



# LOCHGELLY

SUPPLEMENTARY PLANNING AND TRANSPORT GUIDANCE SEPTEMBER 2011

scottish  
sustainable  
communities  
initiative

Fife  
COUNCIL

# LOCHGELLY SUPPLEMENTARY PLANNING AND TRANSPORT GUIDANCE

## Guidance on Urban design and sustainable development

### Introduction

This document provides design guidance for all new development\* in Lochgelly and a defined area around the town. The key audience for the guidance are developers, designers, planning officers, those making decisions on planning applications and the public. This document is a material consideration in the determination of planning applications within the area it covers. The guidance will be updated on a regular basis as required.

The growth and regeneration of Lochgelly has been selected as an exemplar project by the Scottish Sustainable Communities Initiative.\*\* The Lochgelly Charrette held in 2010 established principles for the future development of Lochgelly to ensure that it develops as a sustainable community. Most notably the principles of walkable neighbourhoods, connectivity and the support and regeneration of Lochgelly town centre define the content of this document.



\* For the purposes of this document development is defined as all domestic and non domestic development that is not considered as general permitted development

\*\* The Scottish Sustainable Communities Initiative (SSCI) was launched in June 2008 to encourage the creation of places, designed and built to last, where a high quality of life can be achieved. Local authorities, landowners, the development industry and others were invited to submit proposals which demonstrated ambition in addressing a number of principles. The Initiative is about creating places which are ambitious and inspiring, raising standards and developing skills in design, architecture and sustainable construction. It is also about taking a long term view and is concerned with outcomes and delivery'

### How does this guidance relate to other planning policy?

The Lochgelly SPTG supplements the Mid Fife Local Plan as this diagram illustrates. Outcomes from the Lochgelly Charrette have been developed in collaboration with developers, landowners, other stakeholders and through public consultation and are reflected in this guidance.

More guidance on how the design process and the planning process should work together is in Appendix A



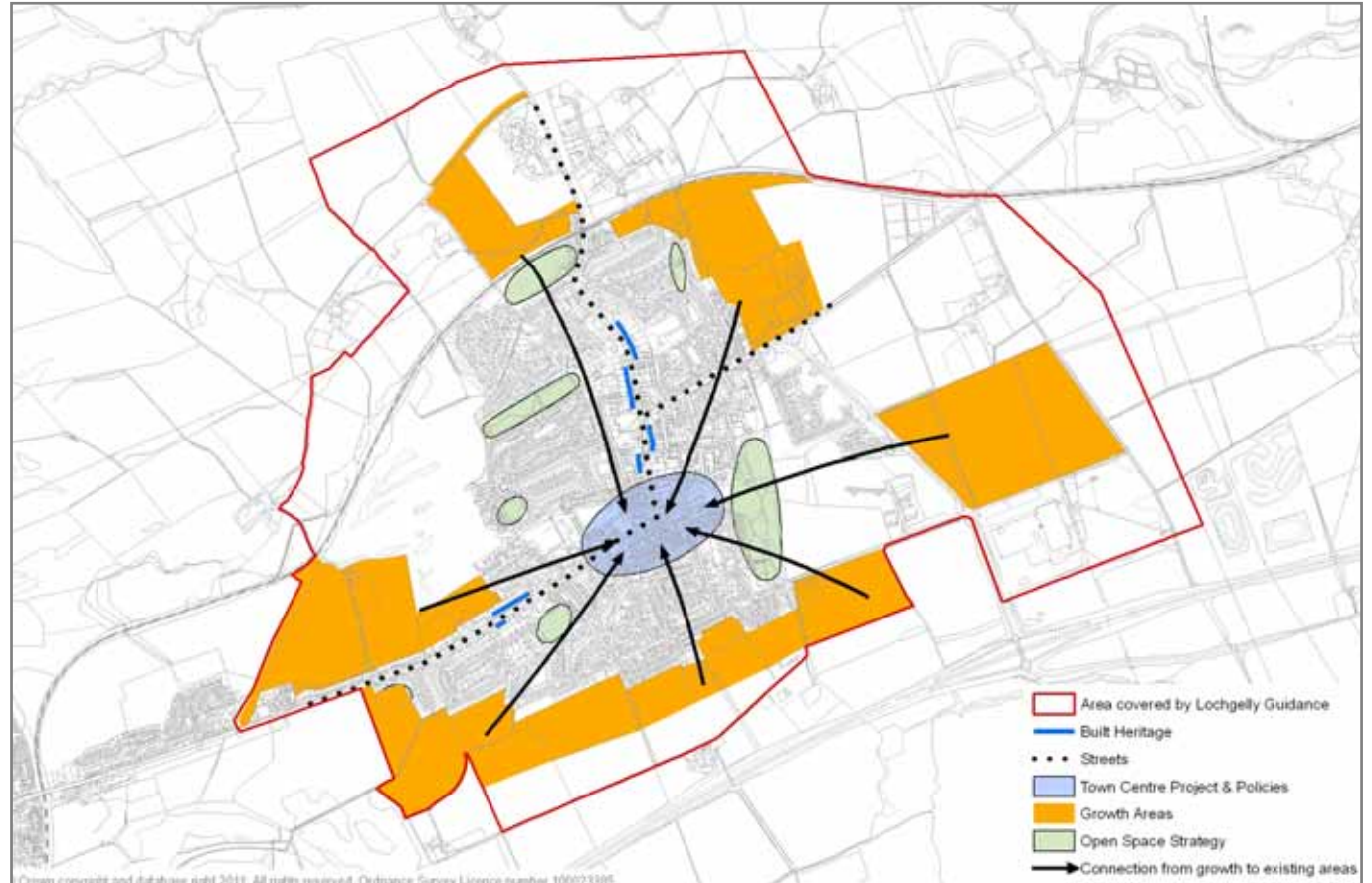
## What does this document cover?

