metres above sea level. It sits on the higher ground of the north side of the Avon Valley with Strathaven developing on the north bank of the Powmillon Burn, one of the Avon's principal tributaries, about a mile west of their confluence.

2.3 The Avon Valley forms the eastern end of a natural route that leads westwards from the Clyde Valley in Lanarkshire to the high ground west of Drumclog. The route then descends into the upper valley of the River Irvine leading through Darvel, Newmilns and Galston and eventually to Kilmarnock, before finally arriving at Irvine on the Ayrshire coast of the Firth of Clyde.

2.4 Historically this would have been an important transport link between the west and east coasts of Scotland across the central belt. Such was its obvious strategic significance that it is one of the few Roman roads identified north of Hadrian's Wall.



Figure 2-2: Location Plan of Strathaven. Reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Geography and geology

2.5 Before the Powmillon Burn's confluence with the Avon Water, the stream flows south east through the gently inclined land at the centre of the town before entering a steep gully or ravine at Castle Street. The stream then forces its way in a meander through the gully past Todshill Street and the site of the Castle. The steep bank to the north-east of Todshill Street forms the river-cut cliff of the meander. However due to an up thrust of hard basalt rock the Castle is also located on a cut bank thereby forming a deep partially wooded ravine within the centre of the town. The hard edge of the basalt has resulted in the formation of waterfalls – hence the siting of the Town Mill so as to utilise the water power.

The geology of stream and basalt outcrop has resulted in an easily defensible site that readily lends itself to the fortifications of the castle.



Figure 2-3: Postcard View of Strathaven, Lethame Road circa 1900s (© Bob Currie)

Description of town

2.6 Strathaven is one of nine principal settlements in South Lanarkshire. It has a population at the last census (2011) of 7,484. However, the town's population has declined by about 2.8% since the census of 2001. The town is located on the edge of the valley of the Avon Water. It is a popular commuter settlement and, despite competition from East Kilbride and Hamilton, remains the main service centre for the surrounding part of Avondale.

2.7 From the historic heart of Strathaven – the Castle and the Cross – the settlement takes the form of a series of spokes radiating out along the main arteries connecting it to nearby towns and villages. Due to its location on the Powmillon Burn, one of the main tributaries to the Avon Water, the town benefits from having a green corridor right through its historic heart. This is made up of Allison Green, John Hastie Public Park, George Allan Public Park and the small landscaped park around the Castle and Cross. The Green Corridor is bisected by Green Street, Bridge Street and the A71.

2.8 As a result of demolitions from the early 20th century onwards, the historic heart of the settlement around the Cross, Sandknowe, Castle Street and Todshill Street has been considerably eroded. Until as recently as the early 1960s the Cross would have had a much

more urban feel. In particular, the Castle – currently set above a wooded backdrop – was largely concealed by an urban wall of small Georgian tenements and townhouses all since demolished. Instead, the current heart of the town is located at the Common Green – Strathaven's most significant urban space - along with Bridge Street and Waterside Street.

2.9 The town has grown significantly in size over the course of the 20th century with significant suburban expansion from the historic core. However, the shift from a settlement composed of contiguous vernacular and Georgian structures to one of dwellings set within their own grounds, is discernible as early as 1858. The 25 inch to the mile Ordnance map published that year illustrates that the extension of Kirk Street to the west of Avendale Church comprised of detached villas in their own fues – a clear sign of the growing prosperity of the town.

2.10 Strathaven has a large secondary school – the recently rebuilt Strathaven Academy - and three primary schools - Kirklandpark Primary, Wester Overton Primary, and St Patrick's Primary. There is also a large Sainsbury's Supermarket located off Kirk Street that is screened by the houses on the south side of the street.



Figure 2-4: Strathaven, Sun Inn (Category B listed), Kirk Street, July 2014 (Peter Drummond Architects)

Statutory designations

2.11 There are currently 36 listed buildings within the Strathaven Conservation Area: 14 at category 'B' and 22 at category 'C'. A map of the conservation area overmarked with the locations of each is shown in Figure 5-1 and a description of the key properties is included in Section 5.0.

2.12 Strathaven Conservation Area was designated by East Kilbride District Council in the 1970s. There is one scheduled monument within the boundary of the conservation area - Strathaven or Avondale Castle (designated on 14th February 1958 Index Number 2619)

2.13 There are no relevant natural heritage designations within the conservation area. Although mature trees are protected as a matter of course and there are Tree Preservation Orders (TPOs) that affect the setting of the conservation area. The trees are located on the north and western periphery of the grounds of Kilwuddie House and back onto the tennis courts access off Holm Street.



Figure 3-1: Postcard View of Strathaven, The Cross circa 1900s illustrating lost buildings (© Bob Currie)

3.0 Historical development

3.1 As part of the development of the appraisal and in order to inform our understanding of Strathaven's development, a desktop study of historical sources including published material and readily accessible archival sources was undertaken.

Early history

3.2 Little is known about the establishment of the first settlement at Strathaven: as well as a lack of historical material, there is no secure archaeological data which would allow for the construction of a chronological framework for either the creation or development of the town.

3.3 Commonly, however, many settlements in Scotland developed around a medieval religious or military site such as a church or a castle, both of which were earlier present at Strathaven being situated circa 150 metres apart on the eastern side of the Powmillon Burn.

3.4 The oldest identified parts of the town grew up beside the religious and military sites: to the south-west, Todhill led south to the Avon Valley; to the north and east, Bilbo/Castle Street ran between the church and castle and possibly also formed part of the high road that ran east-west along the higher ground on the north side of the Avon Valley. They met at what was called Cutty Andrew's Brae (later, the Cross), just north-west of the castle site on the opposite side of the Powmillon Burn.

3.5 In Strathaven's case the religious settlement was St Mary's Parish Church. The traditional histories for Strathaven state that the earliest significant date in the town's history was the building of the church. In their *Historic Strathaven, Scottish Burgh Survey* (1983) Simpson and Stevenson indicate this as being about 1275. However, an earlier date is provided by the *Chartulary of Kelso Abbey* where it was recorded in a charter of 1228 - 29 signed by its patron, Hugh Fleming of Biggar, the Sheriff of Lanarkshire. Sadly there is no archaeological evidence to confirm this.

3.6 However, the location on the hillside beside a wooded gorge is indicative of possible pre-Christian ritual significance. Many of these types of sites were re-utilised as the locations of shrines or chapels in the early Christian period: indeed, there was a community of Céli Dé or Culdee monks only 12 km to the south-east of modern Strathaven at Lesmahagow on the River Nethan.

3.7 It is possible, therefore, that the church was indeed the oldest element of the townscape and maybe even the progenitor of the settlement, but only archaeological excavation could prove such antiquity.

3.8 Whatever the date of construction, the medieval chapel was refurbished extensively in 1699 by Anne, 3rd Duchess of Hamilton, but was demolished in 1772 following the construction of a new kirk in Arran Street, subsequently renamed Kirk Street. There are no traces of the medieval church extant above ground today.

Development of the castle

3.9 As with the parish church, little is known about the early history of Strathaven (also known as Avondale) Castle. There was possibly a wooden structure on the site in the 11th or 12th centuries, but the first stone castle seems to have been constructed sometime around 1350. Nothing is known about its design, or even who was responsible for its construction. The hillock on which the castle was built is probably natural, although there has undoubtedly been some engineering to create a level surface for building on.

3.10 The Flemings of Biggar came into possession of the Barony of Avondale in the 1100s but by the following century it was in the hands of the Baird family, who held it until after the Wars of Independence. In or around 1370, Avondale was granted to the Earls of Douglas who themselves held it until 1455 when their lands and titles were forfeited by James II and Strathaven (or Avondale) Castle was attacked and burned by the King's forces – something that will also have affected the surrounding village.

3.11 The Barony and Castle of Avondale (or Strathaven) was passed to Sir Andrew Stewart, Lord Chancellor of Scotland, in 1458/59, and it is likely that he restored the castle to working condition as he is recorded as having stayed there on occasion.

3.12 He was succeeded as Lord Avondale in 1488 by his brother's son, Alexander, who himself was succeeded by his son, Andrew, in 1499. He died at Flodden in 1513 and the title passed to his son, also Andrew, who in 1534 exchanged the lands and titles for those of the Barony of Ochiltree in Ayrshire.

3.13 The new Lord of Avondale was Sir James Hamilton of Finnart who obtained a charter of the Over and Nether Mains of Strathaven, including the castle, on 2nd September 1534.

3.14 James Hamilton was a second cousin of James V and a skilled architect, having been appointed Steward of the Royal Household and Master of Works. He was responsible for works at the Royal residences of Linlithgow Palace, Blackness Castle, Stirling Castle and Falkland Palace.



Figure 3-2: Strathaven Castle, Adam de Cardonnel "Picturesque Antiquities of Scotland"
© SCRAN / RCAHMS

3.15 He also worked at Cambusnethan (1522) and Cadzow (1525), and from 1530 began building his own private residence at Craignethan. It was during this construction work that Hamilton acquired the Barony of Avondale and its castle. Although there are no archive resources directly detailing any work that Hamilton carried out at Avondale, and much of the castle fabric has been lost, there are two historic illustrations which recorded how the castle looked at the end of the 16th and the 18th centuries and allow comparisons to be made with Hamilton's work at Craignethan.

3.16 By 1540, James Hamilton was one of the greatest landholders in Scotland but maybe it was the potential power that this gave him that contributed to him being accused of treason in that year by James V and subsequently beheaded in Edinburgh. McKean has posited that some of the seeds of his downfall can be seen in the architecture of Strathaven (or Avondale) Castle.

3.17 In 1611, the Barony and Castle of Avondale were sold to James, 2nd Marquess of Hamilton, and the castle became the residence of his mother, Margaret Lyon, who died there in 1625.

3.18 The castle was occupied by both sides during the War of the Three Kingdoms in the mid-1600s, but was also used by Anne, 3rd Duchess of Hamilton, as an occasional residence during this period along with Hamilton Palace and Brodick Castle.

3.19 Anne was the last of the Hamiltons to use the castle as a residence before she died in October 1716.

3.20 By 1725, the castle was being used by the inhabitants of the village for recreation, as a market place and as a court hall and occasional gaol. Maintenance of the fabric by the Hamiltons had ceased, however, with the result that any damage or decay was no longer being repaired. In 1736, it was damaged by a lightning strike and in the following year part of the roof was blown off.

3.21 In 1740, the castle gates from the entrance from High Causey were taken away to Hamilton, and from this point the outside walls began to be used as a source of building stone by the villagers with the eventual result that they were removed entirely (refer to Fig. 3-2 for an illustration of the castle at this time). The castle itself may have escaped most of this deconstruction work, but in 1790 it was quarried extensively for stone to build a new cotton mill, and this resulted in the collapse of more than half of the building.

3.22 In 1826, the new road from Strathaven to Glassford Bridge was cut through the castle grounds immediately north of the castle itself, sometimes to a depth of over 6 metres, thereby removing much of the historical topography and architecture of that area.

3.23 The last major collapse of fabric occurred in 1847, and the castle was left as a ruin until 1912 when the Town Improvement Committee made an agreement with Alfred Douglas, the 13th Duke, to take possession of it, after which they carried out remedial works including clearing away rubble and pointing the upstanding walls.

3.24 In 1958, the castle and its immediate environs were made a Scheduled Ancient Monument. Further remedial works were carried out in 1968-69 when substantial concrete revetment walls were constructed inside the remaining upstanding walls. The Castle was Listed as Category B in 1971.

3.25 The loss of so much of the fabric of the castle complex makes it difficult to fully understand the relationship it had with the small township that grew up beside it. In his History of Strathaven written in 1811 William Mack stated that:

The castle was surrounded by a strong wall, with thirteen turrets at equal distances, and the entrance was secured by a draw-bridge. It was five stories, the walls exceeding thick, had a battlement around the top...

(Mack, 1911, 12-13)

3.26 James Bryson, in his Handbook to Strathaven of 1907, expanded upon this, positing that:

The grounds proper seem to have extended to the centre of Gorth Street, where an old house may be seen standing at right angles to the road, and which is supposed to have been at one time the "outer gate."

(Bryson, 1907, 10)

3.27 Brown's Modern Strathaven of 1947 adds further that:

The main entrance was opposite Todshill. It was reached by a wooden drawbridge, the west end of which was anchored to the bed of rock visible near the mouth of Gas Close. In addition there was a back door. To get to it one came from High Causey, as Sandknowe was called in the past. A dry, artificial ditch barred the way. Over this fosse was a bridge, probably of simple construction.

(Brown, 1947, 105)

3.28 Downie's History of Strathaven and Avondale of 1979 completes the picture:

The house which served as a bakehouse, brewhouse and washinghouse to the castle, originally stood where the town mill and mill cottage now stand. The castle gardens which lay to the east of the brewhouse, sloped beautifully to the south, were of considerable extent, and were enclosed by a high stone wall, but nothing of this wall is to be seen today. The pleasure grounds were on the high ground, extending about a mile to the north east of the castle, commanding an extensive view...

(Downie, 1979, 42-3)

3.29 It is not known how reliable these descriptions are but, if correct, it would make the castle grounds very large indeed. Combine this with McKean's theory that Avondale was a double-pile structure like Craignethan Castle, and the scale and significance of the complex at Strathaven becomes quite striking.

The early settlement

3.30 As stated above, nothing is known about the establishment of the first village at Strathaven but, whatever the foundation dates of the church and the castle, there would probably have been a small support community there from at least as early as the 14th century when the first stone castle was constructed.

3.31 The first significant date for the development of the settlement is 1450, when King James II gave a charter to William, Earl of Douglas, creating the village a Burgh of Barony with rights to hold markets. How successful this was is a moot point as, two years later in 1452, the King murdered William in Edinburgh, and three years after that his successor was attainted and his lands forfeited. Most importantly, Strathaven (or Avondale) Castle was sacked and burned and, although there is no record for it, the probability is that the village was similarly treated by the King's army. However, most houses of the time were quite simple affairs and, therefore, easy to repair or rebuild; there are contemporary records from other Scottish burghs which suggest that reconstruction works were often carried out in a matter of days following such attacks.

3.32 The next Lord Avondale, Andrew Stewart, repaired (and possibly rebuilt) the castle, and there appears to have been no more violent incursions in the town until the mid-1600s and the War of the Three Kingdoms.

3.33 The next important date for the settlement is 1534, when James Hamilton of Finnart took possession of the barony and the castle. As discussed above, it is probable that there was major reconstruction of the castle at this time under Finnart's instruction, but it is not known if any improvements were made to the settlement at the same time.

3.34 It is probable that the first significant building in the town of Strathaven itself was the construction of the Slateland Inn (Claverhouse) in Piper Row/Castle Street which has been said to date from the late - 1500s, but was more probably 17th century in origin.

3.35 Although rental records indicate that there were less than fifty houses in Strathaven in 1637, the 1600s as a whole appear to have been a time when Strathaven began to develop more of the characteristics of an organised settlement. The first corn mill beside the castle is said to have been built about the year 1650 by William, 2nd Duke of Hamilton, and the first parish school opened in Sandknowe/High Causey around 1696. Domestically, the houses at St Anne's Well were built to the west of the castle sometime towards the end of the 1600s. The century closed with the rebuilding of the medieval St Mary's Chapel, in 1699, by Anne, Duchess of Hamilton.

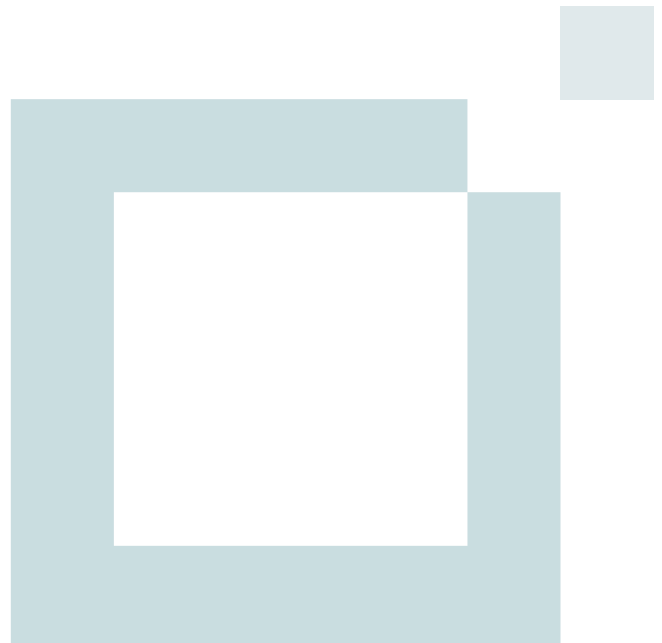




Figure 3-3: Extract from Roy's map of 1752 illustrating Strathaven © National Library of Scotland

A growing town: the 18th century

3.36 In 1707, the increasing importance of Strathaven as a market place and a way-stop on the cross-country route ways resulted in the first hostelry, The Plough Inn, being opened to the north-west of the castle on Bilbo/Castle Street.

3.37 The development of local organisations during this period saw the local stonemasons being incorporated in 1730, followed in 1736 by the weavers and tailors. Five years later, in 1741, linen manufacture was set up in Strathaven, the beginning of the growth in importance of the textile industry which was to become the dominant industrial sector from the late-18th onwards, especially after the introduction of cotton in the 1780s.

3.38 The mid-1700s was also when the first map to show Strathaven in any detail was produced by General William Roy (refer to Fig.3-3). It clearly shows the Powmillon Burn and the castle, but also the two main thoroughfares and their junction at the Cross. Interestingly, neither the N-S nor the E-W roads form an actual crossroads:

- Bilbo/Castle Street entered the Cross from the east but, because the western side of the Cross was still a complete row of buildings, travellers had to go south onto Todshill before turning west into Corney's Close which then led them to Arran/Kirk Street;
- Todshill entered the Cross from the south and continued to the north in the form of Wide Close/Big Close/Main Street; however, the route of the actual main road north meant that travellers had to turn east and then north to access the pathway to Hamilton/Glasgow via Barrie's Close/Skippy and then over the Boo Backit Bridge to Waterside.

3.39 This townscape plan-type is known as a convergent street system:

Another group of burghs has a convergent-street system: a number of streets meet at a focal point, usually the market-place. Irregularity is the characteristic feature, and seems to indicate no overall planning. Strathaven, Cumnock and Coupar Angus fall into this category and date from the 16th and 17th centuries...

(Adams, 1978, 33)

3.40 Roy's map also appears to show that much of the castle precinct was still extant at this time, with the boundary wall forming a square around the keep. The north-west section of this wall is shown forming the southern edge of what would become Bilbo/Castle Street: this would mean that the two free-standing blocks of buildings that used to sit between Bilbo and Sandknowe in the 19th and 20th centuries probably originated – at least in part – as part of the medieval castle complex. Local tradition records that the Old Jail which stood at the north of Sandknowe began life as one of the castle buildings:

The Tolbooth, more commonly known as the 'old jail', stood in the Sandknowe. It was described as ugly in the extreme, of two storeys in height, and served as tollbooth, prison and court house combined.

(Simpson and Stevenson, 1983, 4)

3.41 The open space to the north of the jail was traditionally where the markets were held until the early-1800s, midway between the medieval church and castle. Permission to hold markets was a key element of the 1450 charter but the location of the market cross – if there ever was one - has never been identified.

3.42 One point worth noting about the Roy map of the town is that there is no development shown relating to what was to become the Common Green, indicating that this part of the town was not started until after the 1750s. The first building recorded to have been constructed there appears to have been the first Greenside Church erected by the Associate Presbytery (later the United Secession Church) in 1764 (Downie, 1979, 60).

This was apparently replaced by a new building "adjacent to the first church" in 1820 which was in use ecclesiastically until it was sold to a local builder in 1907: today it is used as shops and houses and, despite its age, is not listed by Historic Environment Scotland.

3.43 In 1772, the medieval St Mary's church to the north of the castle was replaced by a new parish church in Arran/Kirk Street: the old chapel was demolished and nothing of it remains above ground today.

3.44 The new church was not a success locally, primarily due to the lack of space, and in 1777 the first Relief Church was opened in Strathaven. The East Church was erected on a piece of land at the north east corner of the new bleaching and washing green: the steeple was added in 1843 and there was substantial reconstruction work carried out in 1877.

3.45 The washing and bleaching green had been created two years earlier in 1775 on the lands of Harper's Croft beside Powmillon Burn by the four friendly societies in the village, the masons, shoemakers, weavers and tailor. In 1890, it was purchased by James Mair Allison for the townspeople of Strathaven on the condition that it never be feued or built upon and was subsequently renamed the Allison Green.

3.46 The later-1700s were to see a gradual rise in the population of the town as the textile industries expanded and increased in economic importance. By 1781, there were 1,444 people recorded as resident in Strathaven, and this had grown to over 1,600 by 1791.

3.47 Traditionally, flax had been the most important textile locally, but from 1780 onwards cotton took precedence and by around 1780 there were some 300 looms operating in the village. In 1790, a cotton mill was built on the Powmillon near to Walker's Bridge which employed around 100 people. It burned down in 1811 and was never rebuilt. However, the number of handlooms in the village continued to expand, peaking at around 900 in 1826; it remained the dominant industrial sector in Strathaven throughout the 19th century.

