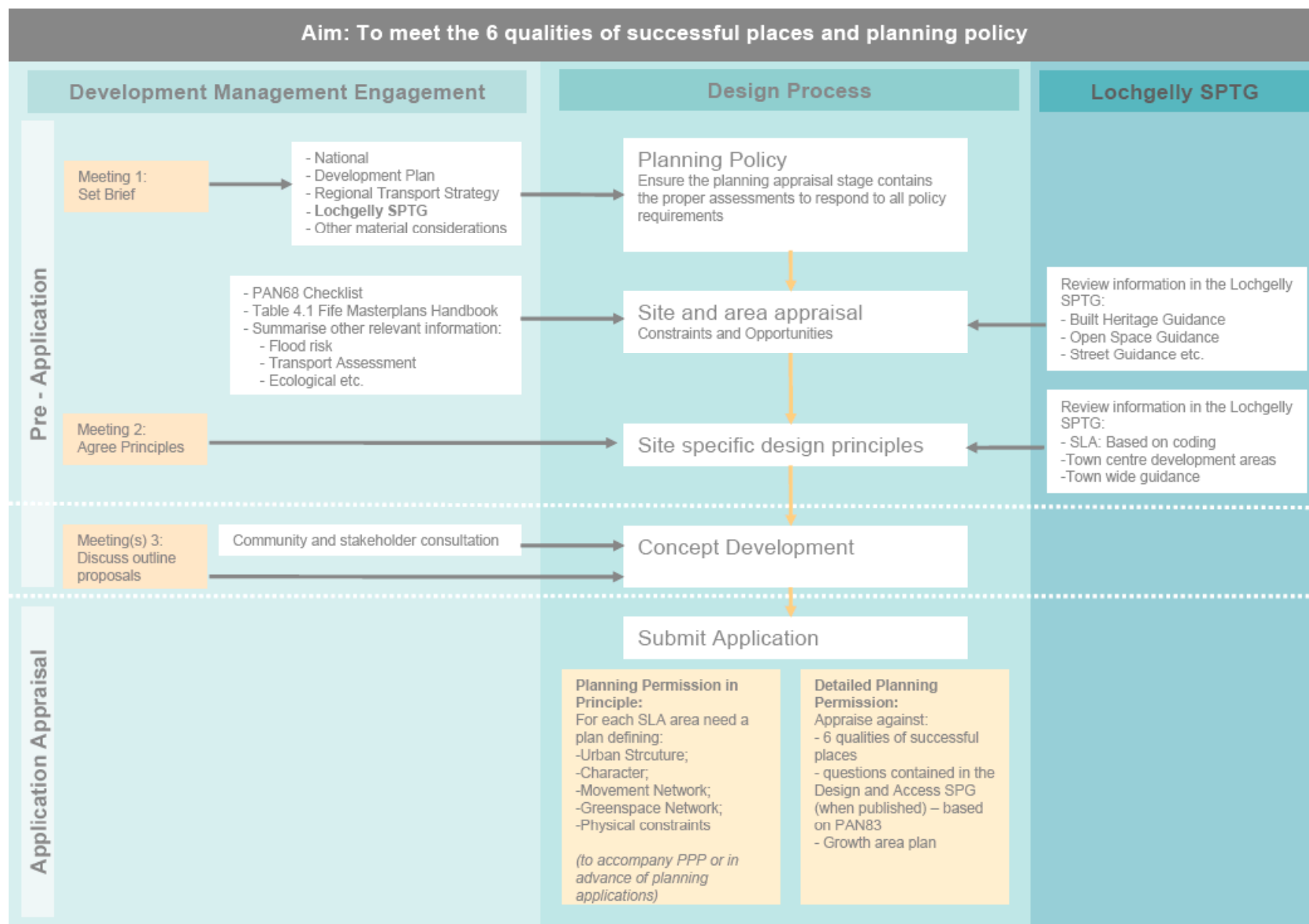




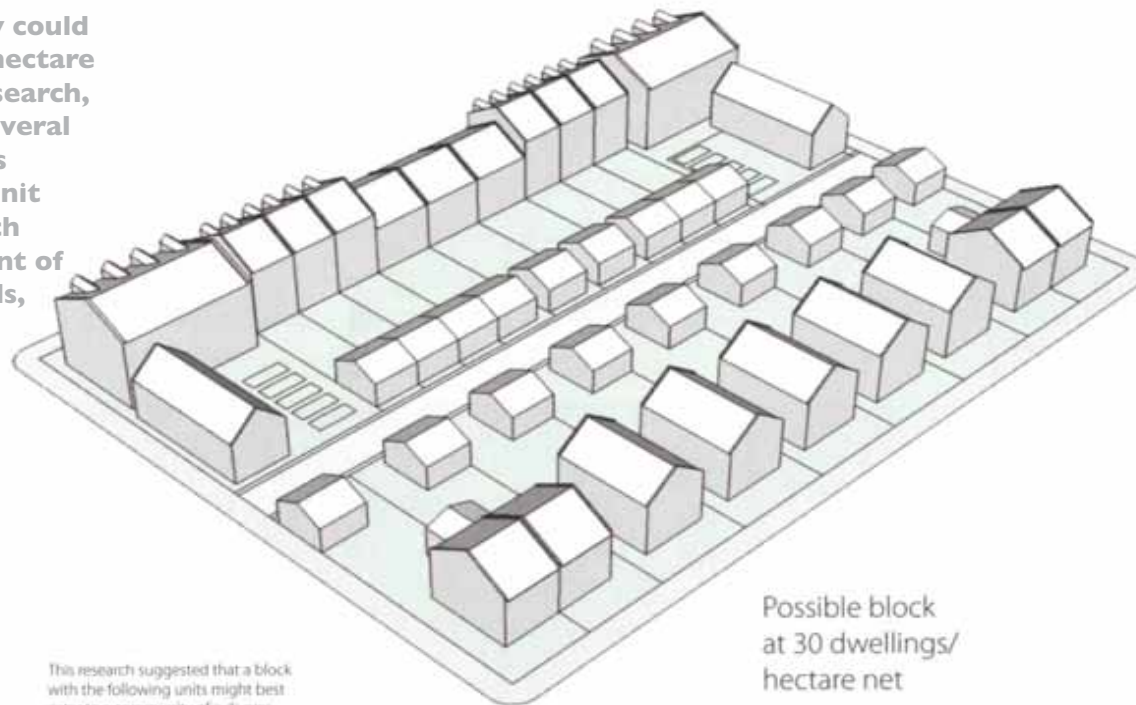
## APPENDIX A: RELATIONSHIP OF THE DESIGN PROCESS TO THE PLANNING PROCESS



### Density Study:

This density study was produced as part of the Charrette Series Report 2010, it illustrates how different character and density can be accommodated within the same block structure.

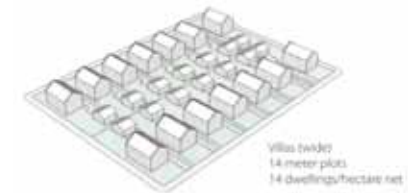
**The architectural work for Grandhome included this study, in which the design team analysed various densities and how they could be achieved on a one-hectare block. Through this research, the team developed several sample block proposals including a variety of unit types. Such an approach fosters the development of diverse neighbourhoods, as opposed to the monocultures of single unit types and densities often seen in new housing estates.**



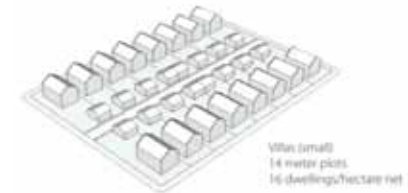
This research suggested that a block with the following units might best cater to a community of a diverse demographic:

- 2 buildings of six flats each,
- 9 terraced houses,
- 4 semi-detached houses
- 5 detached houses

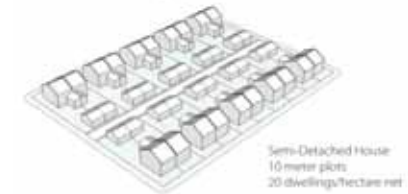
Possible block  
at 30 dwellings/  
hectare net



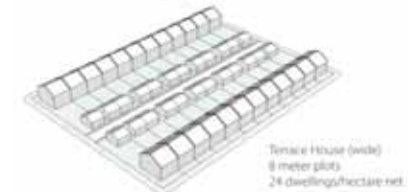
Villas (wide)  
14 meter plots  
14 dwellings/hectare net



Villas (small)  
14 meter plots  
14 dwellings/hectare net



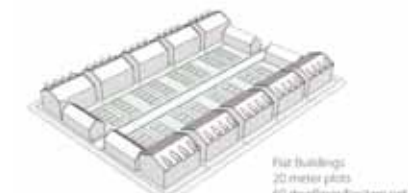
Semi-Detached House  
10 meter plots  
20 dwellings/hectare net



Terrace House (wide)  
8 meter plots  
24 dwellings/hectare net



Terrace House (narrow)  
6 meter plots  
32 dwellings/hectare net



Four Buildings  
20 meter plots  
60 dwellings/hectare net

Background:

All roads and streets have a place function and a movement function. The Scottish Government’s Designing Streets policy highlights the need to achieve the right balance between the place function and movement function of different routes whilst achieving the six qualities of successful places as set out in Designing Places.