This document contains design guidance for:

1. Specific growth areas (Lochgelly Strategic Land Allocation);
2. Lochgelly Town Centre; and
3. Key streets, buildings and open spaces in Lochgelly.

Associated with this document are appendices which contains some generic background information and some very specific data that will be relevant for particular planning applications. The appendices include guidance on the following:

- Relationship of the design process
- Street guidance
- Greenspace guidance
- Built Heritage guidance





Aims and Place Objectives for Lochgelly	Design Considerations
<p><b>Aim: Improved existing public realm and create high quality new public realm throughout Lochgelly which local residents feel is theirs to enjoy and look after.</b></p> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• All new development must have a positive impact on the existing public realm of Lochgelly.</li> </ul> <p>All new public realm created by development must be of high design quality.</p>	<p><b>Key Streets</b></p> <p><b>Urban Design Guidance:</b></p> <ul style="list-style-type: none"> <li>• Active frontages</li> <li>• Reduction in visual clutter</li> <li>• Materials</li> <li>• Private/public space</li> </ul>
<p><b>Aim: Lochgelly residents choose to visit Lochgelly town centre for their everyday needs.</b></p> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Enhance the town centre and support the range of facilities needed to sustain the commercial centre of Lochgelly.</li> <li>• Protect and enhance the historic environment in Lochgelly.</li> </ul>	<p><b>Town centre guidance</b></p> <p><b>Town centre development area guidance:</b></p> <ul style="list-style-type: none"> <li>• Miners Square area</li> <li>• Town House area</li> <li>• Berry Street area</li> </ul> <p><b>Built heritage</b></p> <p><b>Key Streets:</b></p> <ul style="list-style-type: none"> <li>• Building lines</li> </ul>
<p><b>Aim: Encourage the residents of Lochgelly to have healthier and more active lifestyles</b></p> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Create high quality, accessible and attractive public spaces</li> <li>• Create a network of safe, attractive, well connected streets and paths throughout Lochgelly and ensure that new facilities are within easy walking/cycling distance of all residents.</li> </ul>	<p><b>Urban Design Guidance:</b></p> <ul style="list-style-type: none"> <li>• Block Layout</li> </ul> <p><b>Key Linkages</b></p> <p><b>Open space</b></p>
<p><b>Aim: All new development is environmentally, socially and economically sustainable</b></p> <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Lochgelly to become an exemplar of environmental sustainability</li> <li>• All new development in Lochgelly must be built to a high standard of design</li> </ul>	<p><b>SLA Development briefs</b></p> <ul style="list-style-type: none"> <li>• Lochgelly South</li> <li>• Lochgelly West</li> <li>• Lochgelly North</li> <li>• Lochgelly North East</li> <li>• Lochgelly East</li> </ul> <p><b>Urban Design Guidance:</b></p> <ul style="list-style-type: none"> <li>• Energy efficient design</li> </ul> <p><b>Rail Station safeguarding</b></p> <p><b>Pipeline consultation zone</b></p>