3.48 The cotton mill was powered by water which was fed to it along a lade that ran off a head created by a weir/dam on the Powmillon Burn: it ran down the west side of Ballgreen before reaching the mill. Later it provided water power for a joiner's yard before it was filled in, in 1969 (Downie, 1979, 187).

3.49 It was possibly at the same time as the cotton mill was built that a section of the Powmillon Burn to the north of modern Bridge Street was canalized and straightened. Alternatively, this may have been done when the washing and bleaching green was created in the 1770s, but the construction of a waterpower system for the mill would seem a more likely reason for this engineering work having been carried out.

3.50 The increasing industrial output required better transport links and more housing. In 1789-90, a new turnpike road was opened between Muirkirk and Strathaven for the express purpose of transporting pig iron from the blast furnaces at Muirkirk to Dixons Iron Works in Glasgow, but also providing the first modern link to the rapidly expanding Glaswegian industrial economy and population.

3.51 New houses were being built for the weavers and their handlooms, many on the new streets that were laid out in the 1790s: Townhead Street, Green Street, Ballgreen and Commercial Road were constructed, and the east end of Kirk Street was created by demolishing the buildings that had blocked access directly into the Cross. The old school that had operated in Sandknowe since 1696 was closed and moved to a new building in Kirk Street, possibly reflecting how what had been a back road before was now being integrated into the village.

3.52 The Common Green continued to be developed with the original Commercial Inn constructed in the centre of the open space. The new Commercial Hotel was built on the west side of the Green in the early-1800s: the original building became a house and finally, in 1857, a branch of the Royal Bank of Scotland. In 1890, a new bank was built on the site of the old Greenside Church manse and the old

bank removed to open up all of the Common Green. The south side of the Green was where the post-medieval thoroughfares of Wide Close and Little Close ran northwards from the Cross, an area which today has retained much of its historic fabric and represents probably the most significant area of the historic town to have survived.

3.53 In the last decade of the eighteenth century, the population of Strathaven was 1444, the town containing almost half the population of Avendale parish (Scott 1791, 386). Scott reports that in addition to weaving a number of other trades such as bakery and butchery increased from about 1760, presumably as a result of the growth of the town, and Scott reports that 20 public houses and the same number of dealers in tea and tobacco lay within Strathaven. In 1772, the parish church 'was removed from a fine elevated situation in the churchyard, and rebuilt in a low, damp place, contrary to the minds of the great body of the people' (Scott 1791, 389).

3.54 Further growth in the town is attested by Reverend Proudfoot, who writes that in 1811, the population of Strathaven had grown to 3797, with nearly 800 weavers working in the parish. During the first half of the nineteenth century, the town was a centre for trade in cattle and cheese, second only to Glasgow in the volume of business (Proudfoot, 305). Proudfoot records that Strathaven has:

the appearance of being a very old town. The houses in the old part of it are very much crowded together, and the streets are narrow and irregularly built. It is built in the immediate vicinity of the castle, which is now in ruins. No doubt the cause of the narrowness of the streets, and the crowding of the houses so much together, was, that the inhabitants wished to be under the protection of the castle (Proudfoot 308).

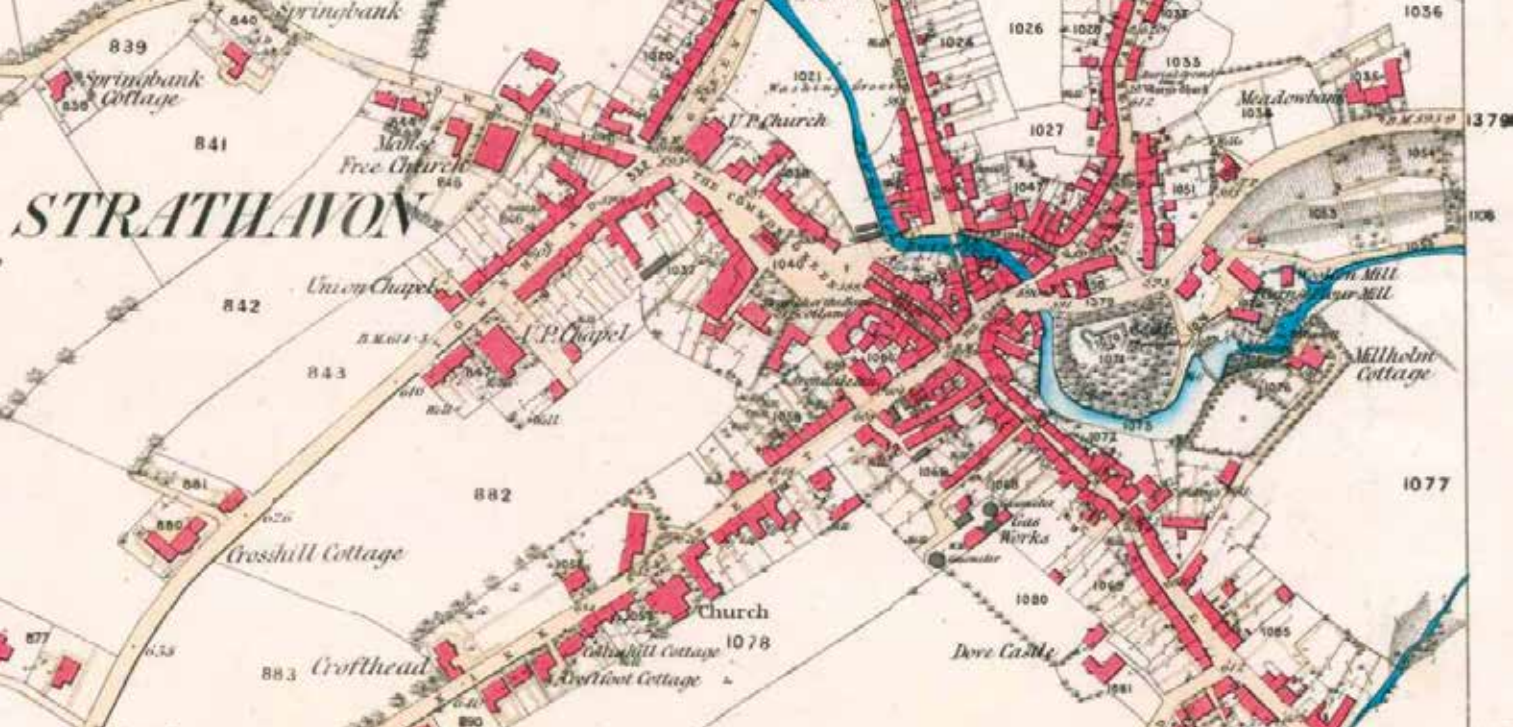


Figure 3-4 Extract from OS 25 inch to mile map of 1858 illustrating Strathaven © National Library of Scotland:

The weaving town: the 19th century

3.55 The steady growth of Strathaven can be seen by comparing Roy's map of the town with Forrest's map of Lanarkshire of 1816. The latter clearly shows that the street pattern had expanded out from the two old medieval thoroughfares with new developments to the north and west of the Cross

3.56 The completion of the last stretch of Kirk Street to the west of the Cross had created important new sites for building in the heart of the village. Two of these were filled with new hostleries: the Avondale Inn was opened in 1810, about the same time as the Sun Inn was opened on the other side of the street.

3.57 The next major improvement to the local transport system happened in 1826 when the Stonehouse Road was cut through the castle grounds immediately north of the castle itself. This largely replaced the old route eastwards that had run up Bilbo/Castle Street and Piper Row/North Street. For all of these road improvements, however, Strathaven still had a medieval feel to it:

Strathaven is an irregular old town, full of long lanes and short streets, all of which run into each other in a peculiarly perplexing manner.

(Chambers, 1828, 349)

3.58 In 1831, a coal gas works was opened on land to the west of Todshill called Riddell's Riggs: access to the site from Todshill was via a small wynd called Gas Close. Initially it was a small affair that produced fuel for domestic use, but in 1863 a gas holder was constructed which allowed 45 lamps to be put up in the village. The works operated continuously until they were closed in 1960.

3.59 The population was continuing to grow and, in 1835, pressure on space in the East Church led to the West Church opening in Townhead Street. This was followed two years later by the Church of East, Strathaven, built in what was to become Chapel Road. It closed in 1893. Following the Disruption of 1843, the first Rankine Free Church was built in Lethame Road. This was later rebuilt with a spire in 1883.

3.60 In 1844, the worst fire in Strathaven's history destroyed some 40 historic buildings in Todshill.

3.61 The old school that had operated in Kirk Street since 1790 was replaced by a new Parish School in Colinhill Road in 1850 and six years later the Free Church School in Ballgreen Road was opened. Both of these buildings are recorded on the first Ordnance Survey of the town carried out in 1858 (refer to Fig.3-4). It also clearly shows that the Common Green was firmly established by this time and how the six roads that led in and out of the old medieval town core were being developed with new housing plots.

3.62 The drive to improve the transport infrastructure continued in 1860 when a new masonry arch bridge (the Victoria Bridge) was constructed to link the Common Green and Baldie Millar's Close (soon renamed as Bridge Street).

3.63 Two years later, in 1862, the Hamilton and Strathaven Railway reached Flemington, initially for goods only, but within a year a passenger station had been opened as well, providing the first fast link to the rest of the country.

3.64 Textiles continued to be the main employer in Strathaven in the late-1800s and many of the local houses were either constructed for or occupied by weavers: some were purpose built but many others were simply conversions of existing buildings. By this time, the products they were making had moved on from simple cottons, linens and woollens and their market had expanded far beyond Lanarkshire:

In the year 1878 it was reckoned that there were 500 Jacquards and 100 plain looms at work in the district. In the same year a wide loom of nine feet was introduced for the manufacture of bed quilts. They were produced in great variety for the markets at home and abroad. Large consignments were exported to Canada and South America. ... The woven materials for the Burma market were of bright colours..., the white China damask for the London market, while the silk fabrics found a ready market in India.

(Downie, 1979, 190)

3.65 Steam-powered weaving was introduced to Strathaven in the 1880s. The first operation was set up by Robert Brown, in 1885, in the old school beside the church in Chapel Road which he fitted with looms and a steam engine. In 1888, he built a larger factory beside it which was known as the Kilwuddie Mill and which operated until 1974.

3.66 This was followed by a number of other firms, most notably Elder and Watson Ltd and John Frew and Sons Ltd who both set up factories in Dunlop Street in 1891.

3.67 In 1889, the attempts by the Council to impose a more formal order on the town led them to introduce door numbers and rename some of the old streets:

- Cutty Andrew's Brae became the Cross
- Baldie Miller's Close became Bridge Street
- Bilbo and Kirk Yard Street became Castle Street
- Piper Row became North Street
- Hamilton Road became Commercial Road
- Wide Close a.k.a. the Big Close became Main Street
- Brewery Close became Newton Road

3.68 The second edition of the Ordnance Survey of 1896 (refer to Fig.3-5) indicates that there had been very little significant alteration or addition to Strathaven since the first edition of 1858. Apart from the loss of the Plough Inn in Bilbo and the creation of Bridge Street, the historic core was still complete. The first demolition of the older buildings had, however, begun in Todshill where five plots had been cleared on the eastern side of the street: they were replaced by a railing and a retaining wall.



Figure 3-5 Extract from OS 25 inch to mile map of 1896 illustrating Strathaven © National Library of Scotland

3.69 Outwith this area, Thomson Street had been laid out running between Kirk Street and Townhead Street and there was some villa development along the north side of the latter. In 1896, the newly formed Strathaven Public Hall Company opened their new hall on the south-east corner of Thomson Street to a design supplied by the Hamilton architect, Alexander Cullen.

3.70 The next phase of town improvements began in 1896 when work began on installing a gravitational water supply: in the following year work began on laying drainage pipes in the village and a sewerage works was opened in 1903. At the same time, the George Allan Public Park was opened in June 1902 on the north side of the town and on the west side of the Powmillon Burn, near to which a new bandstand was erected.

Modern Strathaven: the 20th century onwards

3.71 In the late-1890s, the Caledonian Railway decided to build a new railway station that was closer to the town centre than the 1860s terminus at Flemington. They chose a site to the south of the gas works in Dovecastle Park and drew up a plan to run a new line to it south and west from a new station built to the east of the original, and also to incorporate a new line to Stonehouse which would also provide a direct link west to Ayrshire. The local topography meant that a total of three viaducts had to be created: two on the line from Flemington to bridge the Glassford Road and the Powmillon Burn, and one on the Stonehouse line, also for the Burn.

3.72 The new Strathaven Central and Strathaven North stations were opened in October 1904, and the Strathaven to Darvel line was opened the following April. The line to Darvel only lasted until 1953 when the rails, bridges and other infrastructure were removed. The other lines were also gradually closed down and in October 1965 the last passenger train ran out of Strathaven Central: both the station and the track infrastructure were removed in the following years.

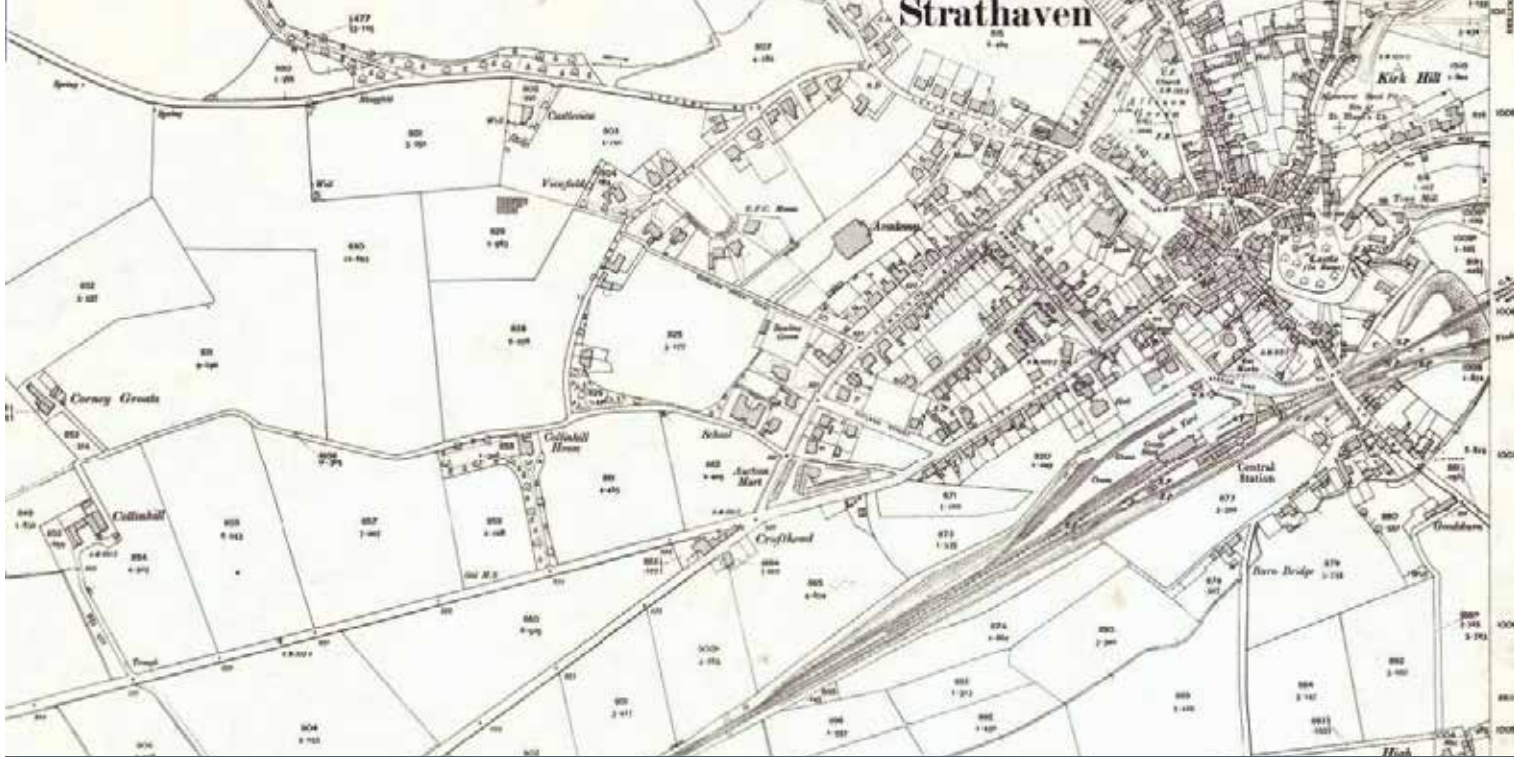


Figure 3-6 Extract from OS 25 inch to mile map of 1910 illustrating Strathaven © National Library of Scotland

3.73 The year after the new railway station was opened, 1905, Strathaven Academy was opened on a plot of land to the north of the villas on Townhead Street. Designed again by Alexander Cullen of Hamilton, it replaced the Crosshill School and the Chapel School in Ballgreen. It was demolished in 2007 and replaced by a modern complex. Another step in the development of the west end of the town around this time saw Ryeland Street created between Kirk Street and Townhead Street (refer to Fig.3-6).

3.74 In 1911-12, demolition in the historic core of the town continued when the 17th/18th century houses at St Anne's Well and at the south-east ends of Baldie Millar's Close/ Bridge Street were demolished: a new group of local townsfolk called the Town Improvement Committee were substantially behind this activity. The report of the Royal Commission for Housing in Scotland in 1917 reported their role in the development of the town at that time:

Another instance on a much smaller scale is that of Strathaven in Lanarkshire, where a Town Improvement Committee, representing the inhabitants generally, has co-operated with the Middle Ward District Committee and the Parish Council in carrying out street widenings, and in purchasing and removing the worst among the many old buildings in the town, with great

advantage to its appearance and prosperity. In this case landowners and house owners were approached on grounds of local patriotism, and helped willingly, the former by granting new feus at low rates, and the latter by accepting moderate compensation for insanitary or obstructive properties. Here the improvements stopped, as no one was prepared to erect cheap cottages; but the work actually done points to the benefit of enlisting general interest and unofficial co-operation rather than relying on official action alone.

(Royal Commission for Housing in Scotland, 1917, 395)

3.75 As discussed above, it was also at this time that the Town Improvement Committee negotiated with the 13th Duke of Hamilton to take over responsibility for the castle and to undertake consolidation work on it. In the same year, the land to the south and south-east of the George Allan Park was purchased. Three years later, in 1915, the John Hastie Park and John Hastie Museum were opened, creating a single large open park space on the west bank of the Powmillon which runs from Green Street in the south-east to George Allan Place in the north-west.

3.76 The need for more and better housing and living conditions led to the first council housing schemes being built in the 1920s and 1930s in the Ballgreen, Commercial Road, Kirklandpark, and Lesmahagow Road areas and, in 1931, the first mains electricity supply was established in the town.

3.77 Demolition of the old town continued in 1933 when Claverhouse was knocked down and the remaining buildings on the east side of Todshill, south of the Cross were removed and the retaining wall and railings completed. Further demolition of Todshill continued throughout the 20th century with the result that only a few original houses remain today on the west side of the street directly south of the Cross.

3.78 In 1934, Laigh Ballgreen and High Ballgreen were renamed as Glasgow Road and, in the following year, Loudon Street was created, running south off Commercial Road.

3.79 Alongside these changes, the old textile industries that had sustained the town's economy for over 200 years were coming to an end. In 1935, the 18th century carding mill on the banks of the Powmillon Burn adjacent to the town mill was demolished and in 1938 the last handloom weaver was recorded working in the town.

3.80 Post World War II, the pattern of redevelopment and demolition continued: more council houses were built as an extension to the existing scheme on Lesmahagow Road and, in 1958, a large housing scheme was built in the Dovecastle Park in Newton Road.

3.81 In the early 1950s the Island in Skippy was demolished and in April 1959 a large block of dwelling houses and shops including Orr the Bakers were removed from Bilbo/Castle Street.

3.82 In the early 1960s, private housing development began on the west side of the town: new streets were laid out and bungalows built in the Colinhill, Crosshill and Lethame Road area.

3.83 Alongside these building schemes, the demolition of the old town continued. In particular, in 1961-62 there was large scale demolition of old dwelling houses and shops at the Cross, Sandknowe, Bilbo/Castle Street and Piper Row/North Street. This was intended to be preparatory work for a new road scheme which was planned to pass through the historic heart of the town but which was never actually built, an alternative being chosen which skirted the town to the south and east. Today, only 2-6 Kirk Street remains of the historic town near to the castle: it has an early-19th century façade to Kirk Street but the building to the rear has a lintel inscribed 'WL 1706'

3.84 On 6th October 1963, the Old Jail in Sandknowe was destroyed by fire and in the following year the ruin of what was possibly Strathaven's last medieval building (castle excepted) was cleared away.

3.85 Following the cancellation of the new road scheme, the area where Sandknowe had once stood was grassed over and the old street was lost completely. A new ring-road interchange was constructed and, in 1970, a new telephone exchange was opened on the north-east part of this site. The loss of so many historic buildings, allied to the later redevelopment and landscaping works, is probably the reason why this area – the oldest and most historic part of the town – was not included in the Strathaven Conservation Area when it was established in the early-1970s.