## How to use this document

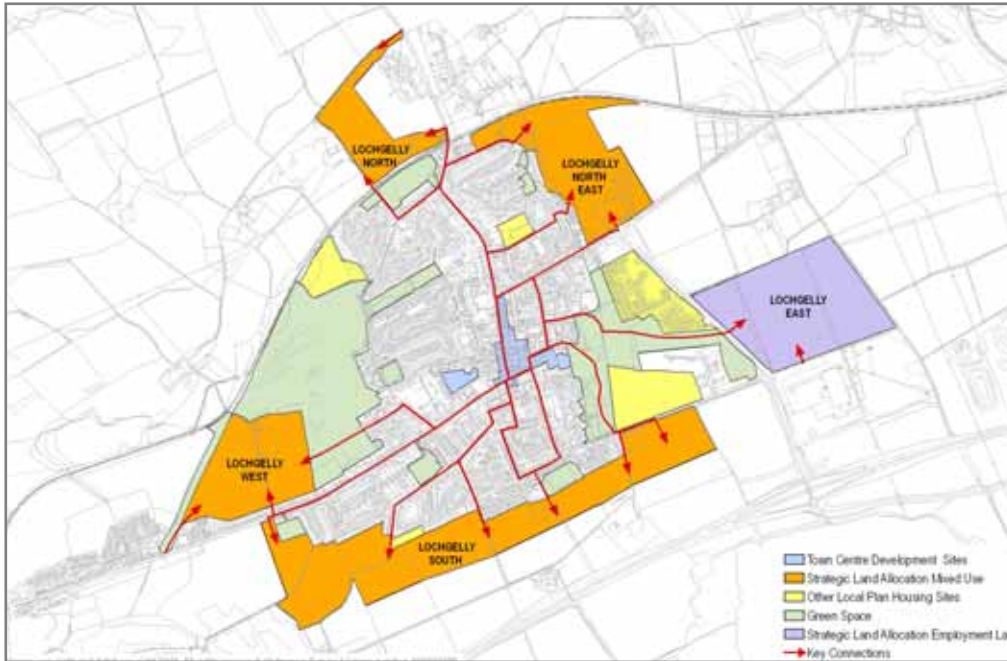
Establish which design considerations will apply to your development

Olive design considerations apply to all new development within the red line

Yellow design considerations apply to specific areas such as: Development including or beside open space, built heritage, rail station proposal and within the pipeline consultation zone.

Blue design considerations apply to development in the town centre

Purple design considerations apply to the Strategic Land Allocation



### The Vision for Lochgelly

- Lochgelly will be a place where people chose to live, work and invest.
- New development will be well-connected to existing neighbourhoods and the town centre.
- The town centre will be supported to become the vibrant heart of a strong and confident community.
- New neighbourhoods will be designed to enhance local identity and to become an exemplar in local design quality and sustainability.