3.86 At the same time as the medieval core was being demolished, the west side of the Common Green was being redeveloped. In 1969, the former Bank of Scotland building and the adjacent old Commercial Garage (previously the Commercial Hotel) were removed. The cleared site was used for new commercial premises and a car park was opened to the rear in 1977.



Figure 4-1: Strathaven, Waterside Street, July 2014 (Peter Drummond Architects)

4.0 Townscape Appraisal

4.1 A detailed assessment of the townscape features which characterise the conservation area has been undertaken in accordance with the recommendations set out in the Annex to PAN71: Conservation Area Management. These inform the appraisal set out in Sections 5.0 and 6.0 of this report.

Topography

4.2 Strathaven has a complex topography. Its topography is partially informed by being located within the valley, and along the floodplain, of the Powmillon Burn. However, the geology of the landscape upon which Strathaven sits compounds this picture particularly the basalt outcrop that Strathaven (or Avondale) Castle is located on.

4.3 The centre of Strathaven along the Common Green, Allison Green, Green Street, Waterside Street and the part of Bridge Street between the Common Green and Waterside Street, is a relatively level plain. To the north of the plain the land slowly rises away along Glasgow Road and Lethame Road and later Threestanes Road following the contours of the river valley. This area is occupied by Strathaven Park (the conjoined John Hastie and George Allan Parks). To the south and west the land then gradually rises away from the central plain along Townhead Street.

4.4 To the east and south the picture gets even more complex with contours rising gradually up the Ward and then very steeply to North Street, Castle Street and Sandknowe which follow the contours of a very steeply sloping bluff on which the War Memorial, Graveyard and James Wilson Monument are located. This bluff then tapers down to the basalt outcrop where the Castle is found.

4.5 The basalt outcrop, the steeply sloping land around it and how the Powmillon Burn is forced into a steeply sloped meandering ravine in order to cut through and traverse this area, enormously increase the complexity of Strathaven's topography. From the southern end of the Common Green and Bridge Street the land quickly rises along Main Street, Strait Close and the Boo Backit Bridge up to the Cross and Kirk Street. Thereafter, the land falls very sharply away at the back or north-east of the still rising Todshill Street. This is due to the embankment forming the river-cut cliff of the Powmillon Burn's meander. The basalt outcrop forms the other side of a deep partially wooded ravine that is directly adjacent to what was the historic heart of Strathaven.

Gateways

4.6 The original approaches to Strathaven would have been via Castle Street, Todshill Street and also via a path through fields and skirting the Powmillon Burn - now Waterside Street - which entered the Cross via what is now Boo Backit Bridge. However, these routes and streets have diminished in importance since the early 19th century. The current approaches to Strathaven are via the A71 from Stonehouse to the east, and the A723, Commercial Road (originally called Hamilton Road), to the north and east. From the west the conservation area is approached via the A71 which then splits, at the point it enters the conservation area, into Kirk Street and the A723 or Townhead Street. To the north-west the conservation area is entered along the villa lined Lethame Road, while to the north, and the approach from East Kilbride, it is entered at the junction of the A726 or Glasgow Road, and Brook Terrace.

4.7 Each gateway has a different character. At the A71 approach from Stonehouse the conservation area is entered to the east of the Town Mill thereby presenting the visitor with a direct view of the ruin of Strathaven (or Avondale) Castle in its wooded environs. The gateway at the A723, Commercial Road, is characterised to the north by a terrace of two storey mid Victorian townhouses, while to the south side of the road is a row of one

and a half storey to two storey harled weavers cottages that pre-date the 1858 25 inch to the mile ordnance survey map. At the A71 approach from the west and the valley of the River Irvine, the visitor is presented with a more suburban image of a mix of Edwardian bungalows and late Victorian detached and semi detached stone and harled dwellings in carefully manicured gardens. The gateway to the north on the A726, Glasgow Road, is characterised by semi detached late Victorian houses and then a two storey terrace of contiguous mid Victorian townhouses to the east side of the road. While to the west, the gateway is denoted by the avenue of trees forming the entrance into Strathaven Park. The gateway to the north-west on Lethame Road is characterised by a two storey contiguous terrace of late Georgian and early Victorian townhouses that are built hard to the heel of the pavement and to the west by a small chapel and the gates giving access to the John Hastie Park.

Street pattern

4.8 Though Strathaven's medieval heart is still partially evident, much of it has been eroded over the course of the 20th century. As a result of Strathaven's convergent street pattern, the town centre is now dominated by the settlement's 18th century expansion that radiated out from the medieval core. These areas are then surrounded by later 19th century developments which, towards the west, begin to coalesce into distinct urban blocks. However, rather than being characterised by contiguous terraces of townhouses, the later, more western, stages of these blocks are composed of detached dwellings on larger feus. This pattern in turn is then overlaid by early 20th century suburban development. This takes the form of private villa developments and then, post First World War, council house developments. This phase of development is then massively extended by suburban development in the latter half of the 20th century particularly from the early 1960s onwards. This introduces a further street pattern of development around the town based on cul-de-sacs.



Figure 4-2: Strathaven East Parish Church, Allison Green and the Powmillon Burn (SLC, May 2016)

4.9 Much of the evidence of the medieval pattern of streets was removed over the course of the 20th century, starting with the street widening programme of 1911-12. This was instigated by the Town Improvement Committee and resulted in the demolition of the 17th and 18th century houses at St Anne's Well and at the south-east end of Bridge Street – once denoted by a charming crow stepped gable. Then, in 1933, the Cross was further eroded when the remaining buildings on the north-east side of Todshill were removed and replaced by a retaining wall and cast iron railings. In 1955 the buildings to the south of Boo Backit Bridge were demolished eroding the sense of enclosure of the small close that linked Waterside and Bridge Streets to the Cross via the bridge. The erosion of the Cross continued in the early 1960s with large scale demolitions of buildings at the Cross, Sandknowe, Castle and North Streets in advance of an aborted road widening programme. The clearing away of the Old Jail in the Sandknowe after a fire in 1963 further

compounded the loss of spatial enclosure. The demolition in late 2011 of the Castle Tavern is particularly unfortunate as the resultant gap site now detracts from the key junction of Todshill and Kirk Streets.

4.10 It is still possible to discern the remains of the historic heart of the town from the northern side of the Cross. This is now dominated by the gable end of 10 Strait Close. This two storey and attic townhouse still frames the close of Main Street and forms the west side of Strait Close. These two narrow vennels, with their one, two and two storey and attic properties, still give a feel for what the post medieval heart of the settlement would have been like. The two vennels supply access to the next phase of Strathaven's development – the Common Green.

4.11 The 18th and early 19th century development of Strathaven was focused on the Common Green, Waterside, Green and Bridge Streets but also involved the opening up of Kirk and Townhead Streets. The Common

Green is not evident on Roy's map of the town which dates from 1752. Therefore, the Common Green must have been developed between then and the opening of the first Greenside Church, located towards the junction of the Common Green and Green Street, in 1764.

4.12 Likewise, Kirk Street must have been opened up, via the demolition of buildings at the Cross, at a similar time as Avendale Church was erected. This new church was built to replace the medieval St Mary's church, and opened in 1772. Green Street must be of a similar vintage as the East Church on Allison Green at the junction of Waterside and Green Streets and dates from 1777.

4.13 These streets have a very different character to those that formed the medieval part of the town. They are wider and, with the exception of the Common Green, are linear streets composed of contiguous two storey Georgian townhouses. This is probably a reflection of developments in town planning that arose out of the Scottish Enlightenment and contemporaneous with similar evolution of town planning in England, the Continent and on the Eastern seaboard of America. These streets and their houses were built to accommodate weavers with many of the houses being developed from the 1790s onwards.

4.14 The Common Green is more unusual and more organic in layout. Broadening out at its southern end, where the space flows into Wellbrae, Main Street, Strait Close and Bridge Street, the Common Green tapers away to the north at the junction with Green and Townhead Streets and Lethame Road. The closest parallel is probably Edinburgh's Grassmarket - particularly the way that urban space relates back to the medieval heart of the Royal Mile. It is possible that the Common Green was the location or open space where larger markets and fairs were traditionally held within the burgh. In the 1770s this open space was then enclosed by weavers' cottages. A single storey thatched roof cottage is evident in an early photograph of the Common Green that, judging from the Penny Farthing bicycle, was taken in the 1880s.

4.15 The Common Green was described as being a lane bounded by cottages with gardens. There is evidence of this on the south west side of the Common Green. The house and stable at the corner of Wellbrae retains its garden fronting onto the Common Green. Next door to this house was a villa housing the Bank of Scotland. The garden for this villa stretched down to the Common Green. However, in 1969 both villa and the adjacent old Commercial Garage (and former hotel) were demolished and the site of the garden redeveloped for new commercial premises (the Bank of Scotland and Scotmid). The site of the former garage was opened up as a car park in 1977.

4.16 At one point the heart of the Common Green was occupied by a two storey Georgian building housing the Commercial Inn, but once the new Commercial Hotel was built on the west side of the Common Green in the early-1800s, the original Inn building became redundant. It was first converted into a house and then later, in 1857, a branch of the Royal Bank of Scotland. In 1890, a new bank was built on the site of the old Greenside Church manse and the former bank building disassembled to open up the Common Green. The former bank building can still be found – it is now located at the junction of Commercial Road and North Street.

4.17 The late 19th century development continued to build on the late 18th century pattern of linear roads. This period in the growth of Strathaven's street pattern is characterised by two developments: the coalescing of a distinct urban block, and the contiguous terraces of the late 18th century linear streets which fragment into larger detached and semi-detached Victorian villas.

4.18 The coalescing of a distinct urban block is best characterised by the newly opened up Thomson Street, which, together with Kirk Street, Well Brae, the Common Green and Townhead Street forms a well defined large urban block of approximately 162 metres by 112 metres respectively.

4.19 The fragmenting of the contiguous terraces of the late 18th century linear streets into larger detached and semi-detached Victorian villas can be observed at the western ends of Kirk and Townhead Streets but also appears at Lethame Road. The best example is Townhead Street where the shift can be readily observed along the northern side of the street. Here not only is the shift from contiguous terraces to detached houses readily apparent, the plots or feus become larger and the dwellings shift further back within their plots, having increasingly large and more prestigious front gardens.

4.20 This pattern in turn is then superseded by developments in the early 20th century. Not only does this mark the reconfiguration of the centre of Strathaven, as part of an early exercise in road widening, it also marks the onset of greater suburban development. This initially takes the form of private villa developments that entirely depart from the linear late Georgian configuration of streets. The most obvious example from the 1909 25 inch to the mile Ordnance Survey map is the formation of Crosshill Crescent off Crosshill Road – a pattern of development without precedent in Strathaven. Each house on the Crescent is of individual design - very different from the more homogenous earlier phase of Georgian development. This pattern is then repeated along the extension to Lethame Road with the individual semi-detached and detached houses overlooking the grounds of Kirklandpark Primary School.

4.21 The post First World War marks a further shift with the arrival of council housing developments on the fringes of the settlement and as infill such as the Parker and Unwin, Garden City type, four in a block flats along Loudoun Street which, at the back of Barn Street, connects Commercial Road to the Ward so as to form an urban block. This pattern is then repeated further along Glasgow Road at Reed Street, Cochrane Street, Brook Street, and Park Crescent – all of which border onto the conservation area. Interspersed amongst these are ribbons of later 1930s speculative developments of bungalows. This pattern re-appears again along Threestanes Road with a similar garden city feel to Kirkland Park Avenue and Cameron Drive.

4.22 This phase of interwar suburban development is then massively extended from the early 1960s onwards. Many of the new residential streets respect the connecting street pattern of the pre Second World War, thereby forming large urban blocks. These are characterised by streets such as Castleview Road, Dunavon Crescent and Kirkhill Road. Council housing is also continued with the pocket courtyards of Dovecastle Road forming a further block of council housing dating from the early 1970s. Its layout is very much along the lines of Scottish Special Housing Association developments of that era.

4.23 However, tucked in amongst these streets are later, 1980s and 1990s, pockets of cul-de-sac developments such as Kirkland Park and Lethame Gardens. These are largely contained by the surrounding streets of houses. The other pattern is the large cul-de-sac estate that entirely turns its back on what would be an arterial road i.e. there is a hierarchy of roads – a late 20th century device imported from the United States. One example of this is Southend Drive off Lesmahagow Road where, the houses turn their backs on what was once one of the two key medieval routes into the heart of Strathaven. There are further examples off Hamilton Road as it enters Strathaven from the north. These examples include the cul-de-sac estates of Golf View, Beaully Avenue and Turnbull Way.



Figure 4-3: Strathaven, Common Green, Bridge Street and Strait Close, February 2013 (Peter Drummond Architects)

Plot pattern

4.24 The contiguous buildings located within the medieval and post medieval heart of Strathaven facing onto the Cross, Todhill Street, Main Street, Strait Close and the tight urban blocks formed by Wellbrae either side of Kirk Street, are located hard up against the pavement and in many cases occupy the entire footprint of their plots.

4.25 The late 18th century Georgian Buildings along the east Waterside Street also form a contiguous urban wall and repeat the earlier pattern in being built hard up against the pavement. However, they benefit from longer linear feus with the rear parts of the feus being occupied by gardens. In general these feus vary from between 6 – 12 metres wide and could be between 45 – 50 metres deep. The feus to the west of Waterside Street are of similar width but are constrained in depth to 20 – 25 metres by the passage of the Powmillon Burn.

4.26 The feus on the east side of the Common Green follow a similar pattern with the contiguous buildings being built hard up against the pavement. However, the building module tends to be longer than Waterside Street with plot widths of 12 – 15 metres and depths of 20 to 25 metres. This has resulted in the creation of a pend at 30 – 32 Common Green giving access to a courtyard with secondary buildings, to the rear of the property, that abut Allison Green.

4.27 The late 19th century development of Thomson Street and the coalescing of a distinct urban block bounded by Kirk Street, Well Brae, the Common Green and Townhead Street have resulted in the deepest plots within the town centre. Some of the buildings lining the west side of Thomson Street are tenements so have large footprints relative to the townhouses. Their plots are 19 metres wide and range in depth of between 42 – 60 metres.

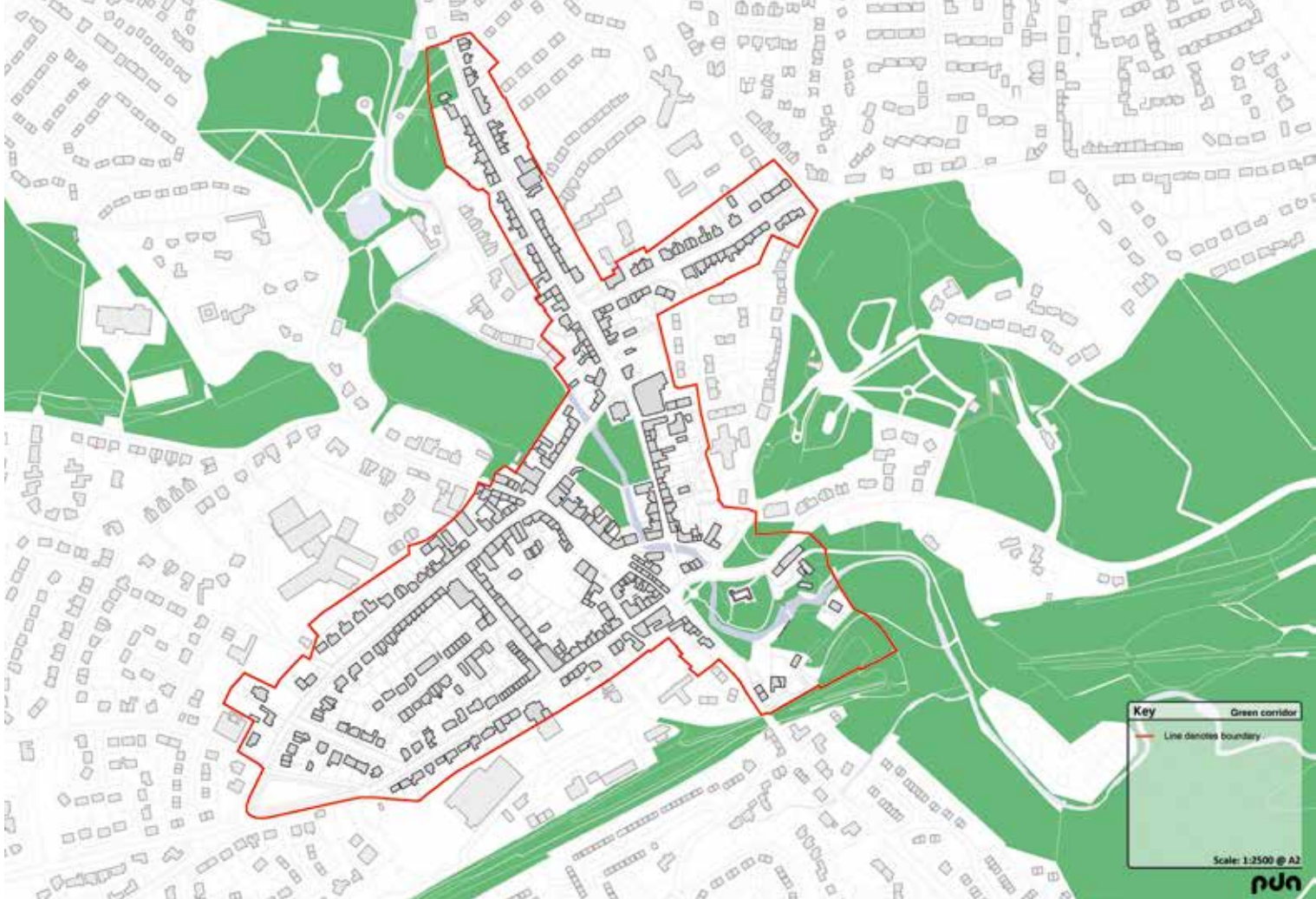


Figure 4-4: Strathaven Greenspace network. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

4.28 However, the real shift in plot pattern and typologies first occurs on Kirk Street, which, as it develops to the west beyond Avendale Old Parish Church, begins to fragment into cottages thereby marking the introduction of suburban patterns to Strathaven. The houses are all set 3 metres back from their boundary walls so have small front gardens for privacy. The house depth is generally 9.5 metres with the rear gardens being approximately 15 metres deep.

4.29 There is an earlier example of suburbanisation on the Common Green where the house and stable at 2 Wellbrae has an 11m front garden. The adjacent plot used to contain a villa (the former Bank of Scotland) which echoed this large front garden fronting on to the Common Green but this has been lost by subsequent redevelopment in 1969 resulting in the development of the two commercial buildings at 13 and 15 Common Green.

4.30 The next suburban pattern appears on Townhead Street. Here there is a sequence of steps along the north side of the streets as the location of the house within the plot shifts from being located hard up against the pavement to being located within the middle of the feu. This shift is first discernible when the contiguous late 17th century properties have gradually been set back from the pavement resulting in a circa 1 metre front garden depth. There is then a further step away from the pavement when cottages with 3 metre front gardens are introduced at 35 Townhead Street onwards. The next step is at the 1880's semi-detached villas at 44 – 46 Townhead Street that have 5 metre front gardens. The next step is at the mid 1890s detached villa at 50 Townhead Street where the front garden triples in depth to 15 metres, establishing the pattern up to Bowling Green Road. The overall plot depth on Townhead Street varies from 38 to 51 metres. The plot width shifts from 10 to 16 metres as the front gardens increase to a 15 metre plot depth. A similar shift in front garden depth can be observed along the south side of Lethame Road.

Open space

4.31 Open space, whether by accident or design, is an important component in the character and amenity of a conservation area. This can extend to formal gardens, as found in Edinburgh's New Town, or a more ad-hoc pattern such as the former private gardens which punctuate otherwise very tight street patterns in traditional towns such as Kirkwall. Every town is different, and an assessment of such spaces is therefore essential.

4.32 The original development of medieval Strathaven did not concern itself with open space for environmental, aesthetic or leisure purposes per se, rather it was focused on the formation of urban spaces that served a function such as markets etc. However, contained by the Georgian and Victorian urban extensions to the town are a series of open green spaces that are key to the special character of the town (refer to Fig. 4-4). In addition further green spaces have developed as a result of the erosion of the medieval and post medieval heart of Strathaven over the course of the 20th century. Therefore the following open spaces have been noted as having developed in the town since the late 18th century:

- **Strathaven (or Avondale) Castle grounds**
- The grounds are defined by the western / northern boundary of Stonehouse Road and to the south by Todshill Street. They extend eastwards, and eventually return to farmland. The Powmillon Burn meanders through the grounds, with a considerable change in level across the site and path of the burn which led this to be an ideal location for the Town Mill. The grounds can be considered in 2 parts: the first the hillock on which the remains of the castle sit, and secondly the wider grounds in which the Town Mill buildings are located. The area immediately surrounding the castle is heavily wooded, which generates the character of this open space. In the early 1990's the castle grounds were landscaped by East Kilbride District Council. The wooded and apparently natural setting of the castle grounds

provide a contrast to the more formal public open space found in the town's other parks. This space connects the town with the wider countryside. A scheme of public realm improvements at the junction of Stonehouse Road and Todshill Street mark the entrance to the castle grounds, with the entrance way marked as an opening in the wall with access via a timber bridge. It is noted however that the current character of this open space is quite different to how it would have appeared less than 100 years ago. Until the late 20th century the north side of Todshill Street and the junction where it meets Stonehouse Road, would have been built up thus providing an urban edge that would have screened the castle.

- **Strathaven Cemetery** - Located to the east of the town centre is the graveyard, which dates from the 17th century, and the surrounding grounds provide a large area of open space within the town serving the residents to this area. The open space rises above the town, providing panoramic views across the town and surrounding countryside. The cemetery and surrounding grounds reinforce the character of Strathaven's historic town centre with its 'green belt'. This being a principal driver in what makes Strathaven, Strathaven.
- **Pocket park at Boo-Backit Bridge** - This small area of open space is defined by the bridge. It provides a useful transitional space from the town / urban context to the west and the countryside setting of the castle grounds to the east. It also conversely draws open space into the heart of the town. The organic shape of the 'island' on which the open space sits, is in part generated by the run of the Powmillon Burn. Historically there would have been significantly more buildings in and around this space; however these were cleared in a series of townscape improvements that started in the early 20th century. The purpose of this being to widen and improve Stonehouse Road.

- **Allison Green** – located between Waterside Street and the Common Green and bisected by the Powmillon Burn, Allison Green forms a large green at the heart of Strathaven. Superficially, the Green lends the town the ambience of an English Home Counties country town but this belies its actual function and there are key differences. The Green was established in 1775 by four of Strathaven's Friendly Societies to service the needs of an increasingly dense population for purposes of washing and bleaching. A wash house - or steamie - was built so that families could wash and dry their clothes at the Green. The Green was named after George Allison, a native of Strathaven who had emigrated to Australia but purchased the land and presented it to the town in 1890. This was when the steps to the Powmillon Burn were formed, effectively canalising the stream. The space is also constrained by how it relates to the surrounding streets. Parts of Green Street and Waterside Street address the Green in a positive manner with the buildings lining the street only on one side to allow their front elevations to address the Green. However, the relationship of the Green to Strathaven's built fabric is predominantly to the rear of adjoining buildings with the Green being accessed via the backs of fues. This means there is a degree of disconnect particularly to the east side of the Common Green where Allison Green is addressed by high, blank, service walls.
- **John Hastie Park** - Opened in 1915, this park provides significant outdoor recreational space, with tennis courts, bowling greens and football pitches. Its neighbouring George Allan Park provides a linear park that connects the town centre with its wider countryside setting. This is a distinguishing characteristic of Strathaven. The eastern edge of the park is defined by the Powmillon Burn.
- **George Allan Park** - Along with its neighbour, John Hastie Park, provides the main formal outdoor recreation space. The park is noted by a fine bandstand. The

park is very much in the Victorian style and tradition of bequeathed public spaces, in this case in the memory of George Allan, the son of the Rev. James Allan. The park opened in 1902. The meeting point of George Allan Park and John Hastie Park is noted by a boating pond. Together both parks are known as Strathaven Park. In 2016 Strathaven Park was named as Scotland's best park by Keep Scotland Beautiful at the Green Flag Awards.

- **The grounds of Kirklandpark Primary School** – the setting for the school is formed from some of the grounds of the former Kirkland Park Country House. The open space extends from the town centre west along Lethame Road. Its western boundary now defined by a relatively thin edge of modern residential development. In terms of land take this open space is at least equal to the cemetery and grounds, and provides a more expansive space than either John Hastie or George Allan Park. The significance of this large open area in the urban form cannot be overstated, as it reinforces the green fingers that extend from the town centre.
- **Park at junction of Kirk and Townhead Streets** – there is a curious triangle of open space at the junction of Kirk Street and Townhead Street. The mystery of this space is revealed in the 1906 ordnance survey mapping data, which reveals its former use as the location for an Auction Mart. Currently this pocket of open space provides a useful buffer between the more modern residential developments surrounding the older, historic core, as recorded through the boundary of the conversation area. The use of this land for a market is understandable given it sits immediately off the A71 as it would have had good access to the railway station and sidings. It is interesting to note that the auction mart is not recorded on the 1896 map, which also predates the Central Station. However the triangle of land is recorded with a field reference no 867.

- **Bowling Greens** – sitting at the junction of Townhead Street and Bowling Green Road, the 2 bowling greens offer an open space buffer from the historic town centre to the newer residential developments to the north and west. It is noted that in the area of the town between the A71 and Lethame Road, there is significantly less open space than in the other areas of the town. These bowling greens and the ground at Crosshill Crescent provide some respite from the built form.
- **Crosshill Crescent** – sits off Crosshill Road. The open space (albeit in private ownership) provides the setting for a series of Victorian detached and semi detached villas, the first of these appearing in the 1896 OS maps. By 1906 the crescent and open space was completed, however the residential development surrounding this was not, with there being a plot un-built on the west side and a significant gap on the north/east side. The open space is noted as it is quite different in character to elsewhere in the town, and thus provides interest to this section of the townscape.

Circulation / permeability

Vehicular

4.33 Strathaven sits near the top of the Avon Valley which forms the eastern end of a natural route linking the Clyde Valley to the Firth of Clyde via the valley of the River Irvine. The settlement also straddles an historic route from Glasgow and Edinburgh to Ayr via Cumnock and the valley of the River Ayr. How these important transport links across Scotland's central belt have crossed the Powmillon Burn at Strathaven has been a major determinant on the circulation patterns of the settlement.

4.34 There are three major roads that intersect at, and then cross, Strathaven. These all form the main thoroughfares through the town. These roads are:

- the A71, between Edinburgh and settlements on the Ayrshire coast;
- the A723 between Hamilton and Strathaven; and

- the A726 between East Kilbride and Strathaven.

4.35 From Stonehouse, the A71 enters Strathaven from the east at St Patrick's Roman Catholic Church. It then cuts through the centre of Strathaven past Strathaven (or Avondale) Castle, through the Cross and up Kirk Street before intersecting with the A723 (Townhead Street) at the mini roundabout at the top of Kirk Street. Thereafter the road leaves Strathaven heading towards Drumclog and the valley of the River Irvine. This route can be dominated by relatively fast moving and frequent traffic that often includes heavy goods vehicles.

4.36 From Hamilton, the A723 enters Strathaven at Strathaven Rugby Club just before the roundabout at junction with Beaully Avenue and Golf View. Hamilton Road then continues its descent towards the level land around the Powmillon Burn passing cul-de-sac estates of Turnbull Way, Aspen Place, Overton Park and Ravenswood Road as well as the small light industrial park on the eastern edge of town. This stretch of road is lined with dense belts of trees concealing the rear gardens of the houses on the cul-de-sacs. It has all the characteristics of a relatively fast arterial road. The road is not addressed by houses until after Ravenswood Road. These houses gradually coalesce into a row of contiguous weavers cottages just prior to the junction with Glassford Road. From here the A723 turns to the west heading along Commercial Road until the junction with Glasgow Road/ Barn Street(A726). At this point the A723 takes priority, turning to the south into the town centre before turning west once more past the Police Station and the East Church. The A723 then becomes Green Street, traversing the Powmillon Burn where it enters Allison Green. The A723 then crosses the junction of Green Street, Lethame Road and the Common Green before rising up out of the valley of the Powmillon Burn via Townhead Street and intersecting with the A71. This stretch of the A723, after the merger with the A726, tends to be very busy with what can be relatively fast moving traffic and heavy goods vehicles.



Figure 4-5: Strathaven, Common Green parking and traffic, February 2013 (Peter Drummond Architects)

4.37 There are further complexities to the movement of traffic within the town centre. The flow of traffic around the Common Green is particularly complex (refer to Fig. 4-5). Entering the Common Green from the north at the junction with the A723 and Lethame Road, the traffic moves south and then loops around the bank of car parking and hard landscaping in the centre of the urban space before turning to the west and looping around the southern end of the Common Green. The traffic then heads north to the junction with the A723 where it exits the Common Green. One alternative is that instead of looping around the southern end of the Common Green, the vehicle turns into Bridge Street, passing the top of Waterside Street and the Boo Backit Bridge and ascending to the intersection with Castle Street, at the mini roundabout at the intersection of Castle Street, Stonehouse Road and Kirk Street. The reverse of this sequence allows vehicular entrance to the Common Green from the south east. The second alternative is to loop around the southern end of the Common Green but exit up the hill via Well Brae which also serves to act as an entrance to the space from the south west.

4.38 How the historic town has accommodated the increased levels of traffic is also interesting. While streets such as Townhead Street and Kirk Street have clearly suffered reduced amenity as a result of heavy traffic, particularly the late 18th century contiguous buildings located at the eastern end, in other parts of the Town Centre the traditional street pattern has had a calming effect.

4.39 The final complication is the impact of the width of the historic town centre streets in Strathaven on traffic flows and how these act as a brake on the speed of traffic. This is particularly pronounced at Waterside Street and its junction with Bridge Street. Waterside Street is a one way street heading south from the A723 at Barn Street. This would psychologically encourage speeding down the street but the tight junction with Bridge Street acts as a brake on this by introducing an element of unpredictability. The width of Bridge Street, which is two way, is very tightly constrained between the Star Inn (now recently named The Strathaven) and the Powmillon Burn to the east of the Waterside Street junction and Alexander Taylor Bakery and the Powmillon Burn to the west of the junction. As a consequence there has to be a degree of

negotiation between drivers. This has a drastic effect on reduction of traffic speeds forcing the traffic to integrate well with an area that also has a high number of pedestrians.

Cycling

4.40 Strathaven is promoting itself as Scotland's First Cycle Town and has become a regular feature on the route of the Tour of Britain cycle race. There is a network of interesting cycle routes passing through and around the town. These include:

- The Strathaven Trial Route Cycle Route which follows a loose figure of eight tracking through and across the heart of the town. The route starts at the ash pitch to the south of Kirklandpark Primary School, heading south through Lethame Road, Strathaven Academy, Cedar Place and Colinhill Road to Kirk Street. The route then descends to the Cross, tracks through the park around Strathaven (or Avondale) Castle, along Castle Street before heading up Hamilton Road, cutting through Beech Court to Hogan Drive, down Overton Road, through Ashkirk Road past Wester Overton Primary School before crossing into Strathaven Park via Park Crescent and Brook Street. The route then crosses George Allan Park, heads out of Strathaven via Threestanes Road, loops through the countryside and re-enters Strathaven via Lethame Road. The route then cuts through the grounds of Kirklandpark Primary School, entering John Hastie Park via Threestanes Road, crosses Glasgow Road, heading up Cochrane Street to skirt St Patrick's Primary School. It then turns sharply to the west into Commercial Road, heads back to Glasgow Road, down Barn Street across the Powmillon Burn at Green Street before finishing in the Common Green right in front of the various tea rooms and cafes.
- The Strathaven to East Kilbride Cycle Route connects Strathaven to East Kilbride via a route starting from the Common Green and then heading out of Strathaven via Lethame Road and the Whitelees Wind Farm

- The Strathaven, Drumclog and Loudon Hill Cycle Route starts at the Common Green and heads through the Cross, along Todshill Street before turning west towards Drumclog. The route also takes in the site of the Battle of Drumclog and Strathaven Airfield, before heading back into Strathaven along Lethame Road, to finish in the Common Green.

4.41 Mountain biking is also catered for with the opening of over 50 miles of tracks at Whitelees Wind Farm a short distance to the north of Strathaven.

4.42 With regard to town centre facilities there are three Sheffield cycle stands located in the Common Green

Pedestrian

4.43 The layout of Strathaven benefits from good permeability with a fine scale of urban blocks and streets. The small scale of the original settlement's urban block structure assists permeability and makes it readily walkable.

4.44 One possible exception to this is the very large urban block formed by Thomson Street, Kirk Street, Well Brae, the Common Green and Townhead Street. At approximately 162 metres by 112 metres this is a very large urban block that would benefit from greater permeability. By contrast, for example, the urban blocks of Blythswood Hill in the centre of Glasgow – which demonstrate excellent pedestrian walkability and permeability - are approximately 80 metres by 90 metres and are further subdivided by a network of service lanes. Though the Thomson Street, Kirk Street, Well Brae, the Common Green and Townhead Street urban block has attractive pockets of pedestrian pends and backcourts, such as the one at 7 Townhead Street, they do not link up to provide a network of permeable pedestrian connections.

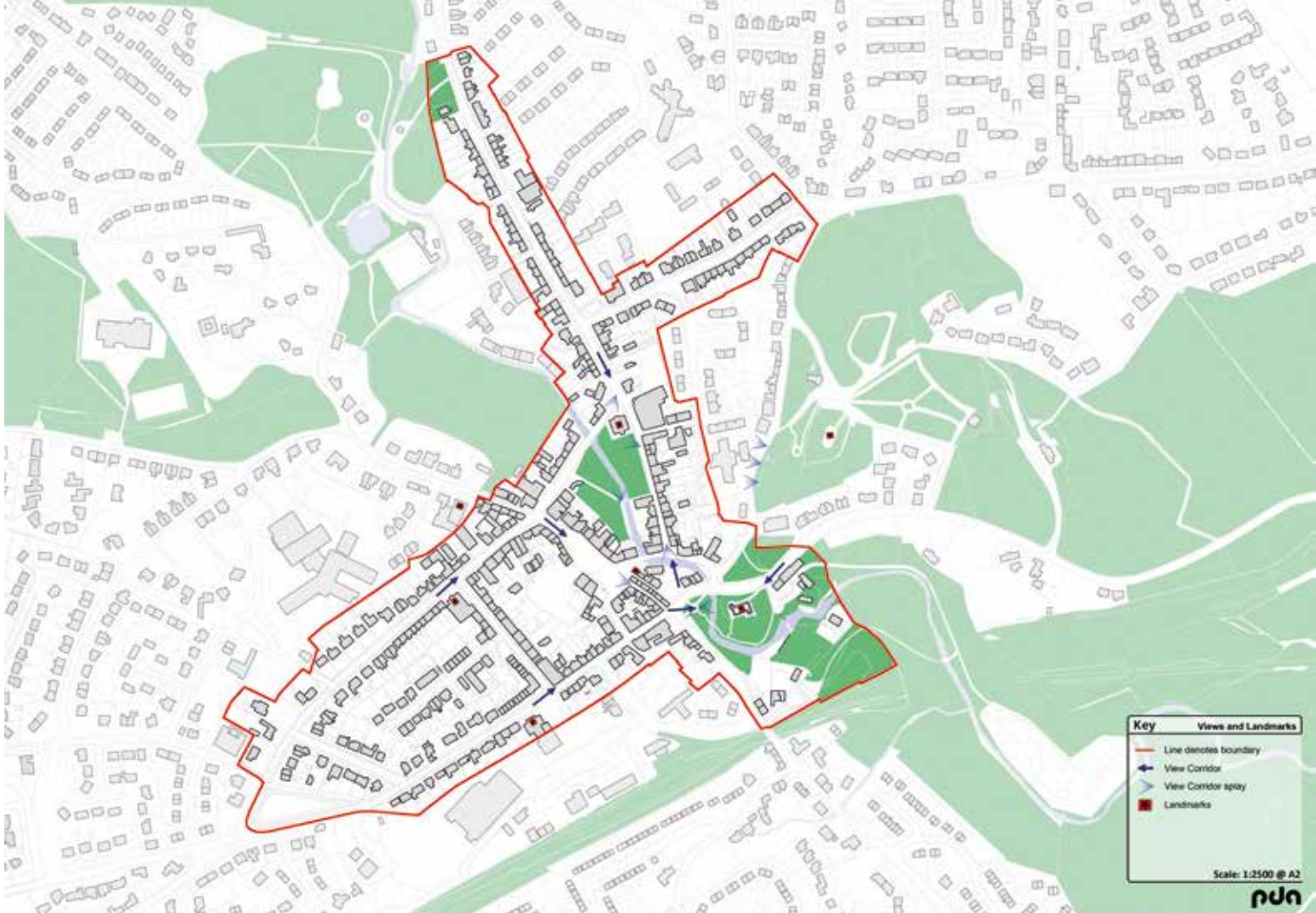


Figure 4-6: Strathaven Key views and landmarks. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Views and landmarks

4.45 Due to its variable topography Strathaven benefits from attractive views across the town from key points such as Castle Street, the James Wilson Monument, Strathaven Graveyard and the War Memorial. As one ascends the hill and looks back across the town, first the skyline is revealed and then the structure of the town and how it nestles into the valley of the Powmillon Burn.

4.46 Notable on the skyline (from south to north) are Strathaven's key landmarks and these include:

- Rising over the trees of its wooded embankment, the ruined battlement of Strathaven (or Avondale) Castle;
- Rising above the streetscape of Kirk Street, the staged tower of Avendale Parish Church;

- Rising above the roofline of Townhead Street, the lengthy horizontal roof profile of the new Strathaven Academy;
- Rising above the trees of John Hastie Park, the tower of Strathaven Evangelical Church (former church of Scotland) on Lethame Road, and,
- Rising above the trees of Allison Green, the tower of East Church above Allison Green.

4.47 Within the town there are no structured urban views per se but key buildings are picturesquely distributed across the town centre acting as urban signposts and thereby allowing for the town to be readily navigated (refer to Fig. 4-6).

4.48 The key landmarks are:

- The ruins of Strathaven (or Avondale) Castle as they are approached from the east via Stonehouse Road which are particularly impressive. The battlements are framed by the Town Mill and the retaining wall at the back of the Sandknowe.
- The Castle also dominates the view up Bridge Street after its junction with Waterside Street as well as the exit into the Cross from the tight enclosure to Kirk Street.
- There is a good oblique view of the Town Mill and its 1936 remodelled entrance from Stonehouse Road and Bridge Street as you leave the Cross.
- The spire of the East Church dominates views down Glasgow Road and Waterside Street as well as views across Allison Green from Waterside Street and Green Street. Aside from the Castle, the East Church is the most notable landmark within the town.
- Though outwith the conservation area, the former John Hastie Museum, particularly how it is approached via Threestanes Road from both north and south, as well as how it relates to the football pitches of the John Hastie Park.

Activities and uses

4.49 Strathaven is a good example of a small country town but one that is strongly influenced by its proximity to a major conurbation. This proximity has a major influence on the settlement's activities and uses.

4.50 As Strathaven is located on a major east west route, as well as being within commuting distance of a major conurbation, traffic flows through the town, in conjunction with the peaks and troughs of commuter traffic, have a major influence on the ambience and amenity of the town centre and the streets bisecting it.

4.51 There is a steady flow of traffic heading east to west and vice versa through Strathaven on the A71 through Kirk Street and Stonehouse Road. This traffic is then joined by the flows into and through Strathaven from the A723 and A726, connecting to East Kilbride and Hamilton to the north, respectively. Both the A723 and the A726 merge at the junction of Glasgow Road and Commercial Road and continue through the town centre in the form of Green Street and Townhead Street.

4.52 The A71's passage through the Cross and then up the slope of the valley via Kirk Street, has had a major influence on the uses in this area. This area was once the commercial heart of Strathaven; however, this has ceased to be the case with the commercial focus shifting to the Common Green.

4.53 The shift appears to be largely attributable to the volume of traffic, and the type of vehicles utilising the A71 trunk road and how they interact with the tight street section where Kirk Street joins the Cross and how the buildings are built hard to the back of the pavement at this point within the town.

4.54 There are many heavy lorries and goods vehicles using this section of the A71 and the weight and speed of these vehicles passing this stretch of street has had an obvious impact on amenity and consequently on people's willingness to spend time there. This has now resulted in a serious decline in active frontage within the street with only one shop remaining open on the urban block bookended by 28- 30 and 40-42 Kirk Street. It has also appeared to result in a depreciation of property values with accompanying lower rates of maintenance, and a preponderance of flats to let as well as vacant property on this stretch of street. The impact of the traffic and the diminishment of Strathaven's built fabric are clearly linked in a vicious cycle of decline at this point within the town.

4.55 The decline of the Cross as a commercial space has also had an impact on uses along Main Street which also suffers from vacant properties be it empty retail units or vacant upper floor space. The uses on this small street include a small greengrocers, a sweet shop, an

Estate Agent, a series of small hairdressers and beauty salons; however, there are also three empty retail units (survey carried out in 2014).

4.56 Main Street gives on to the Common Green, the commercial heart of the town. The Common Green is the very busy heart of Strathaven. The main bus halt for Strathaven is located on the Common Green and it is also the site of the main town centre car park. As a consequence this is where the majority of the town centre shops are located. There are currently no vacant units on the Common Green. The various uses within the Green include two banks, offices for lawyers and estate agents, a series of small cafes and gifts shops, newsagents, a small supermarket and health and beauty shops (survey carried out in 2014).

4.57 Within the vicinity of the Common Green there are significant differences in activity levels throughout the day with intense activity involving visitors and shoppers from circa midmorning to 3:00pm after which shopping numbers fall back as other activities take priority. There is a further surge around 4.00pm when the schools are let out. There are significant flows of school children from Strathaven Academy who pass through the Common Green using the shops as they cross the town centre on their way home. At around 5.00pm there is a further brief surge when commuters begin to return to the settlement and any remaining day trippers congregate to catch the bus back to East Kilbride.