### Walkable neighbourhoods

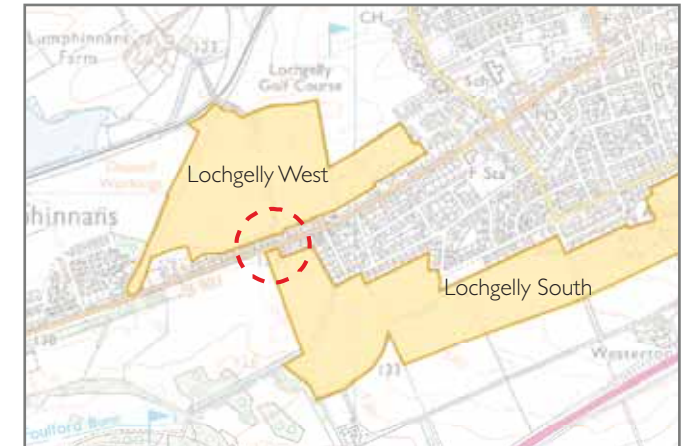
This plan shows areas within a 5 minute (400m) walk from existing convenience shops (blue crosses and circles), the area within a 10 minute walk of Lochgelly Town Centre (pink circle) and some key locations where new neighbourhood facilities should be located to serve areas of growth (green crosses and circles).

# I GROWTH AREAS

## Lochgelly Strategic Land Allocation

A number of discrete sites have been identified in the Mid Fife Local Plan to meet the Lochgelly Strategic Land Allocation. Given the separate nature of these sites it is not considered necessary for all the sites to be masterplanned together. However, individual masterplans must be developed for the five growth areas highlighted on the vision diagram regardless of land ownership.

There must also be a co-ordinated approach taken to the design of the junction along Lumphinnans Road where Lochgelly South and Lochgelly West meet as highlighted on this plan.



### Developing sites within a Strategic Land Allocation area

- Develop a masterplan for the SLA area the site is within, working with Fife Council and other landowners/developers with land in the same SLA area. The masterplan must take into account the development brief for the area in this document and the Lochgelly development framework in the Mid Fife Local Plan.
- The masterplan must not prejudice the long term potential for future development around Lochgelly as indicated in the Lochgelly Illustrative Plan -Charrette Series Report (2010).
- Existing mature trees, hedgerows and semi natural grassland should be retained in new development where possible.
- New greenspaces and water management systems should be designed to enhance the natural infrastructure, creating an integrated network of habitats, providing wildlife corridors and enhancing biodiversity.

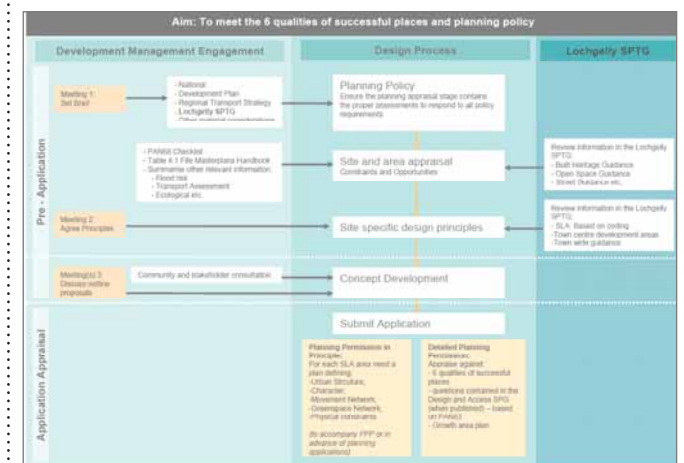
- Produce an energy masterplan for all developments that will be built out over a long time. This is to ensure that the development will be able to meet future building standard requirements on carbon emissions and to identify any associated land requirements and implications for the layout of future development phases.



The Lochgelly Illustrative Plan to 2066:  
Lochgelly Charrette 2010

### How does this guidance relate to the design process?

In Appendix A there is a diagram which sets out the different stages of the design process and how these should relate to the planning process.







Indicative location of strategic greenspace

Principal route with building frontages

Landscaped development edge towards the countryside showing built frontages and pockets of landscaping interrupting the line of the built edge.

Pedestrian or local vehicular access

Street connection

Access to be left through to potential future development

Green connections - streets

Built frontage

Rear gardens

Community facility

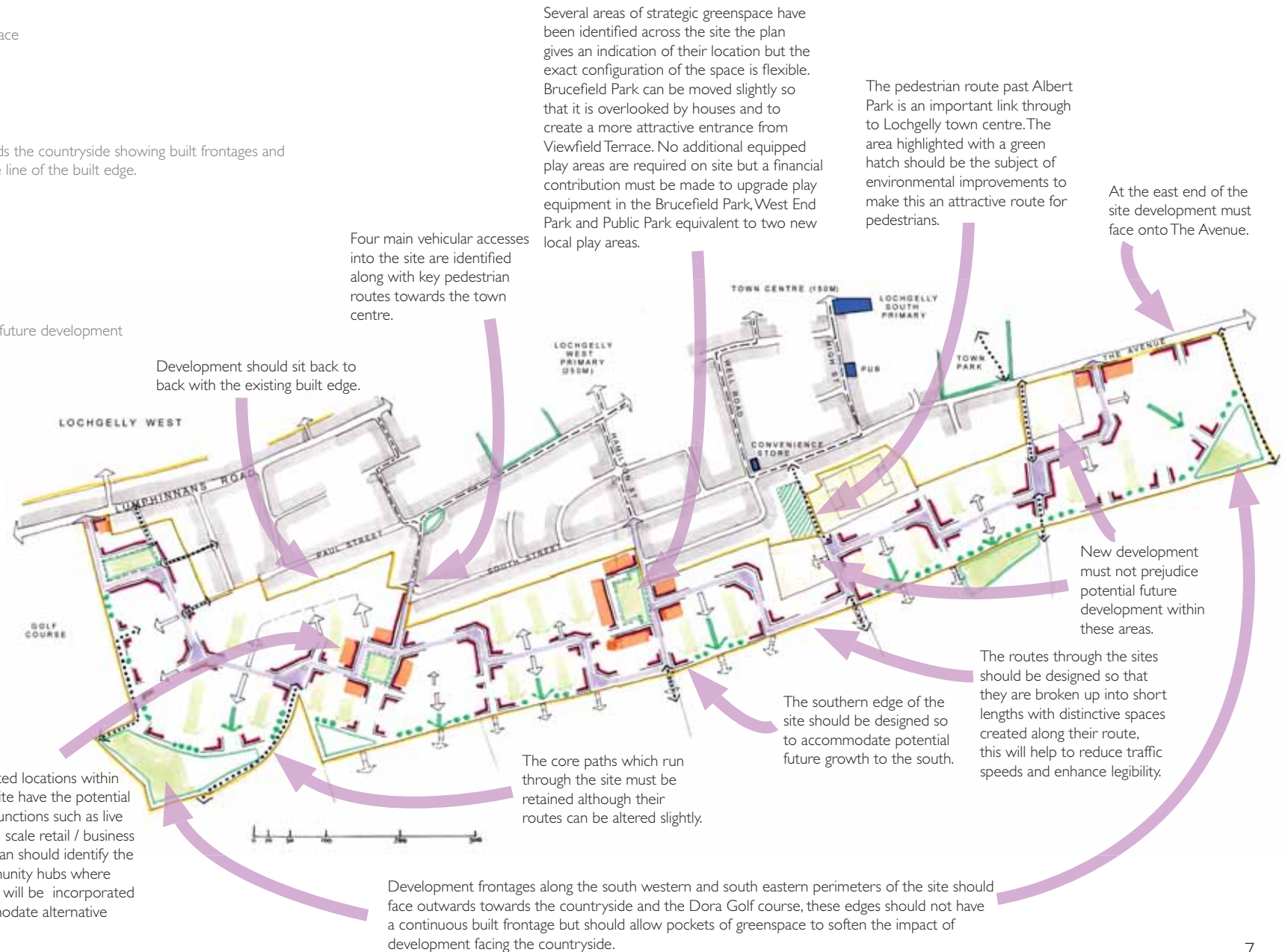
Adaptable buildings

Existing greenspace

Existing built environment

SLA boundary

Some well-connected locations within the development site have the potential to accommodate functions such as live work units or small scale retail / business uses. The masterplan should identify the locations for community hubs where adaptable buildings will be incorporated that could accommodate alternative uses in the future.



# Lochgelly West development principles







Indicative location of strategic greenspace

Principal route with building frontages

Landscaped development edge towards the countryside showing built frontages and pockets of landscaping interrupting the line of the built edge.

Pedestrian or local vehicular access

Street connection

Access to be left through to potential future development

Built frontage

Rear gardens