4.58 To the north of the Common Green is the junction with Townhead and Green Streets at Lethame Road. The Townhead and Green Street corridor is also affected by traffic flows into the town along the A723 and A726. However, the width of the street controls this impact. At the junction of the Cross and Kirk Street the width between buildings across the street is approximately 10m. At Green Street the width is approximately 20m - double that at the Cross. The pavements at Green Street are circa 4.5m compared to Kirk Street where they vary between 0.7m to 2m while ballooning to 3.4m at the junction with Wellbrae. As a result the Townhead Street and Green Street corridor does not suffer from the same loss of amenity as does the lower stretch of Kirk Street.

The corridor has therefore retained its retail units and active frontage. There is currently one vacant unit on this stretch of Townhead Street and Green Street – the small unit occupying the single storey bow fronted building at nos 2 – 4 Green Street at the corner of the junction with Lethame Road. The various uses on this stretch of the town centre include a green grocer, a jeweller, a plant shop, health and beauty salons, a gift shop, a chemist, a small supermarket, an accountant, restaurants, two pubs and a hardware store.

4.59 To the east of Green Street is Waterside Street, the final retail street within the town centre. This tight street also suffers from amenity issues with regards to traffic. Not only are the pavements very narrow, as Waterside Street is largely one way, cars occasionally speed into the street directly off the A723 at Barn Street thereby creating issues for pedestrians. A consequence of this is diminishing retail use along the mid section of the street with some former retail units converted back to residential use. At the southern end of street, where it joins Bridge Street, is a small three sided square which is fronted by the Star Inn (now recently named The Strathaven) and Alexander Taylor's Bakery and Cafe creating an active node within the town centre that overlooks the Boo Backit Bridge and, in the former Edwardian Dance Hall, the Taal Indian restaurant with its terrace of outdoor seating across the Powmillon Burn.

4.60 Various events are held in Strathaven to generate visitor numbers and revenue including a Gala Week in June, the Balloon Festival in John Hastie Park during August, the Strathaven Show in early September and Reindeer Day in Allison Green and the Common Green in early December.

4.61 There are other uses in and around Strathaven including the large new Sainsbury's supermarket tucked behind the southern boundary of the conservation area off the A71 / Kirk Street as well as various light industrial and car sales businesses off Caledonia Road and in the Hamilton Road Industrial Estate. On the northern edge of the town is the significant leisure use of Strathaven Golf Club. The surrounding countryside is dominated by agriculture.

Architectural character

4.62 Strathaven has two main architectural characters according to age and location within the conservation area. Two styles predominate – Georgian and late Victorian though there is the occasional Edwardian or Interwar villa, civic or commercial building. Interspersed amongst these are commercial and domestic buildings dating from the 1960s onwards.

4.63 The earliest building is Strathaven (or Avondale) Castle and grouped around this, at the Cross, Sandknowe, Castle Street and Todshill Street are the remnants of the earliest buildings. However, the majority of these have been removed since the first efforts at road widening began in 1911.

4.64 The oldest of these buildings is probably the Category 'C' listed No.4 Kirk Street which dates from 1706 and so pre-dates both the Union and the Georgian era. This building was possibly a former Mill but its Kirk Street facade is later dating from the early 19th century. The next survivor is the two storey and attic category 'C' listed townhouse at 10 Strait Close whose prominent gable end, with its symmetrical and steeped composition of windows, addresses the Cross at Kirk Street. This building is believed to date from the late 18th century but, interestingly further to the north along Strait Close at 4 Main Street is a lintel with masons mark carved JF. JM. 1734 again - an indication of the near three century age of the two closes of Main Street and Strait Close.

4.65 There are further examples of Georgian townhouses such as the first two buildings of the Sun Inn, on the opposite side of Kirk Street, which date from the early 19th century. These two storey four bay symmetrical buildings share a Strathaven leitmotif that can be seen on buildings elsewhere along Kirk Street, Townhead Street, Green Street and Glasgow Road – the central pedimented but blind dormer with single chimney stack and medallion in the tympanum. The medallion contains either the date of the building or a motif. In the case of the Sun Inn, the medallions contain a sun motif.

4.66 A similar recurring theme is the symmetrical four bay two storey late Georgian townhouse facade with central single stack chimney framed by scrolled brackets. Examples of these occur around the Common Green and Waterside Street and include the Strathaven Tea Room and Gift Shop at 12 – 16 Common Green and neighbouring 18 – 22 Common Green – both mid 19th century.

4.67 The best of the Georgian buildings are Avendale Old Parish Church and East Parish Church. Both churches are of similar age with only five years separating their construction, and both were significantly altered during the Victorian Era. The first to be altered was the younger one – the East Parish Church – which received its five stage clock tower and steeple in 1843. The addition of the tower and steeple, as well as its prominent site overlooking Allison Green, made the otherwise understated East Parish Church the most memorable building within the town centre. The Avendale Old Parish Church already had a five stage tower though it is much less prominent than that on the East Parish Church. The 1879 alterations to the Avendale Old Parish Church significantly altered its main facade with the introduction of two single storey bays either side of the tower and the relocation of the main entrance.



Figure 4-7: Strathaven, 42 Townhead Street (Category B listed, 1888-90 by architect Robert Thomson), July 2014 (Peter Drummond Architects)

4.68 Several of the Georgian plots on the Common Green have been completely redeveloped over the course of the following three centuries. Good examples of redeveloped plots include the prominent 2 Common Green with its Queen Anne style gable overlooking the Common Green and the Glasgow style 29-30 Common Green an unusual single bay three storey townhouse with ground floor shop. A further example is the Scottish Baronial detached villa at 34-36 Common Green that replaced the simple vernacular manse of Greenside Church. The villa is actually a purpose built bank and its Beaux Arts door case is a later interwar addition.

4.69 The best examples of Victorian domestic architecture within the Strathaven conservation area are the three detached villas, all Category B listed, by architect Robert Thomson that strongly echo the work of Glasgow architect Alexander Greek Thomson. All three of these elegantly composed houses date from the late Victorian era and are characterised by their asymmetrical compositions with pilastered windows and deep projecting eaves.

4.70 The best example of Victorian civic architecture within the Strathaven Conservation Area is the Strathaven Public

Hall. The hall with its corbelled corner turret and bell cast dome to Thomson Street is a good example of Glaswegian Baroque. It is currently in use as the Strathaven Scout and Guide Centre.

4.71 The best example of interwar architecture within the Strathaven Conservation Area is the remodelled 1935 entrance to the Town Mill. The sophisticated Beaux Arts composition of the entrance with curved parapet, flag pole and central millstone motif captioned with the words 'The Town Mill' give it a curious, though memorable, metropolitan character unlike any other building in Strathaven.

4.72 There are examples of post war architecture scattered about the Strathaven Conservation Area. However, most are infill structures that date from the late 1960s onwards and invariably detract from the quality of the conservation area. The most prominent example is the late 1960s infill block at 13 - 15 Common Green containing the Bank of Scotland and Scotmid. The blank elevation above Scotmid has been painted with retrospectively applied sash and case windows in an effort to make it better fit the character of the conservation area.



Figure 4-8: Strathaven, Common Green 1969 infill building, July 2014 (Peter Drummond Architects)

4.73 The large footprint of the Scotmid store at the corner of Waterside Street and the Ward is slightly more successful as an example of infill but the large glazed blank shopfront onto Waterside Street is no substitute for the genuine active frontage that previously characterised this section of the street when this site housed the Strathaven Society Co-operative in the 1970s.

4.74 There is extensive evidence of the inappropriate use of UPVC windows, doors and rainwater goods throughout the Strathaven Conservation Area.

Public realm

4.75 There were no observable examples of original Georgian street fabric within the medieval and post medieval heart of Strathaven. However, there is still the occasional example of Victorian, Edwardian and interwar street fabric. This is mainly confined to boundary treatments including fences and gates. The most prominent examples are the Edwardian railings and gates of the former Edwardian dance hall at 2 Bridge Street. There are also the simple late Victorian railings around Allison Green that also encompass the

East Parish Church and more complex interwar railings at the Royal Bank of Scotland at 34-36 Common Green. Also on the conservation area boundary off Lethame Road are the original Edwardian gates of John Hastie Park.

4.76 The main urban space within the settlement is the Common Green. This is an irregular organic space that benefits from good enclosure, the exception to this being the large gap site, now a car park, to the south west of the Green. However, the quality of the public realm is variable and often poor.

4.77 The Common Green is a key node within Strathaven's town centre but it is dominated by traffic and parking and is the main drop off and collection points for buses accessing the town centre.

4.78 The current appearance of the space dates from the early 1990s. Today's Common Green is very different from its earlier roots as a market place. Analysis of historic photographs indicates that the space was at first dominated by a mix of compacted dirt; however, by the 1920s the space appears to have become a tarmac surface which had a verge of whin setts.

4.79 What is revealing about the images is the lack of street furniture and signage. It is surprising to realise what a broad and open space with a good sense of enclosure the Common Green was. While retaining that sense of enclosure, the contemporary Common Green is far more cluttered with street furniture and signage. The space is subdivided into roads, car parking, pavements and hard landscaping zones. In contrast to what was once a large shared surface these areas are all very clearly designated. Perhaps, as a result of the rows of parking at the centre of the space, the Common Green can appear very congested with vehicles.

4.80 The current surface of the square is predominantly asphalt with waiting areas for cars and deliveries as well as access points to pends and the bus stop characterised by areas of brick paviors. The pavements in front of the buildings and shops of the Common Green are composed of concrete paving slabs. Some of the pavements have been patched by later concrete tiles, brick paviors or, occasionally, asphalt.

4.81 The exception to this are the junctions with Main Close and Strait Close and the Common Green. The two closes have been subject to a public realm scheme in the early 2000s and have been re-surfaced in a mix of stone paving slabs and granite cobbles. Many of the slabs at the junction with the Common Green have broken. We understand that this is because of the impact of goods vehicles driving over the edge of the pavement. However, some of the slabs do not appear well bedded.

4.82 Other than the quality of the materials that make up the surfaces of the space, the most significant change to the visual amenity of the Common Green is the inclusion of traffic management signage both on pavement mounted poles and visually prominent markings on the street surface. The signage is intrusive. The cluttered mass of signs is confusing and difficult to read with some signage being out of date. In addition there are numerous other examples of street furniture including different types of bins along with heritage style street lights and barriers.

4.83 Soft landscaping with plentiful planters and baskets of ornamental flowering plants, while attractive, add a further level of visual complexity to the Common Green.

4.84 These issues with existing street furniture and signage, detract from the quality of the surrounding conservation area and is a key theme emerging from this appraisal. These issues recur at the Cross, and on Waterside, Bridge and Green Streets – all key spaces within the heart of Strathaven.

Building materials

Traditional

4.85 As might be anticipated, given the historic nature of the majority of the properties in central Strathaven, traditional building materials predominate:

Stone - The predominant building material in the Strathaven Conservation Area is stone. The majority of blonde sandstone appears to have been sourced from local quarries. Examples of the use of Ballochmyle stone date from the late 19th century. These include Strathaven Public Hall (1895-1896) at 70 Kirk Street as well as Robert Thomson's single storey villa at 48 Townhead Street. In the case of the early Georgian townhouses and tenements the blonde stone has been reserved for key features such as quoins, architraves and door frames.

Render - Many of the older Georgian buildings around the Cross, including Bridge, Kirk, Main, Todhill and Waterside Streets as well as the Common Green are composed of local stone that has then been stuccoed and limewashed. The render can vary from harl to occasional dry dash though this is more likely to be a modern intervention. However, most if not all of the current render will be 20th century cement render which causes problems by trapping moisture internally and not allowing the building to breath. The dressed stone window and door margins are typically painted. The rear elevations of 4, 6 and 8 Main Street (which address Strait Close) are an example of where the original stucco has been removed exposing the random rubble substrate.

Slate – The majority of buildings within the conservation area are roofed in Ballachulish slate. There are also examples of pantiled roofs within the conservation area such as the semi detached and detached bungalows at 6 – 10 Ryeland Street with the roof of No. 6 having been recently replaced.

Cast iron – The conservation area benefits from having fragments of good cast iron from the late Victorian, Edwardian and Interwar eras remaining in situ, particularly the late Victorian railings for Allison Green along Green and Waterside Streets. In addition there are still examples of Edwardian gates such as those of John Hastie Park on Lethame Road (which are intact although the associated railings look to be replacements) and the gates and railings of the Taal restaurant, the former Edwardian dance hall on Bridge Street as well as the interwar cast iron boundary railings for the Royal Bank of Scotland at 34 – 36 Common Green. There are also cast iron detailing on buildings including the late Victorian cast iron balcony on the Strathaven Public Halls and an interesting cast iron hopper and downpipe on the interwar building at 56-58 Waterside Street (now the Co-operative Funeral Care building).

Historic photographs show further evidence of the use of cast iron detailing to the boundary walls to the later Victorian villas along Lethame Road and Glasgow Road. There appears to have been a particularly good example, now sadly missing of an elaborate cast iron railing along the 'Walker Bridge' where Green Street spanned the Powmillon Burn at Allison Green.

There also appears to have been a very good Saracen style twinned drinking fountain (with cups on chains) combined with trough for horses and a lantern / street light that was located in the heart of the Common Green. The fountain appears to have moved to Green Street adjacent to Allison Green (roughly in the location of the current public toilets) in the Edwardian era. It is not clear what subsequently happened to this attractive Victorian fountain.

Modern

4.86 Though not of consideration in the designation of the conservation area many modern materials are having a detrimental impact upon its special character and our appreciation of it. These include:

UPVC – A number of the buildings that make up the conservation area have had their traditional timber sash and case windows inappropriately replaced by UPVC windows. These have differing proportions of opening lights, varying opening mechanisms and sizes of glazing bars. UPVC replacement front doors are fewer but not infrequent. Many cast iron drainage pipes and gutters have also been replaced by UPVC equivalents. Several new build properties within the conservation area have UPVC eaves and fascias in addition to downpipes and gutters – this is a development that has also affected several of the older properties.

Aluminium – though not as frequent as UPVC there are instance of buildings and shopfronts with replacement aluminium windows. An example of the use of both materials is the Dragon Court Restaurant at 44 Kirk Street. However, there are also many examples in the Common Green such as RS McColls at No. 26 and James Alexander and Son at No. 14.

Concrete roof tiles – There are occasional examples within the conservation area where traditional slate roofs have been replaced by concrete roof tiles. Two examples of this are the corner building at the junction of 1-5 Townhead Street and the Weavers Cottage at 26 Green Street.

Roofing felt – certain buildings have had replacement felt roofs in flat roof areas that would formerly be sheathed in lead. At 1-5 Townhead Street, there are two replacement roof dormers that have been faced with felt roofing tiles.

Brick – there are instances of alterations to historic masonry fabric being executed in brick, though it tends to be in buildings such as garages and outbuildings within backland areas, or at the base of more modern buildings that are otherwise rendered. The most prominent example are the outbuildings, now Nos 2- 6 The Ward, to the former Scottish Cooperative Society building on Waterside Street.

Cast stone –there are occasional examples within the conservation area of houses dating from the 1970s that have used cast stone in random coursing in an attempt to mimic the stone of the adjacent historic built fabric. An example of this is the house at 74a Kirk Street and the small extension to the Town Mill on Stonehouse Road.

Roughcast or pebbledash – a significant number of the Georgian buildings within the conservation area have had their stucco replaced with roughcast or pebbledash. Examples of this include a late 18th century house at 54 Kirk Street.

Cementious render – several of the buildings in the conservation area have been re-coated in cementious render systems which are unsuitable for these types of old building as they prevent moisture escaping and ultimately lead to the new render system failing as moisture tries to escape. An example of this is the late 1770's townhouse at 3, 5 and 7 Strait Close. However cementious render can also be detrimental to the appearance of conservation area and the use of appropriate materials to fit with the characteristics of the existing building and surrounding area should be selected.

Asphalt – with the exception of Main Street and Strait Close, which have stone paviers and setts as a result of an early 2000's public realm scheme, all the roads in the conservation area have been asphalted during the course of the latter half of the 20th century. This, combined with road markings, has had a profound impact on the appearance of the conservation area. Formerly the conservation area would have been dominated by a mix of compacted dirt or tarmacadam roads with a verge of whin setts – there is historic photographic evidence of verges of whin setts along the Cross, the Common Green, Castle Street, Green Street, Townhead Street and Waterside Street as well as Lethame Road and Stonehouse Road but these appear to have subsequently been covered in asphalt in the Post War Era.





Figure 4-9: Strathaven, 44-52 Kirk Street - Dragon Court Takeaway, July 2014 (Peter Drummond Architects)

Condition

4.87 In general there is a high degree of occupation of buildings – the majority owner occupier but with some rented properties - and variable maintenance within the conservation area. Maintenance is high in the more suburban sections of the conservation area; however, in general the buildings are not being maintained with traditional materials with many opting for materials that are not necessarily appropriate for the age and style of building. There are also instances of a need to bring forward or increase routine maintenance particularly on the older streets around the Cross. Though the bulk of the building stock is in good repair there are buildings that would benefit from more urgent repair. There is one building within Strathaven that is outwith the conservation area but is on the Buildings at Risk Register for Scotland – the Category ‘C’ listed Brookfield at 7 Threestanes Road. However, the Buildings at Risk Register has been approached by South Lanarkshire Council about a further two buildings within the conservation area which are pending review:

- **32 - 34 Kirk Street** - Symmetrical four bay two storey late 18th century Georgian vernacular townhouse addressing Kirk Street. Central pedimented chimney, the upper section of which has been removed further to it being declared unsafe in 2013. The building is currently unoccupied with windows and doors boarded up. Both shopfronts incorporate external boxed in roller shutter housings. There is allegedly a structural issue inside the building.
- **1 Main Street** – a three bay, two storey and attic with large dormer late 18th century townhouse located on one of the oldest surviving streets in Strathaven. This small townhouse is now vacant and is rapidly deteriorating in condition. The dormer and roof are in need of complete repair and the cast iron rainwater goods are no longer present. The chimney appears to have partially collapsed.

As part of the survey of the conservation area a further series of potentially problematic buildings were identified:

- **2 – 6 The Ward** – These unpretentious structures were former outbuildings to the former SCS Co-op building on Waterside Street. They were used as a garage until 2011 and are now in poor condition having fallen into increasingly poor repair with sections of brick work looking unstable, cast iron rainwater pipes missing and sections of roof looking in poor repair.
- **44 - 52 Kirk Street** – Now occupied by the Dragon Court Takeaway this asymmetrical four bay two storey late 18th century Georgian vernacular townhouse addresses both Kirk Street and Wellbrae (refer to Fig.4.9). Shopfront with central door sits asymmetrically within Kirk Street elevation. The first floor level of the building appears unoccupied. Lack of ventilators on windows plus modern cement render and paint appear to be causing dampness issues with peeling paint externally particularly to Well Brae gable end.
- **The Town Mill, 4 Stonehouse Road** – A handsome Category 'B' listed building. Though its emphatic Beaux Arts influenced entrance dates from a 1935 re-modelling, the former town mill, now theatre and arts complex, is actually composed of a series of earlier buildings dating from 1831. The building was converted into an arts centre in the 1970s and has been extensively repointed in cement mortar which is preventing the building properly breathing.

4.88 In addition there are a further two buildings that, though they are in a reasonable condition, merit attention due to loss of original architectural detail:

- **38 - 40 Common Green and 2 - 6 Green Street** – A former 18th century Georgian Church that was adapted to commercial and residential use in 1906. In order to achieve this an extended fringe / arcade of shops (with lead flat roof over) was added to the base. The shopfronts are generally

in a poor condition and missing Victorian detailing including console brackets. Some of the shopfront upper clerestory lights have been panelled over in plywood while some of the existing Edwardian shopfront fascias have been replaced by unsympathetic signage accommodated on deeper fascias.

- **28/30 Kirk Street** – A three storey late 18th century Georgian vernacular townhouse that curves around the corner from Kirk Street to Main Street. Three bay elevation to Kirk Street with a single bay to Main Street. Compared to historic photographs the ground floor shop window proportions appear much altered. The fascia with heavy lead flashing is in need of painting. Though in reasonable condition the building is currently unoccupied and the alterations to the ground floor shopfront have had a detrimental impact on the active frontage of a building at a key corner junction within Strathaven.

Townscape detail

4.89 There are a number of architectural details and construction materials found throughout the conservation area which make a contribution to the special character and appearance of the town:

- **Windows** – some of the principal buildings retain their original windows. These include examples of Victorian stained glass at Avendale Old Parish Church and formerly the West Parish Church and now the Strathaven Outreach Community Church. Some of the domestic properties also retain their original sash and scale windows. However, UPVC windows appear throughout the town.
- **Doors** – many of the original panelled timber doors survive to both domestic and commercial premises though it is notable how many have been replaced by modern timber doors and UPVC. There is a high quality interwar Beaux Arts door with marble vestibule to the shop at 11 Main Street.