Community facility

Adaptable buildings

Existing greenspace

Existing built environment

SLA boundary

Development frontages should face outwards towards the countryside with streets aligned north - south. There is justification for an alteration to the boundary to create an attractive entrance to Lochgelly and a better design solution for the development. The perimeter should not have a continuous built frontage but should allow pockets of greenspace to soften the visual impact of the development from the north.

Three potential main vehicular accesses into the site are identified - a minimum of two must be provided.

Development should sit back to back with the school and, in the future with the existing built edge, and the railway.

The routes through the sites should be designed so that they are broken up into short lengths with distinctive spaces created along their route, this will help to reduce traffic speeds and enhance legibility. The core paths which run through the site must be retained although their routes can be altered slightly.

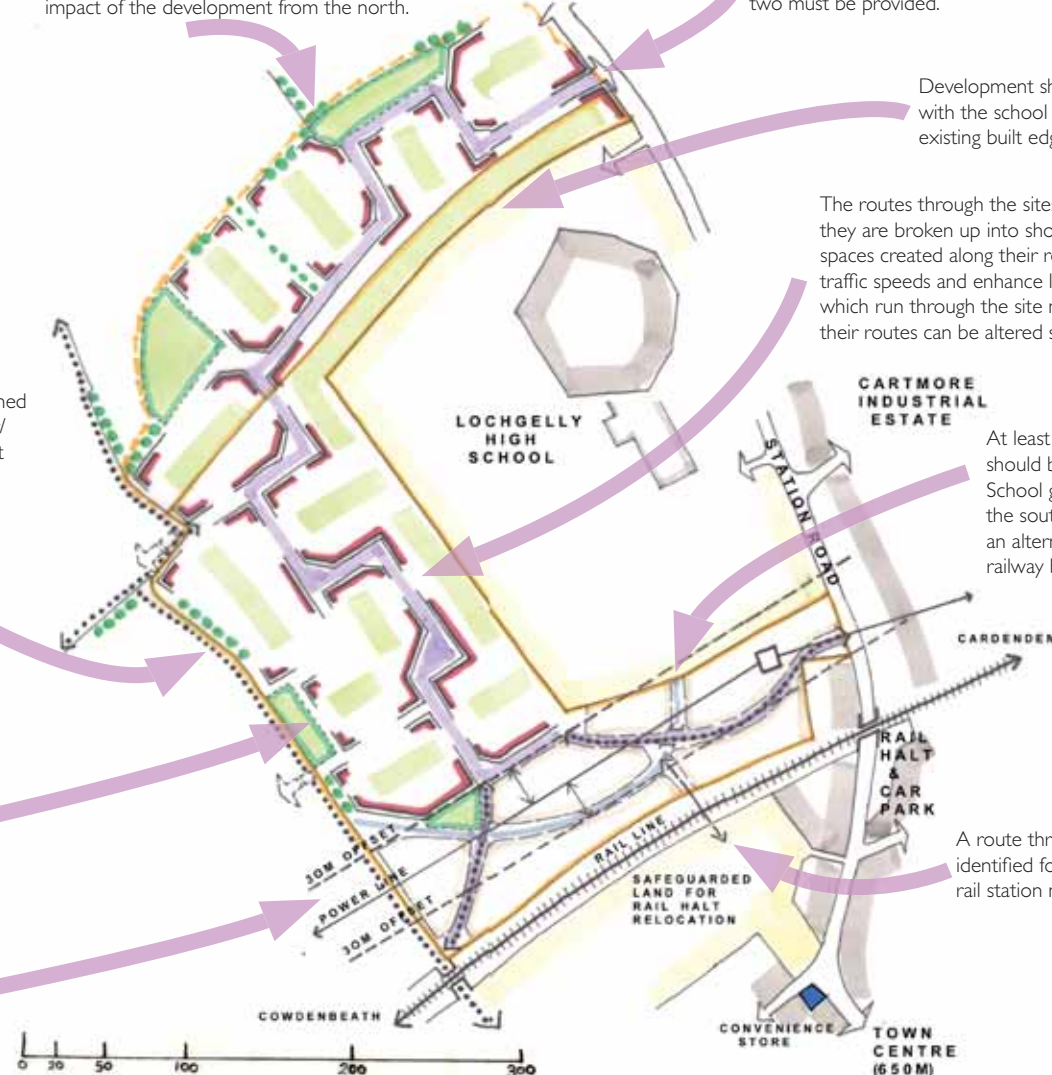
The western edge must be designed to accommodate future vehicular/pedestrian connections. The exact position of these connections is flexible but they should continue existing routes through the site.

At least one pedestrian route should be provided into the High School grounds, this should be to the south of the school and provide an alternative to walking under the railway bridge along Station Road.

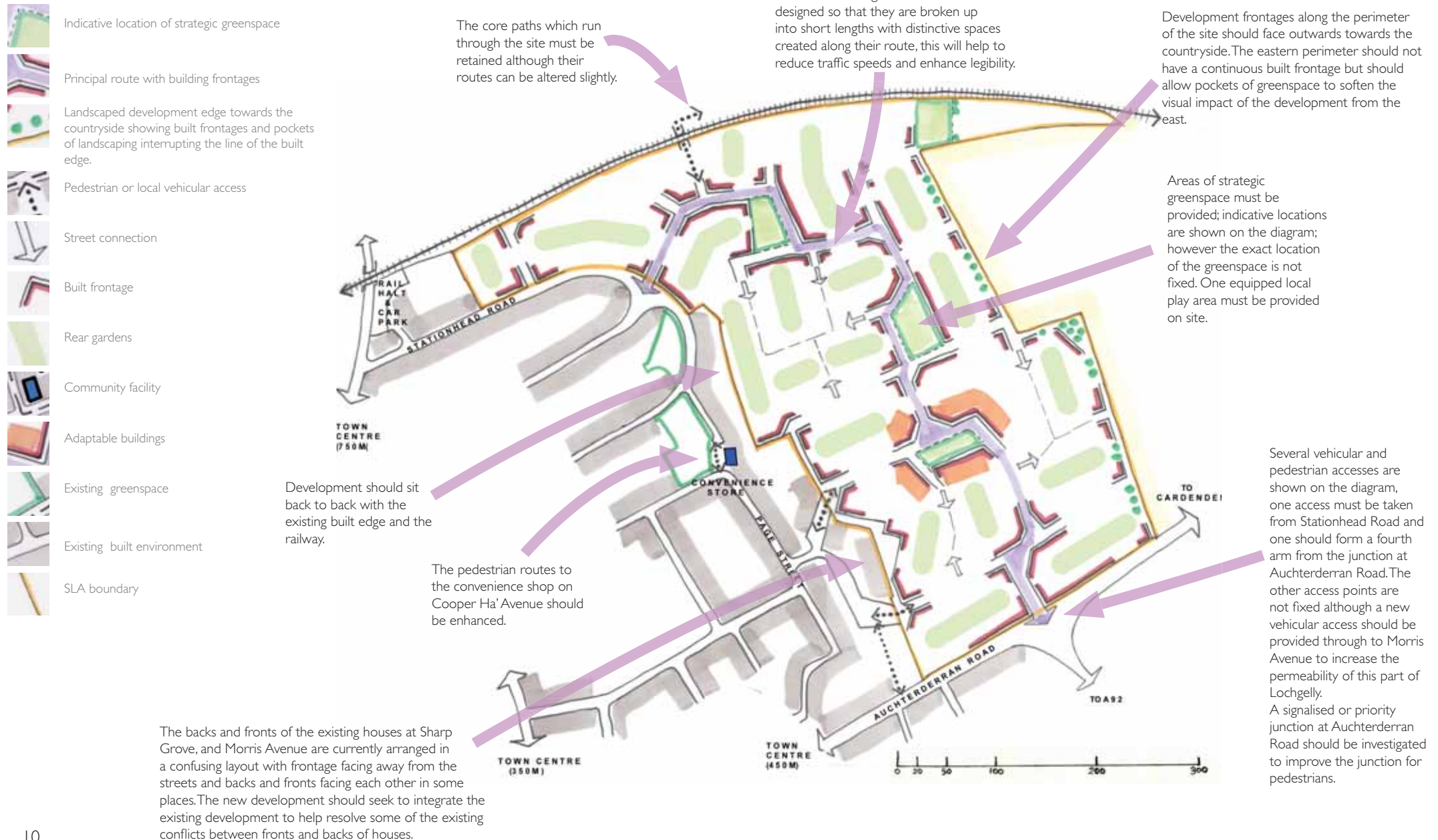
Areas of strategic greenspace are indicated on the plan, however the exact configuration of the greenspace on the site is flexible. One equipped local play area must be provided on site.