- **Rainwater goods** – many buildings within the conservation area retain original or early cast iron rainwater goods.
- **Slate roofs** – the majority of buildings within the conservation area retain their original Ballachulish slate roofs.
- **Decorative cast iron** – Good examples of late Victorian railings can be found around Allison Green along Green and Waterside Streets. There are also examples of Edwardian gates such as those of John Hastie Park on Lethame Road and the gates and railings of the former Edwardian dance hall on Bridge Street. There is an example of interwar cast iron boundary railings for the Royal Bank of Scotland at 34 – 36 Common Green. There is also cast iron detailing on buildings including the late Victorian cast iron balcony on the Strathaven Public Halls and an interesting cast iron hopper and downpipe on the interwar building at 56-58 Waterside Street (now the Co-operative Funeral Care building).
- **Boundary walls, gateways and gate piers** – The best example of a boundary wall and gatepier within the Strathaven Conservation Area is that to Strathaven Castle. These probably date from the era of the Town Improvement Committee i.e. circa 1911. The gate piers have a simple Edwardian character terminating in a projecting neck cope with semi-circular cap. There are also boundary walls to many of the late Georgian cottages and later Victorian and Edwardian villas along Kirk and Townhead Streets as well as Lethame and Glasgow Roads. The boundary walls to the cottages and villas along Kirk Street tend to have simple understated gate piers; however, the later villas along the north side of Townhead Street and the lower stretch of Lethame Road, prior to its junction with Townhead Street and the Common Green, have quite elaborate ornamental gate piers. Both the East and West Parish Church still retain their gate piers, boundary walls and decorative cast iron.
- **Dormers and pediments** – many of the surviving Georgian terraced houses and small tenements along Kirk, Waterside,

Townhead and Green Streets have retained their dormers and pediments. These vary in design from round to bowed and chamfered bay with piended and hipped roofs, to simple pedimented dormers with single chimney stacks. The dormers and pediments are often arranged in a symmetrical manner. The central pedimented but blind dormer with single chimney stack and medallion in the tympanum appears to be a leitmotif throughout the Georgian streets of Strathaven. Examples of these buildings can be seen along Kirk Street, Townhead Street, Green Street and Glasgow Road. Analysis of historic photographs reveals that there were examples of pedimented dormers benefiting from elaborate barge boards. Within the Georgian town centre these include the corner building at 1- 5 Townhead Street which had a now missing elaborate bargeboard over its main pedimented dormer. It also includes still present late Victorian examples of intricate bargeboards over piended dormers on Ryeland Street and at the west end of Townhead Street – No 75 being a good example.

- **Chimneys** – many of the original chimneys remain on the buildings within the conservation area. The most striking examples are the Alexander 'Greek' Thomson influenced chimney and chimney pots of Robert Thomson's three late Victorian villas at 78 Kirk Street, 48 Townhead Street and 23 Commercial Road.
- **Shopfronts** – It is still possible to discern evidence of original shopfronts. There are still surviving fragments such as the Edwardian shopfront with stained glass upper lights and original Edwardian door case of the Ann Brownlie Shoes shop at 33 Common Green. The original Edwardian fascia for this shop has now been concealed behind the extended fascia that incorporates an external roller shutter housing. There are also several intact fascias containing awning mechanisms that no longer appear to be in use. The best surviving example of this is the Habit shopfront at 41 Common Green which now relies on a Dutch canopy affixed to the base of the fascia.

- **Street furniture** –There appear to be no examples of Victorian or Edwardian street furniture remaining within the heart of Strathaven.
- **The running water of the Powmillon Burn** – the changing surface of the flowing water of the Powmillon Burn as it passes through Strathaven, in terms of both the quality of light reflecting off it and the constant noise of running water, forms a major characteristic of the conservation area around Green Street, Allison Green, Bridge and Waterside Streets.

Landscape and trees

4.90 Due to its location in the valley of the Powmillon Burn, the backdrop to Strathaven is dominated by a variety of large, mature trees, particularly along Commercial Road, Dunavon Avenue and Dunavon Park which link up with the trees along Stonehouse Road and the dense tree planting around Strathaven (also known as Avondale) Castle and along the ravine embankment at Todshill Street. To the south of the conservation area there is a band of self seeded and now mature trees that follow the line of the former railway bed as it approaches the site of the former Strathaven Central Station. To the west the backdrop is dominated by specimen planting in the grounds of many of the suburban villas as well as those in the small triangular park at the junction of Kirk and Townhead Streets. This is augmented by the dense belts of trees around Kirkland Park and Brookfield.

4.91 Nevertheless, within Strathaven Conservation Area itself, trees are an important but dwindling part of the streetscape, with the majority of trees being located in the string of parks that run through the heart of the town as well as to the backs of gardens, rather than within the street corridors.

4.92 There is a strong linear/avenue of tree planting on Allison Green with the Powmillon Burn set within an avenue of trees and a row of trees defining the open edge of Waterside Street. This is then offset against a looser

cluster of trees on the Green Street edge of Allison Green, particularly around the Green Street entrance to the park and the public toilets.

4.93 The Allison Green tree planting is then taken up in the more informal tree planting along the edge of Powmillon Burn as it passes through John Hastie Park. The informal tree planting along the burn eventually merges with a belt of strong structure planting that forms the north and western periphery of the grounds of Kilwuddie House. There are further outcrops of tree planting along the southern edge of the park particularly around the entrances. The first entrance off Lethame Road has an informal character but the second entrance takes the form of a small avenue of trees that leads up to a smaller informal outcrop of trees that frames the southern edge of the second football pitch.

4.94 Bordering the northern edge of John Hastie Park is the neighbouring George Allan Park. Together the two parks make up Strathaven Park. By virtue of its strong tree structure planting George Allan Park has a different character to its southern neighbour. There is a very strongly defined edge to the park along Threestanes Road where the avenues of trees, which adhere to the curve of the road, join up with the tree cover on the Brookfield estate. The park is broken up into a series of rooms, each defined by a strong avenue of trees. To the north of the boating pond an avenue of trees strikes diagonally from Threestanes Road to the entrance off Glasgow Road. Though the lines of trees follow the same geometry the path swings to the east so as to cross the Powmillon Burn in the most economical manner before swinging back to the north to re-join the Avenue. The Powmillon Burn is itself framed by a strong curving avenue of trees that also helps to spatially enclose the area around the boating pond.

4.95 Trees within the conservation area are protected by the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006 and the Town and Country Planning (Tree Preservation Order and Trees in Conservation Areas)

(Scotland) Regulations 2010. Trees with a Tree Preservation Order or in a conservation area are protected by law making it a criminal offence to lop, top, cut down, uproot, wilfully damage or destroy a tree unless carried out with the consent of the Council. Proposals for work on trees within a conservation area must be notified in writing to the Council, six weeks in advance of commencing works.

4.96 There are Tree Preservation Orders (TPOs) that affect the setting of the conservation area. The trees are located on the north and western periphery of the grounds of Kilwuddie House and back onto the tennis courts access off Holm Street. They form part of a larger grouping of trees within Strathaven Park and include good examples of Lime (*Tilia europaea*), Beech (*Fagus sylvatica*), and Sycamore (*Acer pseudoplatanus*).

4.97 With the exception of the Tree Preservation Order within the grounds of Kilwuddie House there are no other natural environment designations within or affecting the setting of the Strathaven Conservation Area at this time.

Public art and lighting

4.98 There are two main examples of Public Art or sculpture within Strathaven. The first is the James Wilson Monument on Castle Street. James Wilson (3 September 1760 – 30 August 1820) was a Strathaven weaver who, having been found guilty of treason, was executed on Glasgow Green for his part in the Radical Rising of 1820. Wilson was a prominent figure in the movement seeking electoral reform. The monument was erected on the site of his house in what was then Kirkyard Street in 1846. The Category 'B' listed monument takes the form of an obelisk on a polished ashlar pedestal decorated at its base by an anthemion. The inscription on the base reads:

"Erected by public subscription in affectionate memory of James Wilson a patriotic Scotsman who suffered death at Glasgow 30th August 1820 for enunciating those principles of progress and reform by the adoption of which

Great Britain has secured domestic peace and consolidated her power among the nations. Born at Strathaven 3rd September 1760."

4.99 The second is the Strathaven War Memorial which is located at the top of Kirkhill in Strathaven's Old Graveyard. The memorial was unveiled on Saturday 3rd June 1922. It takes the form of an obelisk composed of rock faced ashlar on a similar rock faced plinth with polished ashlar stepped base. The inscriptions are carved into each face of the plinth. The inscriptions for the Second World War are located on polished granite blocks that are incised into but sit proud on the base of the plinth. The Monument can very clearly be seen on Strathaven's skyline.

4.100 There are further examples of public art but they are attached to the faces of buildings and so form part of their ornamental scheme. These include the War Memorial that was inserted into the former entrance of Avendale Old Parish Church, the carefully composed Glasgow style monogram over the main entrance to the former John Hastie Museum is particularly attractive, and finally the Beaux Arts entrance of the Town Mill with its central millstone motif.

4.101 As part of the proposals for Allison Green, that were published as part of the Allison Green, Strathaven Improvement Study and Masterplan, February 2014 (commissioned by Adam's Community Trust and prepared by City Design Co-Operative with the Neilson Partnership), the East Parish Church Spire is to be floodlit.

5.0 Character assessment

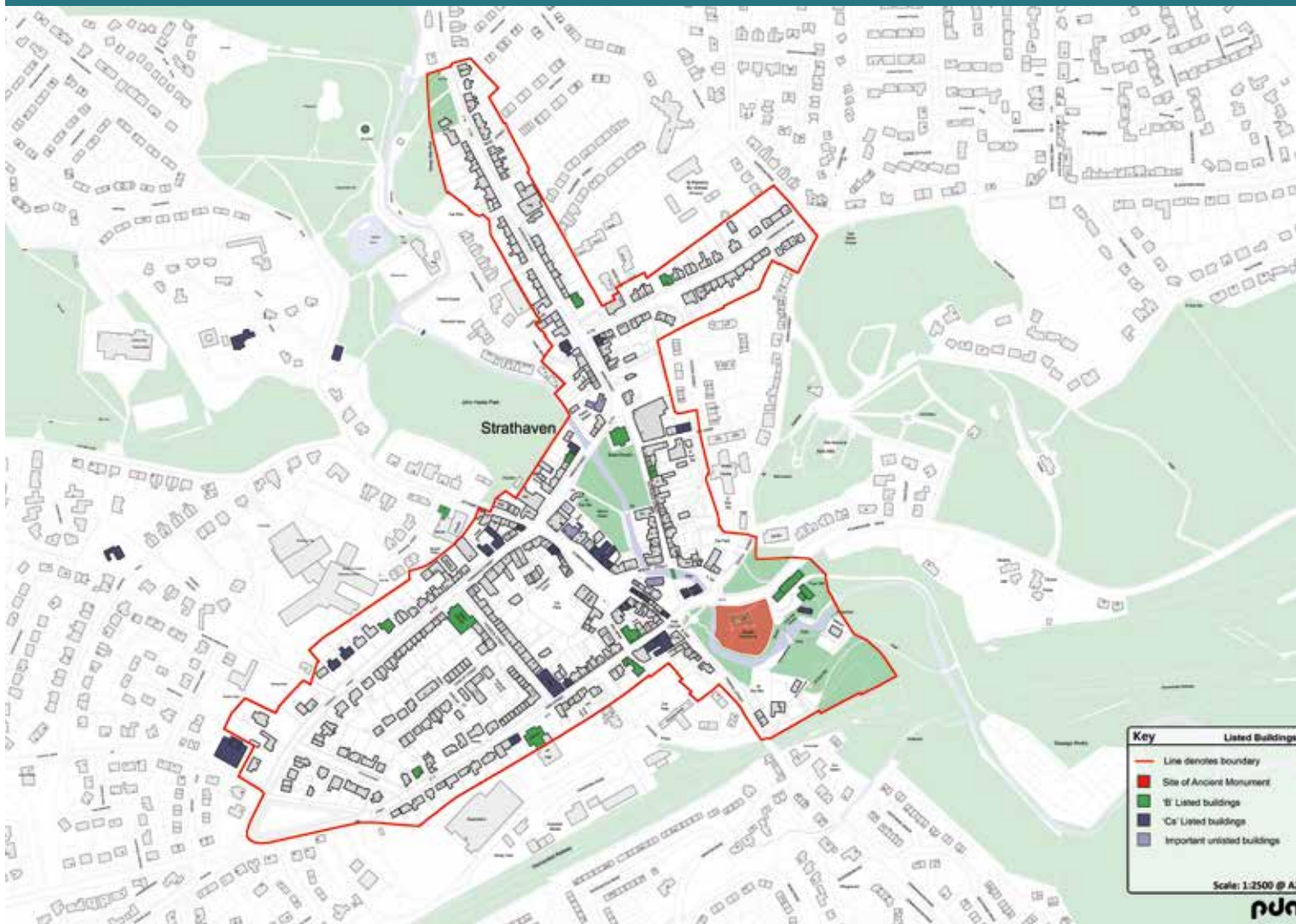


Figure 5-1: Strathaven Listed Buildings and Scheduled Ancient Monuments. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Listed buildings

5.1 An important part of the character assessment of a place involves an evaluation of its buildings stock and the identification of key buildings that make a valuable contribution to the urban form, character and appearance of a conservation area.

5.2 There are 383 buildings within the Strathaven Conservation Area. Of these 14 buildings (including the Boo Backit Brig) are category 'B' listed and 22 are category 'C' listed. There are also four unlisted buildings of importance. In addition, there are three category 'B' listed buildings and four category 'C' listed buildings outside the conservation area (refer to Fig.5-1).

5.3 The following are examples of listed buildings which contribute positively to the townscape and appearance of the conservation area:

Town Mill, Stonehouse Road (Strathaven Town Mill Arts and Heritage Centre)

(Category 'B', Listed on 11/11/1980). This key building is located on the A71 at the eastern entrance to the conservation area and the town centre. It is directly to the east of Strathaven (also known as Avondale) Castle. The Building is on a variety of levels, and is of different ages. There have been buildings on the site of the Town Mill since at least 1650. However, its prominence in the townscape is due to its location on Stonehouse Road which was cut through the castle grounds in 1826.

The Town Mill was first built in 1831, extended in 1877, remodelled in 1935 when it was converted to hydroelectricity and then re-opened in 1936 by Sir Harry Lauder. The original Mill was three storeys high and linked to a dam on the Powmillon Burn. In 1902 it was joined by a large granary, the two buildings being linked by an aerial walkway. The Stonehouse Road elevation is composed of two buildings linked by an emphatic Beaux Arts influenced entrance with curved parapet, flag pole and central millstone motif captioned with the words 'The Town Mill' and then in smaller script - 'For Quality Better Cannae Be'. The panelled Board Room reputedly comes from the Cunard Liner 'Homeric' (originally launched in 1913 as 'Columbus' for Norddeutscher Lloyd) which was scrapped in 1935. The Mill ceased production in 1966 and was converted to use as an arts centre. It contains a theatre, Thompson Hall, and a range of meeting rooms including the Granary.

Avendale Old Parish Church (Category 'B', Listed on 12/01/1971). Dating from 1772, Avendale Church on Kirk Street was built as a replacement for St Mary's Chapel. The interior was altered in 1879 by Glasgow Architects Clarke and Bell. A harled and quoined symmetrical T-plan church with five stage tower projecting forward on the Kirk Street elevation. The tower originally incorporated the entrance to the church but this was removed in 1879 and a new entrance located to the north east. The arch now incorporates a war memorial. The two single storey dressed sandstone bays either side of the tower are later additions designed to accommodate the organ. Internally the church is focused on the Pulpit which sits within a pilastered round-headed niche with shell hood and is flanked by the organ pipes.





Figure 5-2: Strathaven, West Parish Church (Category B listed, 1835), July 2014 (Peter Drummond Architects)

East Parish Church (Category 'B', listed on 12/01/1971). Originally opened as a relief church for Avendale Old Parish Church which was already too small to accommodate a growing population. The church was built on the north corner of what became Allison Green in 1777. It has a square plan and two storeys with the sanctuary sitting over a basement hall. The sanctuary is characterised by its tall arched windows. The five stage clock tower and steeple which dominate the town's skyline are later, dating from 1843. The tower has a date stone - MDCCCXLIII - carved into it by Mason James Park.

West Parish Church (Category 'B', listed on 11/11/1980). Built in 1835 the church is the most prominent building at the junction of Townhead and Thomson Streets (refer to Fig.5-2). The church is a rectangular-plan, symmetrical church with Gothic details and entrance in blonde sandstone. Traceried windows to front elevation. The harled elevation to Thomson Street has four tall arched windows. The Church incorporates stained glass by W. and J. J. Kier of Glasgow. The interior is galleried on three sides with the gallery being supported on slender iron columns. The church is now occupied by the Strathaven Outreach Community Church.

Strathaven Public Hall (Category 'C', listed on 09/08/2005). Dating from 1895-6 the Halls are a good example of a late Victorian Civic building, the Public Halls – now the Strathaven Scout and Guide Centre - are an unusual addition to Strathaven's townscape as they are partially formed in Ballochmyle Stone. The corbelled corner turret with bell cast dome to Thomson Street is a good example of Glaswegian Baroque. The building is the work of a Lanarkshire architect, Alexander Cullen of the practice Cullen Lohead and Brown. The works were financed by Strathaven residents, who became shareholders in the Strathaven Public Hall Company. The building supplies a main hall with a capacity of 600 and a lesser hall with a capacity of 130. It also incorporates meeting rooms and offices. The halls were used for a variety of purposes, including as a library for the Mutual Improvement Association, a cinema and for housing troops. The Halls closed in 1969 where upon they were secured for the Strathaven Scouts and Guides.

4 Kirk Street (Category C building, listed on 03/06/1993). Prominent survivor at the Cross dating from 1706. The harl and dressed stone Georgian facade is later, dating from the early 19th century. This building may have been a former mill. There is a good cast iron grill in the fanlight above the modern UPVC timber effect door which may be original.

10 Strait Close (Category C building, listed on 11/11/1980). This prominent two storey and attic survivor at the Cross dates from the late 18th century. Harled, with painted margins, those at angles chamfered below 1st storey. The Strait Close elevation has 3 bays at right, with 2 doors and single window to ground floor, 3 1st floor windows, blank wall at left. Gable to Kirk Street has 2 enlarged windows to ground, 2 to 1st floor and 2 small windows to attic; Main Street has 2 irregularly-placed windows in each floor, modern skylights, end and ridge stacks and slate roof.

15 – 29 Kirk Street (Category C building, listed on 11/11/1980). The former Sun Hotel is comprised of an attractive series of linked buildings. These buildings make a good impression on Kirk Street. The first two are Georgian and date from the early 19th century. These buildings have the central pedimented dormer and single stack chimney motif that is characteristic of many of the late 17th century buildings within Strathaven. The third building has a strong hint of the Glasgow style and dates from the early 20th century.

78 Kirk Street, Wingfield (Category B building, listed on 11/11/1980). Unusual late Victorian asymmetrical detached two bay two storey villa by architect Robert Thomson that strongly echoes the work of Alexander 'Greek' Thomson. The villa is characterised by its advanced bay with a three light pilastered window at ground, surmounted by a four light window behind pilastrade at first floor with deeply projecting eaves over gable. The Thomsonsque theme is also taken up in the decorative chimney pots.

48 Townhead Street (Category B building, listed on 11/11/1980). Unusual late Victorian (1888-90) asymmetrical detached two bay single storey villa, in random ashlar red sandstone, by architect Robert Thomson that strongly echoes the work of Alexander 'Greek' Thomson. The villa is characterised by its advanced bay with a four light pilastered window surmounted by a deeply projecting eaves over a gable containing medallion with cinquefoil ventilator. The single stack chimney is surmounted by a Thomsonsque chimney pot with lotus head motif.

23 Commercial Road, Glengair (Category B building, listed on 11/11/1980). Unusual late Victorian (1888-90) asymmetrical detached two bay single storey villa by architect Robert Thomson that strongly echoes the work of Alexander 'Greek' Thomson. The villa is characterised by its advanced bay to the east, with a three light window framing two columns in antis with delicately carved capitals. The window is surmounted by a gable, incorporating a medallion with quatrefoil ventilator. The single stack chimney is surmounted by a Thomsonsque chimney pot with lotus head motif.

5.4 There are also some key listed buildings that sit outside the conservation area. The most prominent of these is the former John Hastie Museum (Category C building, listed on 09/08/2005) at No. 8 Threestanes Road. The building dates from 1915 to 1921 and is by architects Lohead and Brown. The main harled elevation of the building addressing Threestanes Road is strongly influenced by Sir Robert Lorimer's arts and crafts work, in particular the central, rounded scrolled pediment and stepped pined roof which is very similar to his domestic work of the same period. The Glasgow style John Hastie Museum monogram over the main entrance is particularly attractive and noteworthy.



Figure 5-3: Strathaven, 2 Bridge Street – former Edwardian dance hall, July 2014 (Peter Drummond Architects)

Unlisted buildings

5.5 There are also key unlisted buildings which make a positive contribution to the character and appearance of the conservation area. Some of these buildings are important for telling us about Strathaven's post medieval past. Other buildings act to unify the townscape of the late 18th century extensions to the medieval town. Still more give a flavour of its wealth during the Victorian and Edwardian eras while some date from the interwar period. These buildings include:

2 Bridge Street - prominently sited Edwardian former dance hall (refer to Fig.5-3). Though probably designed to be temporary this characterful single storey hall adds a distinct and memorable note to the historic heart of Strathaven and helps form part of the special character of the conservation area.

39 Bridge Street – prominently sited three storey townhouse with crow stepped at the junction of Bridge and Castle Street that gives a good idea of what the historic heart of Strathaven was once like.

2 Common Green - prominently sited two storey and attic townhouse dating from the late 19th century. This diminutive Queen Anne style building is a very good, if small scale, example of the influence of Richard Norman Shaw's masterpiece - Cragside. The building has real charm and adds to the special character of the conservation area.

6 – 10 Common Green – prominently sited two storey building of 1885 that turns the corner between the Common Green and Bridge Street with flair using a conical roof over oriel bay device that is framed by twinned pilasters extending up into chimneys. The west facing chimney has subsequently been removed. The building has also lost its original late Victorian shopfronts though there is historic photographic evidence of what they once looked like.



Figure 5-4: Strathaven, 34-36 Common Green, Royal Bank of Scotland- Beaux Arts door case, July 2014
(Peter Drummond Architects)

29 - 31 Common Green – an unusual three storey one bay wide townhouse with Glasgow style influence including a central timbered pedimented dormer with a series of pronounced Charles Rennie Macintosh style squares framing the second floor window with its exaggerated cill and keystone detail. The Glasgow style influence continues into the twined stacks with flared architrave detail and elongated dentil. The building has sadly lost its original shopfront and the poor quality replacement erodes the architectural value of the building.

34 - 36 Common Green – a Scottish baronial detached villa that is actually purpose built as a bank (refer to Fig.5-4). The building is characterised by its sneaked sandstone elevations that culminate in red sandstone crow stepped gables. The building has a later interwar Beaux Arts entrance door case with good carved keystone that echoes the work of Sir JJ Burnet. Historic photographic analysis indicates that this is a replacement for an earlier Scottish baronial entrance porch that was centrally located on the elevation.

38 - 40 Common Green and 2-6 Green Street – Former Greenside Church. A prominent corner building of significant age (1770) that is a very good if now run down example of adaptive reuse. The building contains a fringe of shops with dwellings above. The quality of the Edwardian shopfronts has been badly eroded but there is good historic photographic evidence of what the building was once like.

2 - 6 Kirk Street – a prominently sited building located directly at the eastern entrance into the town centre and conservation area and prominently located on the A71, one of the main routes through Strathaven.

28 - 30 Kirk Street – prominent corner building that used to address the corner of Main Street with an asymmetrical Georgian shopfront, the proportions of which have subsequently been altered.



Figure 5-5: Strathaven, 6 Waterside Street, The Star Inn, July 2014 (Peter Drummond Architects)

Alexander Taylor Bakery, 10-11 Waterside Street – characterful bakery at the heart of the conservation area. The cheerful green harled and dressed stone facade of the building contrasts with the Star Inn (now recently named The Strathaven) opposite lending the junction of Waterside and Bridge Street a real sense of place.

The Star Inn (recently named The Strathaven), 6 Waterside Street – characterful pub at the heart of the conservation area (refer to Fig.5-5). Each of its three main elevations has a different character but the building is unified by use of harl and bright colours. The columns of the mid to late Victorian Bridge Street section are of note.

The Co-operative Funeralcare, 54 Waterside Street – Handsome interwar red sandstone building with good consol brackets and interesting hopper.

Police Station, 31 Green Street – Handsome interwar police station incorporating officers' house (refer to Fig.5-6). The building is strongly influenced by Sir Robert Lorimer's arts and crafts work and may be by the local practice Lohead and Brown, the same architects as the former John Hastie Museum.



Figure 5-6: Strathaven, 31 Barn Street, Police Station, July 2014 (Peter Drummond Architects)

Scheduled monuments

5.6 There is only one Scheduled Monument within the conservation area, Strathaven (or Avondale) Castle. The Castle was up until very recently also classified as a B listed building. However as a result of Historic Environment Scotland's work in respect of the removal of dual designations, in order to provide clarity for the future management of sites, it has been delisted.

Strathaven (or Avondale) Castle (Designated on 14/02/1958). The first castle of Avondale was built in circa 1350 though there was possibly an earlier wooden structure. The hillock on which it sits is a basalt outcrop that has probably been engineered to create a level surface for construction. The present Castle, now a consolidated ruin as a result of the endeavours of the Town Improvement Committee in 1912, was built in circa 1458 by Sir Andrew Stewart an illegitimate grandson of the 2nd Duke of Albany who obtained the barony in 1456 and became Lord Avondale in 1457. Stewart served as Lord Chancellor of Scotland from 1458 onwards.

The current form of the castle is probably due to Sir James Hamilton of Finnart who obtained a charter of the Over and Nether Mains of Strathaven, including the castle, on 2nd September 1534. Hamilton was a skilled architect and Steward of the Royal Household and Master of Works. He was responsible for works at the Royal residences of Linlithgow Palace, Blackness Castle, Stirling Castle and Falkland Palace.

The castle was last occupied by Anne, 3rd Duchess of Hamilton who died in 1716 but was known to hold Strathaven in special affection. Anne rebuilt the castle in 1699 and also provided Strathaven with a new school and mill. After Anne's death the Castle was used on an occasion as a market place and as a court hall and occasional gaol but was no longer maintained. In 1736 the castle was damaged by lightning and in 1737 the roof was blown off in a storm. By 1740 the gates had been removed and the walls were being used as a source of building material for the villagers.

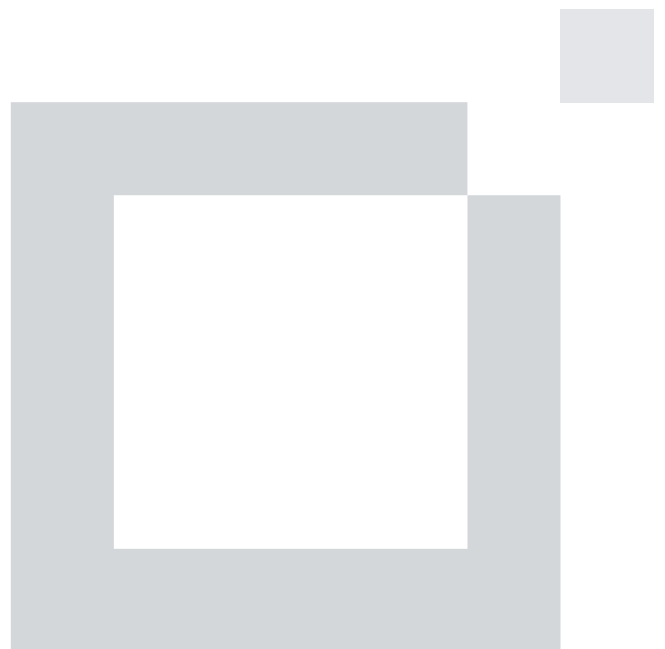
The rubble built Castle had a rectangular-plan with 2 round towers set on diagonally opposite corners. Only the north-west tower survives. It has gun ports, and is divided in to 4 stages. The north wall has a splayed plinth and blocked rectangular openings. In the 1880s the Castle was surveyed by MacGibbon and Ross and is described in *The Castellated and Domestic Architecture of Scotland from the twelfth to the eighteenth centuries*, Volume 1. The ruin was reconsolidated first in 1912 and later in 1968-69.

Character zones

5.7 The appraisal has identified six character zones within the Strathaven Conservation Area, each occupying approximately an eighth to two eighths of the total area:

- **The Castle precinct:** Strathaven (or Avondale) Castle, the Town Mill and the Powmillon Burn to the east of the medieval core of the town. In essence the romantic ruin of the Castle along with the organically arranged mill buildings picturesquely disposed across the wooded outcrop and steeply sloping sides of the ravine containing the burn.
- **The Cross:** The medieval and post medieval core of the town comprising contiguous buildings, rising from the back of the pavement, arranged in an organic manner so as to enclose space in a more picturesque manner.
- **The Georgian linear extensions:** the Georgian linear expansion from the post medieval core of the town comprising contiguous buildings, rising from the back of the pavement, but arranged in a linear manner so as to spatially define the street.
- **The Common Green:** a Georgian extension to the post medieval core of the town comprising contiguous buildings, rising from the back of the pavement, but arranged in a organic manner so as to spatially enclose the irregular market place.
- **The Victorian Suburb:** On the sloping ground to the west of the post medieval and Georgian expansion of the town centre are a series of semi detached and detached cottages and villas set back from the street with at first small front gardens progressing to very spacious front gardens
- **The Parks:** The grounds of Allison Green, providing a spacious and open tree lined lawn, bisected by the Powmillon Burn and overlooked by the East Parish Church, within the heart of the town.

5.8 The evolving feu patterns, architectural vocabulary, and level of open space in each character zone combine to create a distinct identity, albeit one that perhaps blurs around the edges. In assessing any development proposals, it will be important to ensure that each reflects the specific character of each zone.



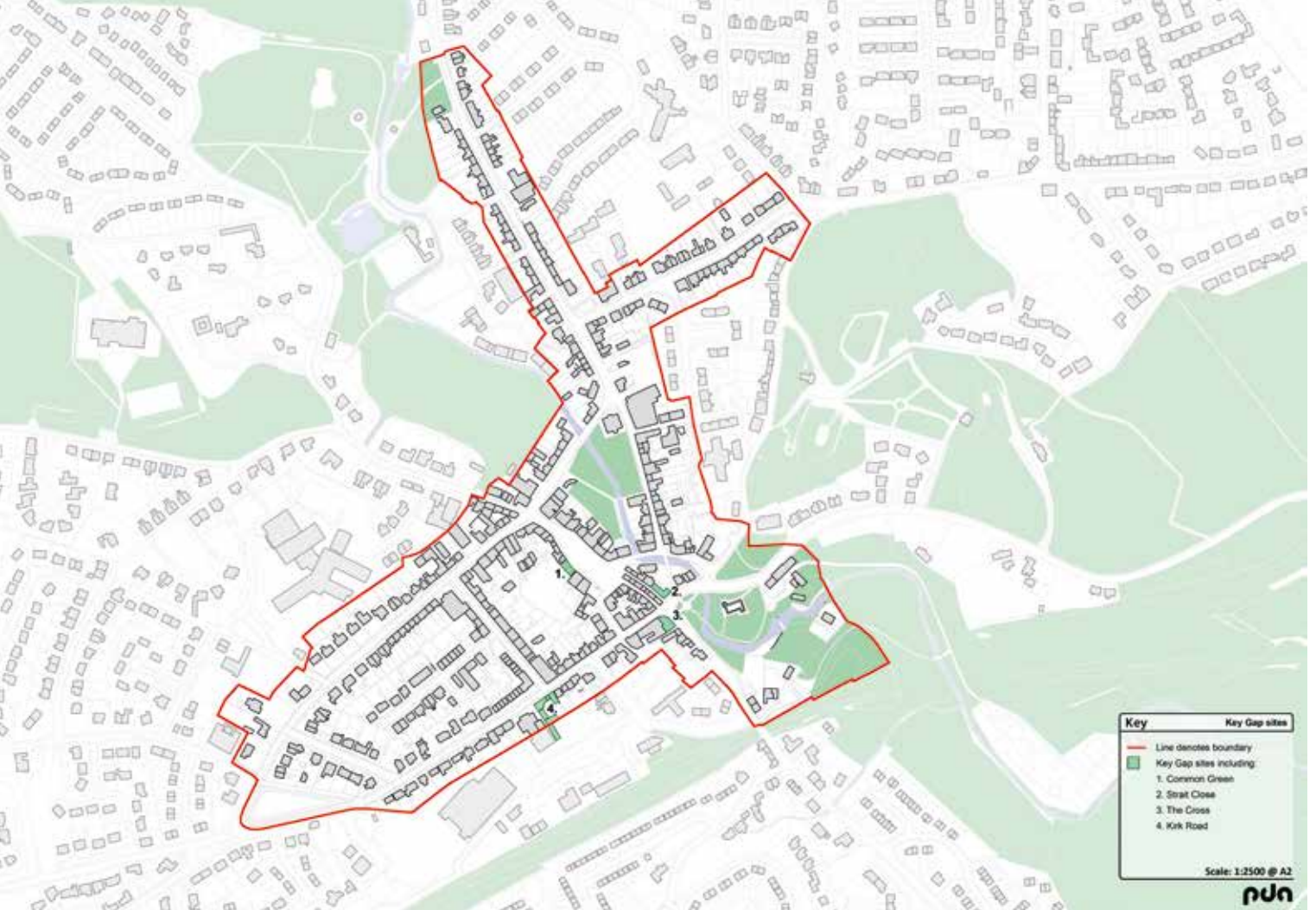


Figure 5-7: Strathaven Gap sites. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Gap sites

5.9 Unfortunately, Strathaven has a series of prominent gap sites within both the medieval and post medieval heart of the town and the later 18th century extensions. These gaps sites detract from the character of the conservation area (refer to Fig.5-7).

5.10 The most prominent series of gap sites are located around the Cross and the streets that converge on it namely Sandknowe, Castle, North, Kirk and Todhill Streets. There are also gap sites at the top of Strait Close and what would have been a vennel connecting the Cross back to Waterside and Bridge Streets via the Boo Backit Bridge.

5.11 These gap sites have collectively undermined the spatial enclosure of the Cross to the extent that it is difficult to discern, or even imagine, that this key node was once a tight and characteristically Scottish urban space as well as being the historic heart of Strathaven.

5.12 The demolition of the buildings along the east sides of the Cross and Todhill Street have at least had the partial benefit of exposing the picturesque ruin of Strathaven (or Avondale) Castle and have resulted in the creation of a new, heavily wooded, park at the heart of Strathaven, but the other gap sites tell a different story and have seriously eroded the historic value of the Cross.

5.13 The most prominent gap site is the one located at the head of Strait Close. This is currently occupied by car parking and the informal storage of bins. The gap site accidentally reveals the gable of 7 Strait Close – a gable end that was never meant to be exposed, has no architectural merit but has now been given undue prominence within the remains of the post medieval townscape.

5.14 The loss of the two storey late Georgian Building on this site has also largely eroded the enclosure of the former vennel that connected the Cross to Waterside and Bridge Streets via the Boo Backit Bridge. The opened up space of the former vennel has been attractively landscaped and is focused on the picturesque bridge. That said, however attractive this pocket park is, it is not a substitute for the loss of the post medieval fabric at the centre of the town.

5.15 The most recent gap site is particularly unfortunate. It has resulted from the demolition in late 2011 of the Castle Tavern as a result of internal subsidence. The resultant gap site now detracts from the key junction of Todshill and Kirk Streets. It erodes what remains of the historic cross by opening up what would have been a tight entrance to Kirk Street that would have dated from the 1770s.

5.16 The 18th century extensions to the medieval heart of the town also suffer from two prominent gap sites. The first of these gap sites is the one on the west side of the Common Green that now comprises the Common Green car park.

5.17 This gap site resulted from the demolition in 1969 of both the former late Georgian villa housing the Bank of Scotland and the adjacent old Commercial Garage. The garden for the villa was redeveloped as new commercial premises while the site of the former garage was opened up as a car park in 1977. Though there had been a small lane between the garden of the villa and the garage, the opening for the Common Green car park is significantly larger and erodes the sense of spatial enclosure, along the south west side of the Common Green. Added to that is the gradual rise of the car park away from the Common Green giving a busy and cluttered looking backdrop of cars that detracts from this key urban space within Strathaven.

5.18 The second major gap site in the 18th century extension to the town is the recent (2013) gap site directly to the north-east of Avendale Church. This gap site was formerly occupied by an unlisted but characterful two storey late Georgian stable block that was demolished suffering from subsidence. The stable block was part of a contiguous terrace of Georgian buildings that provided a strong sense of enclosure to the street. The stable block also played a dual role in that it served, along with 61 Kirk Street, to frame the Category 'B' listed Avendale Old Parish Church. The loss of the stable block has undermined this set piece as well as eroded the strong sense of spatial enclosure at the junction of Kirk and Thomson Street. Planning permission has now been granted for the erection of a flatted development at this site.



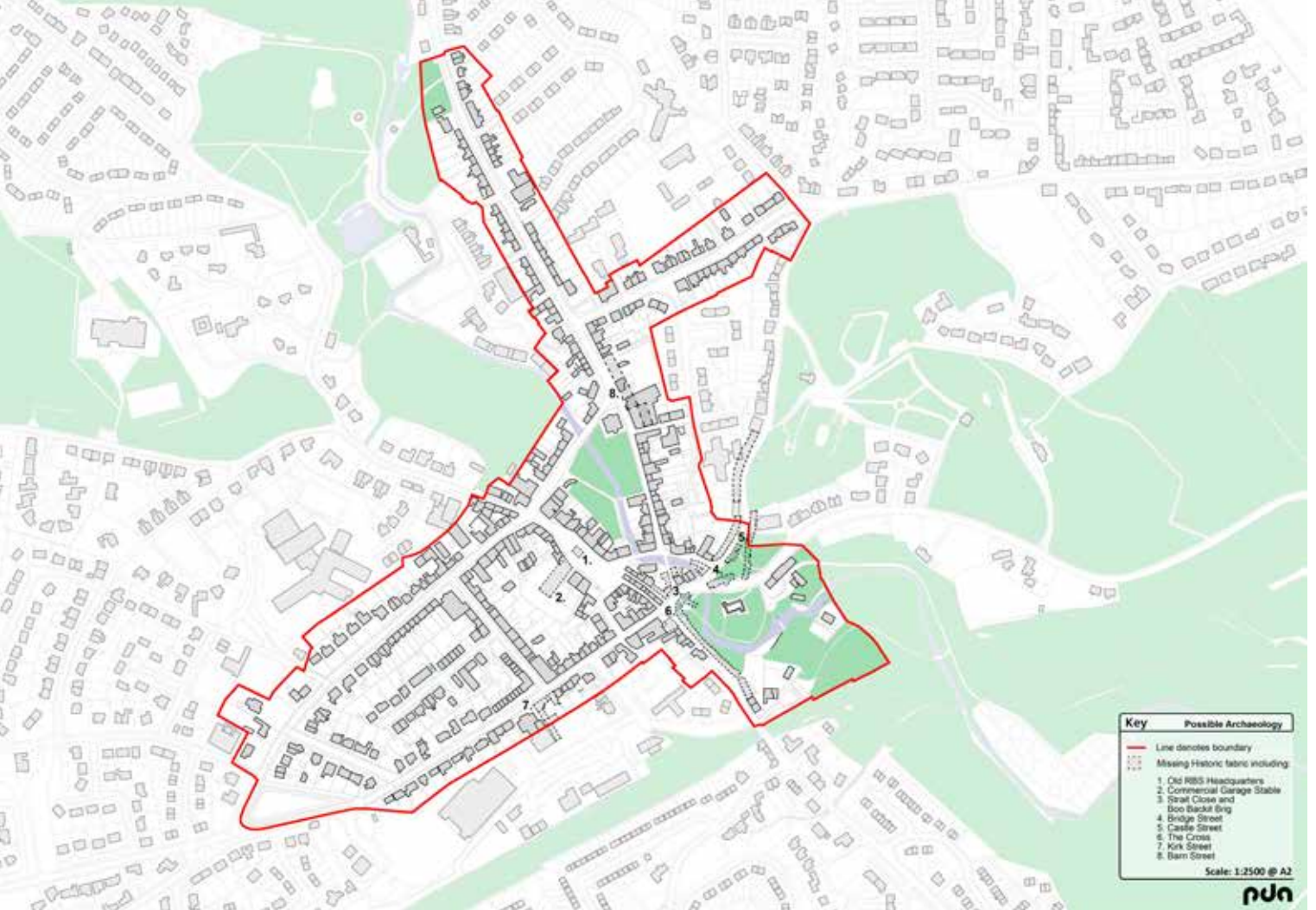


Figure 5-8: Strathaven Possible Archaeology. Baseline mapping data reproduced by permission of Ordnance Survey on behalf of HMSO. Crown copyright and database right 2014. All rights reserved. Ordnance Survey Licence number (100020730 2008).

Archaeological resources

5.19 Aside from Strathaven (or Avondale) Castle and St Mary's Church, there are no known archaeological remains within the town itself, although a worked core in unusual quartzose material was found in sand below soil-level during the removal of a large shrub from the rear garden of 17 Bowling Green Road, Strathaven. Another core of the same material was later recovered from garden soil (NMRS: NS64SE 12).

5.20 Out-with the town, evidence for prehistoric activity has been uncovered at two locations to the south of Strathaven. A small core in fine chert, small flakes and other items in radiolarian chert and jaspilite found in gravel on the north bank of the River Avon just upstream from Craig Bridge (NMRS: NS74SW 26). Flint, chert, quartz cores and flint flakes were found in gravel on the north bank of the River Avon (NMRS: NS74SW 25).

5.21 Roman activity is known in the area around Strathaven, as the Peebles-Castledykes-Loudoun Hill Roman road (NMRS: NS63N 7) lies to the south of the town, and Proudfoot notes that a sandal and some coins (NMRS: NS63NE 2) were found on a farm to the south-west of Strathaven (Proudfoot, 303).

Previous archaeological investigations

5.22 Some archaeological investigations have been carried out within Strathaven in response to planning conditions. An archaeological watching brief was carried out in 1993 at the Cross during the excavation of the foundation trench for a retaining wall to be built on the vacant site on the west side of the Powmillon Burn (WoSAS Event 1021). No significant archaeological remains were disturbed during the work.