A route through to the area identified for the relocation of the rail station must be safeguarded.

It is assumed that no residential development will be built under the line of the overhead cables and for 30m either side of this line. If Lochgelly expands further to the north or west of the Local Plan allocation the overhead cables should be moved as part of the development proposals which would allow for this land to be built out. The design of the development in the short term must consider how the land under the overhead cables will integrate into the layout in the future.



# Lochgelly North East development principles





Pedestrian access

Vehicular and pedestrian access

Built frontage (thick black line)

Key built frontage with associated landscaping

Existing tree belt crossing the site

Pipeline corridor

Two pipelines cross this site, wayleaves over both pipelines must be left free of development to allow for access - 7m wide along the NGL pipeline corridor and 10ft wide along the Natural Gas SGN pipeline corridor. Development within the pipeline consultation zone must comply with the Health and Safety Executive's PADHI guidelines.

Both tree belts that traverse the site and the pocket of trees in the far south west corner of the site should be retained. The rubble wall that forms the eastern boundary of the site should be retained and repaired (although access points can be taken into the site along this boundary).

There is the potential to establish visible secondary frontages within the site by utilising the wayleaves as vistas.

Access can be taken into the site via a fourth arm from the roundabout on the B9149

Linkages to the rest of Lochgelly are very important for the site, two pedestrian routes are identified to the west of the site, and the more northerly route is the more important of these two as it will provide a direct link to the town centre. This route should be provided as a minimum.

The building that faces the roundabout at the south western corner of the site must be designed to reflect its prominent location. Development at this corner of the site must not prejudice a potential reconfiguration of the roundabout in the future.

The main accesses into the site are taken from The Avenue. The first principal access into site should be positioned so that development can occur between B9149 and the NGL wayleave and a frontage can be formed at the prominent south western corner of the site. The location of further accesses will be determined through detailed layouts. To the south of the site the buildings must front onto The Avenue particularly at the western end.