5.23 In September 2003, a programme of evaluation works was undertaken on a proposed residential development site at Millholm Road. Three trenches were machine-excavated but revealed no archaeological remains (NS74SW 149; WoSAS 1188).

5.24 A watching brief was carried out during environmental improvement works in the area around the remains of Strathaven, (or Avondale) Castle as a condition of Scheduled Monument Consent. The works revealed the footings of an enclosing wall at the south-east corner of the upstanding remains of the castle and mortared sandstone rubble uncovered at the edge of the steep slope above the burn. The wall was constructed of mortared sandstone rubble on the east side of the castle (NMRS NS74SW 9, WoSAS 9751).

Archaeological conclusions

5.25 This brief investigation indicates that the key focal point for commerce in Strathaven in the mid-eighteenth century was the Cross/the east portion of Kirk Street, not the Common Green that may have become the market place in the late eighteenth or early nineteenth century.

5.26 Aside from the 15th century Strathaven (or Avondale) Castle, none of the Listed Buildings within Strathaven dates from earlier than the 18th century. However, examination of modern maps and satellite images shows that the houses on Todshill Street, none of which are Listed, have long, narrow gardens that are reminiscent of the medieval burgage plots depicted by Roy. It is therefore possible that remains, deposits or features relating to the medieval or early post-medieval period have survived within the former burgage plots on Todshill Street.

5.27 Areas within Strathaven Conservation Area that do not appear to have been developed or overly disturbed include:-

- A. the former washing green south of Green Street;
- B. the burgage plots on Todshill Street;
- C. the small land parcel bounded by Castle Street and Stonehouse Road, and
- D. the open land east and south-east of Millholm Road.

5.28 Out-with the conservation area, there is scope for survival of archaeological and/or historical remains at the following locations:-

- E. the area immediately east of the older part of the graveyard (which is also the probable location of St Mary's Kirk);
- F. the area immediately north of the older part of the graveyard, and
- G. the playing fields within John Hastie park.

5.29 With the exception of Todshill Street, all of these areas have been open land since at least 1864. While some landscaping has probably taken place on some or all of these land parcels, archaeological remains can survive landscaping (Rennie 2014), although this is dependent on the types of remains and the depth to which any ground-works have extended.

5.30 All of these areas are illustrated in both Figure 5-8 above.

Recommendations

5.31 Given the limited nature of this study it seems likely that there is a relatively high potential for survival of archaeological remains, particularly of the medieval and early post-medieval periods within the immediate vicinity of Strathaven (or Avondale) Castle. It is therefore recommended that more detailed historical and archaeological research be conducted, including a detailed study of the upstanding remains within the core area of streets that define the early town plan.

Assessment of significance

5.32 Strathaven is of educational, social and physical significance. The convergent street pattern of the original medieval and post medieval settlement reflects the traditional Scottish organic layout of narrow streets and tight feus that was imported into Scotland by King David I, though the landscape around the key crossing of the Powmillon Burn does not lend itself to the articulation of a classic fishbone pattern typical of this era of planned towns.

5.33 This more ancient pattern is then overlaid with the late 1700s extensions. The linear streets of contiguous buildings characteristic of this phase of Strathaven's growth reflect developments in Scottish town planning arising from a combination of factors. These include the growing impact of industrialisation on agricultural practices, the increasing urbanisation of a formerly scattered rural population and urban ideas associated with the Scottish Enlightenment on the back of ideas imported from both Europe and the early settlements in the Caribbean and the American Eastern seaboard.

5.34 This second pattern of streets is probably influenced by Strathaven's proximity to Glasgow and how the original strongly linear streets of the New Towns of Glasgow, such as Candleriggs and King Street, extend away from the more organic Medieval and Post Medieval Streets such as the High Street and Trongate. It is highly likely that landowners such as the Duke of Hamilton and local merchants and traders would have been familiar with these new developments and brought them back to Strathaven. This would also explain the elegant and well proportioned Georgian tenements and townhouses lining the streets opened up in Strathaven during the 1700s. The style of the new buildings also reflects the influence of Glasgow and the elegant but simple neoclassical structures that lined the streets of the first of the Glasgow New Towns.

5.35 In social and political terms, Strathaven in the first decades of the 19th century is also worthy of study particularly for its links to the Radical movement. Sympathy for this developed in the town as the impact of the industrial revolution was felt by the local weavers who then agitated for electoral reform in the face of opposition from the Duke of Hamilton. The story of James Wilson and its tragic outcome plays out as a microcosm of much broader social trends in Scotland and the United Kingdom culminating in the 1832 Reform Bill.

5.36 The development of the town is thereafter increasingly linked to technologies arising out of the industrial revolution with the arrival of the railway at Flemington in 1863 which was later extended to Strathaven Central in 1904. While the railway may no longer be extant there are significant fragments of industrial archaeology associated with the railway scattered across the landscape of the upper parts of the valleys of the Avon River, Powmillon Burn and River Irvine. Simultaneously, from the 1880s onwards, a number of mills were established in the town. The power looms of the mills were able to produce large quantities of goods more cheaply than handloom weaving and products were sold as far afield as Canada, South America, Burma and India.

5.37 As a result of the prosperity brought forth by these innovations, the urban pattern of the town shifts once more with a more suburban pattern of development taking hold on the upper stretches of Kirk Street, Townhead Street and Lethame Road leading to patterns of development such as Crosshill Crescent that entirely depart from the earlier patterns of development within the town. These houses catered to both an increasingly prosperous middle class within Strathaven and also people who took advantage of the 40 minute commute by train to work in Glasgow.

5.38 By the turn of the 20th century the increasingly confident middle class of Strathaven were exerting their influence over the development of the town via the Town Improvement Committee which began a series of improvements including road widening. This local patriotic spirit is also reflected in philanthropic gestures such as the gifting of first Allison Green, then George Allan and John Hastie Parks giving Strathaven its network of greenspaces that bisect the centre of the town along the Powmillon Burn.

5.39 In physical terms Strathaven is also significant. It enjoys a rich and varied natural setting with the variable topography of the valley of the Powmillon Burn. The stream intersects and cuts past the basalt outcrop upon which the Strathaven (or Avondale) Castle is located - a position clearly chosen to control the key crossing of this burn.

5.40 All these attributes give Strathaven a rich culture and history, making it of High Regional Significance and this is reflected in Strathaven's Conservation Area. Strathaven Conservation Area is a good example of an ancient Burgh that has been transformed as a result of both the Scottish Enlightenment and the later industrialisation and suburbanisation of the Victorian and Edwardian eras.

Key features

5.41 Following an assessment of buildings and areas of significance it is now possible to identify the key features which define the special architectural and historic character of the conservation area. These are considered when determining development applications within the conservation area:-

Street pattern – Strathaven's convergent street pattern emerges as the dominant pattern but it is underscored by nuances as it has evolved and grown over the centuries. The organic layout of the medieval and post medieval streets such as Main Street and Strait Close with their contiguous buildings contrasts with the linear contiguous streets of the Georgian era such as Kirk and Townhead Streets. These contrast with the Victorian and Edwardian extensions to these streets where their linearity is retained by the road but gradually broaden out as the increasingly fragmented built fabric of cottages and villas is set further and further back from the street.

Plot pattern - The tightly packed feus along the streets, in the medieval and post medieval heart of Strathaven, as well as in the later Georgian streets such as Waterside Street, contrast with the increasingly large Victorian and Edwardian cottage and villa plots on the upper stretches of both Kirk and Townhead Street. The tight feus within the centre of Strathaven also contrast with the open spaces of Allison Green as well as the later network of open green space in John Hastie and George Allan Parks.

Building line –the principal streets within the medieval and post medieval settlement and the late 18th century extensions to the town are reinforced by a strict adherence to a strong building line where buildings rise from the heel of the pavement. The cottages and villas in contrast are either set in front of the street or set back from the street observing a more informal building line.

Building height - Building height is generally defined by the original two or two and half storey buildings.

The Powmillon Burn – the flow of the Powmillon Burn into and through the conservation area creates a natural attractive feature of interest linking the town with the surrounding landscape.

Vernacular architecture - traditional stone one, two and three storey with sash and case windows, slate roof, cast iron rainwater goods and chimneys dominate the original medieval and post medieval settlement and the planned late 18th century extensions to it.

Weavers' terraces – traditional stone built but harled one and a half storey terraced properties lining Kirk Street, Townhead Street, Castle and North Streets and Glasgow Road.

Victorian cottages – the one storey and attic cottages lining Kirk and Townhead Streets and Glasgow Road.

Large villas – the Victorian and Edwardian villa developments are built on a large scale within their own spacious grounds.

Traditional materials – traditional materials predominate including slate, red and blonde sandstone, stucco, timber windows and doors, stained glass, all contributing significantly to the character of the conservation area.

Roofline – characterised by the varying heights of chimney stacks and roofs round the Common Green and Allison Green. This is contrasted with the rugged massiveness of Strathaven (or Avondale) Castle looming over the Cross as well as the slender vertical accent of the Clock Tower and Spire of the East Parish Church.

Architectural details – many buildings retain original details such as traditional timber entrance doors with fan lights above, decorative stonework, leaded glass and ornamental cast iron.

Green character – The large open lawns of Allison Green, John Hastie and George Allan Parks, the mature villa gardens along the western ends of Kirk and Townhead Streets, and wooded embankment around the Castle and along the Cross and Todshill Street, all contribute to the special character of the conservation area.

Landscape setting – the high quality of the surrounding rolling agricultural landscape, as well as the drama of the Avondale Valley and how the Powmillon Burn cuts through the meander past the Castle contributes positively to the visual amenity of the town, providing a scenic approach which should be protected.

Key challenges

Loss of architectural detail – Original architectural details form the key defining characteristic to the appearance and value of the conservation area. Their retention and repair is the key criterion in the area's preservation and enhancement. Insensitive shopfront alterations including inappropriately sited roller shutters, replacement doors and windows, removal of cast iron decorative railings and gates have to some degree eroded the special character of the conservation area.

Insensitive alterations and insertions – the roofscape of the buildings in the conservation area is highly visible from Castle Street and the War Memorial. However, there have been many alterations and insensitive insertions into historic roof fabric. New dormers or even entirely new roofs to accommodate further floor space have had an impact on the proportions of the original property. Examples include the modern roofscape with additional pedimented dormers inserted above the late Victorian corner building to the Common Green and Townhead Street at 1 to 5 Townhead Street.

Use of inappropriate materials – Whilst some of the historic fabric is in good condition where modern materials have been introduced for purposes of repair this has led to a loss of the special character of the conservation area. Examples include the widespread replacement of timber sash and case windows with unsympathetic UPVC or aluminium framed windows of differing proportion, replacement of cast iron rainwater goods with UPVC and aluminium, inappropriate render and repairs utilising cement based products or linostone and insensitive roof repairs using incorrectly sourced slate or other roofing products.

Gap sites – the strong sense of spatial enclosure that had characterised the original medieval and post medieval heart of the town has been badly undermined by the demolition of buildings from 1911 onwards. These gap sites have collectively undermined the spatial enclosure of the Cross to the extent that it is difficult to appreciate that it was once the historic heart of Strathaven. The buildings that lined the eastern half of the Cross and Todshill Street have been replaced by an attractive heavily wooded park but those elsewhere – Kirk Street, Strait Close and the Common Green in particular – have been left as open space or car parking and diminish the special qualities of the conservation area.

Public realm – the impact of traffic management schemes including road markings, traffic signage, barriers, as well as road and pavement maintenance has a significant effect on the special character of the conservation area.

6.0 Summary recommendations

6.1 This section of the appraisal sets out recommendations to assist in the effective management of the conservation area, helping support the local community whilst sustaining the cultural heritage. These have been developed further within the Strathaven Conservation Area Management Plan (CAMP). The CAMP and its associated design guide is a material consideration in the determination of all applications within the conservation area.

Conservation area boundary

6.2 In the preparation of this document an assessment was made with regards to the suitability of the boundary of Strathaven Conservation Area. Its boundaries have been static since June 1976 and several areas were assessed for inclusion within a revised conservation area boundary such as the lower parts of Lethame Road and rationalisation of boundaries at Chapel Road, Glasgow Road, Park View, Holm Street, Weirs Gait and Kirk Street. However after further review by the Council the existing boundary is considered to be appropriate. Therefore no change to the existing boundary of the conservation area is proposed.

Development

6.3 South Lanarkshire Council is committed to the preservation and enhancement of the conservation area's special characteristics through the application of policies within the South Lanarkshire Local Development Plan. Of particular relevance is Policy 4 Development Management and Placemaking and Policy 15 Natural and Historic Environment. In addition to the South Lanarkshire Local Development Plan there is associated Supplementary Guidance which provides more detailed information and policy advice, to assist in the consideration of development. Of particular relevance is the Natural and Historic

Environment Supplementary Guidance and Development Management, Placemaking and Design Supplementary Guidance. These can be accessed through the following link, www.southlanarkshire.gov.uk/info/200145/planning_and_building_standards/39/development_plans/5. Further guidance specific to Strathaven Conservation Area can be found in the Strathaven Conservation Area Management Plan. The CAMP and its associated design guide is an essential reference tool for anyone managing or developing properties within Strathaven. It is also a material consideration in the assessment of planning applications within the conservation area.

Gap sites

6.4 Development guidance, including briefs for the existing gap sites would be of benefit. This would ensure developers have a clearer understanding as to the size and scale of development appropriate as well as the materials that could be used within the conservation area and so budget accordingly. However until this work can be carried out clarification on what would be acceptable can be provided at:

Planning and Economic Development Services

Montrose House

154 Montrose Crescent

Hamilton

ML3 6LB

Phone: 0303 123 1015

Email: planning@southlanarkshire.gov.uk

Shopfronts and signage

6.5 Shopfronts play a major role in the character of our historic streets; they help to attract more customers to individual shops and enhance our town centres, creating attractive places to live and work. Several original shopfronts in Strathaven have, however, been replaced by unsympathetic modern facades which are detrimental to both the building and street as a whole. Shopfront initiatives in Glasgow's Merchant City and Edinburgh's Royal Mile have shown that simple improvements to the signage, security (including positioning and incorporation of roller shutters) and awnings can have a significant impact on the visual integrity of the conservation area's townscape. Opportunities should be taken when they arise for the rectification of any unsympathetic works. Further design guidance can be found in the Strathaven Conservation Area Management Plan Design Guide.

Maintenance

6.6 One of the greatest threats to the buildings of the Strathaven Conservation Area is limited maintenance and care leading to decay and loss of fabric. The most effective means of preserving the character and appearance of the conservation area is by encouraging regular programmes of repair and maintenance of the buildings. Various elements in traditional buildings – windows, doors, guttering, chimneys, pointing of masonry, and roofs need regular attention so as to extend their serviceable life. The greatest cause of building decay is failure of the roof and exterior walls. Regular maintenance is a cost effective way of doing this as it can help reduce longer term repair costs and extend the life of the building fabric. Further guidance can be found in the Strathaven Conservation Area Management Plan Design Guide.

Information and advice

6.7 Building owners, residents, and local businesses are key stakeholders in ensuring the preservation and enhancement of the conservation area. Information and guidance for owners can explain the implications of living in a conservation area and provide advice and pointers on the best and most economic way for them to maintain their properties. The guidance can help explain in an accessible and non-technical manner the principal causes of decay, how they can be prevented, and where repairs are necessary how they should be carried out. The information can also provide details of any available grant assistance. The Inform Guides prepared by Historic Environment Scotland are also useful sources of information. They can be downloaded from www.engineshed.org/publications/?publication_type=36.

Public realm

6.8 Some areas within the conservation area would benefit from improvements works to the public realm that also coordinated street surfaces, street furniture and signage. Of particular importance is the Common Green, a key urban space in the town. It is also the place most visitors to Strathaven arrive at, be it by car or by bus. This important part of the conservation area could benefit from an improved scheme and the application of a design influenced by Scottish Government policy 'Designing Streets'.

6.9 It is essential that all parties involved in street design ensure that streets contribute positively to the environment of the conservation area. They should respect and enhance local character and so contribute to placemaking. Street markings should also be kept to a minimum so as not to undermine the existing character of the conservation area.

The opportunity should be taken in cases where the carriageway is being resurfaced or where lines have worn off completely to introduce narrower lines and markings that are less likely to distract from the character of the conservation area. This is particularly the case on small streets like Bridge Street and Waterside Street as well as key spaces like the Common Green where the street markings can be visually dominant.

6.10 Another possible area to explore is broader pavement widths for pedestrians on some of the principal town centre streets particularly Waterside and Bridge Streets where, in places, particularly the junction of the two streets, the pavements are so narrow that it is not possible for pedestrians to walk properly on them and even more difficult to steer a child in a pram along them. It may be that a 'Designing Streets' shared surface solution would be appropriate on these tight highly urban streets. This approach to public realm at the Common Green and the inclusion of broader pavements may also assist a more vibrant street culture with adequate space for outdoor seating for cafes – something that attracts people and may help Strathaven's increasingly tourism and leisure focused local economy.

Article 4 Direction

6.11 Under Article 4 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, a planning authority can seek approval of the Scottish Government for Directions that restrict permitted development rights.

6.12 The effect of an Article 4 Direction is to control minor works which could erode the character and appearance of the conservation area. Article 4 Directions do not preclude the carrying out of certain works but do require planning permission to be sought.

6.13 South Lanarkshire Council already has Article 4 Directions in place within the Strathaven Conservation Area as these were previously drawn up by East Kilbride District Council. The Article 4 Directions were confirmed in December 1976 and cover Classes 1, 2, 3, 4, 7, 8, 9, 12, 15.

6.14 The November 2011 enactment of the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 2011 removed permitted development rights for householders in all conservation areas throughout Scotland and includes development such as:

- House extensions
- Roof alterations
- Window replacement
- Stone cleaning or painting of the exterior
- Erecting satellite dishes
- Provision of hard surfaces
- Alterations or erection of ancillary buildings such as sheds/garages and
- Raised platforms or decking

6.15 It is therefore recommended that Strathaven Conservation Area's Article 4 Direction is reviewed and updated to take into account this new legislation.

Enforcement

6.16 It is recommended that enforcement measures may have to be reintroduced gradually given past unauthorised minor works. Priority should be given to educating property owners and tenants within the conservation area of their responsibilities and the criteria to adhere to in the repair and regeneration of property to avoid enforcement action. South Lanarkshire Council has a Planning Enforcement Charter which provides a guide to enforcing planning controls. It explains the Council's policy on enforcement and monitoring and what action may taken by the Council when a breach in planning control has occurred. This can be found on the Council's website or by using this link, www.southlanarkshire.gov.uk/downloads/file/57/planning_enforcement_charter.

South Lanarkshire Local Development Plan

6.17 The South Lanarkshire Local Development Plan (June 2015) contains a number of policies pertinent to the Strathaven Conservation Area. These include:

- Policy 2 Climate Change
- Policy 4 Development Management and Placemaking
- Policy 6 General Urban Area/Settlements
- Policy 8 Strategic and Town Centres
- Policy 14 Green Network and Greenspace
- Policy 15 Natural and Historic Environment

6.18 The Local Development Plan is available on the Council's website:

www.southlanarkshire.gov.uk/info/200172/plans_and_policies/39/development_plans/6

Supplementary guidance

6.19 Supplementary guidance sets out further detailed advice and policies to guide decisions on planning applications on what may be required to ensure new development is acceptable in planning terms. Supplementary guidance of particular relevance to greenspace, heritage and design related matters within Strathaven include:

- Development Management, Placemaking and Design
- Natural and Historic Environment
- Green Network and Greenspace

6.20 The full list of supplementary guidance is available on the Council's website:

www.southlanarkshire.gov.uk/info/200145/planning_and_building_standards/39/development_plans/5

7.0 Further information

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Legislation and statutory instruments

Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. (As amended by the Historic Environment (Amendment) Scotland Act 2011)

The Historic Buildings and Ancient Monuments Act 1953; (As amended by the Historic Environment (Amendment) Scotland Act 2011)

The Ancient Monuments and Archaeological Areas Act 1979; (As amended by the Historic Environment (Amendment) Scotland Act 2011)

Town and Country Planning (General Permitted Development) (Scotland) Order 1992, (and subsequent amendments).

Policy

South Lanarkshire Local Development Plan (2015)

Natural and Historic Environment Supplementary Guidance (2015)

Development Management, Placemaking and Design Supplementary Guidance (2015)

Green Network and Greenspace Supplementary Guidance (2015)

South Lanarkshire Planning Enforcement Charter

Scottish Planning Policy (SPP) June 2014

Historic Environment Scotland Policy Statement June 2016

Historic Environment Circular 1 (2016)

Planning Advice Note 71: Conservation Area Management

Creating Places – A Policy Statement on architecture and place for Scotland (2013).

Designing Streets – A Policy Statement for Scotland (2010).

Conservation advice

Historic Environment Scotland's INFORM Guides are available from Historic Environment Scotland's website. These are short leaflets which gives owners of traditional buildings information on repair and maintenance – www.engineshed.org/publications/?publication_type=36



If you need this information in another language or format,
please contact us to discuss how we can best meet your needs.

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