This street in Culross has a very low movement function. The quality of the street means it helps to attract visitors to the town increasing the importance of its place function.



This busy street in Germany has a significant movement function as trams pass along it, however this does not compromise its high place function as the main commercial area in the town.



This road in Greenwich, London is primarily a movement corridor. The pedestrian experience of moving through this space has been enhanced by the hedging and trees placed to the left of the image. These give interest and create a feeling of safety for the pedestrian

Lochgelly place/movement matrix

← Place function

	District (1)	Neighbourhood (2)	Local (3)
District (A)	<b>A1</b> Streets with a constant flow of vehicular traffic which have a key civic role.	<b>A2</b> Streets with a constant flow of vehicular traffic adjacent to public space of neighbourhood or town wide importance + bus routes	
Neighbourhood (B)	<b>B1</b> Streets with a fairly constant flow of vehicular traffic which have a key civic role.	<b>B2</b> Streets with a fairly constant flow of vehicular traffic adjacent to public space of neighbourhood or town wide importance + bus routes	<b>B3</b> Other streets with a fairly constant flow of vehicular traffic
Local (C)	<b>C1</b> Streets with negligible through vehicular traffic which have a key civic role.	<b>C2</b> Streets with negligible through vehicular traffic adjacent to public space of neighbourhood or town wide importance	<b>C3</b> Other streets with negligible through vehicular traffic e.g.

### Movement Function - characteristics

**(A) District** – vehicular traffic routes which form important links from Lochgelly to surrounding areas.

**(B) Neighbourhood** – streets between district routes and local routes which have a fairly constant flow of vehicular traffic along them.

**(C) Local** - streets which are mainly for access, they have negligible through vehicular traffic other than to adjoining streets.

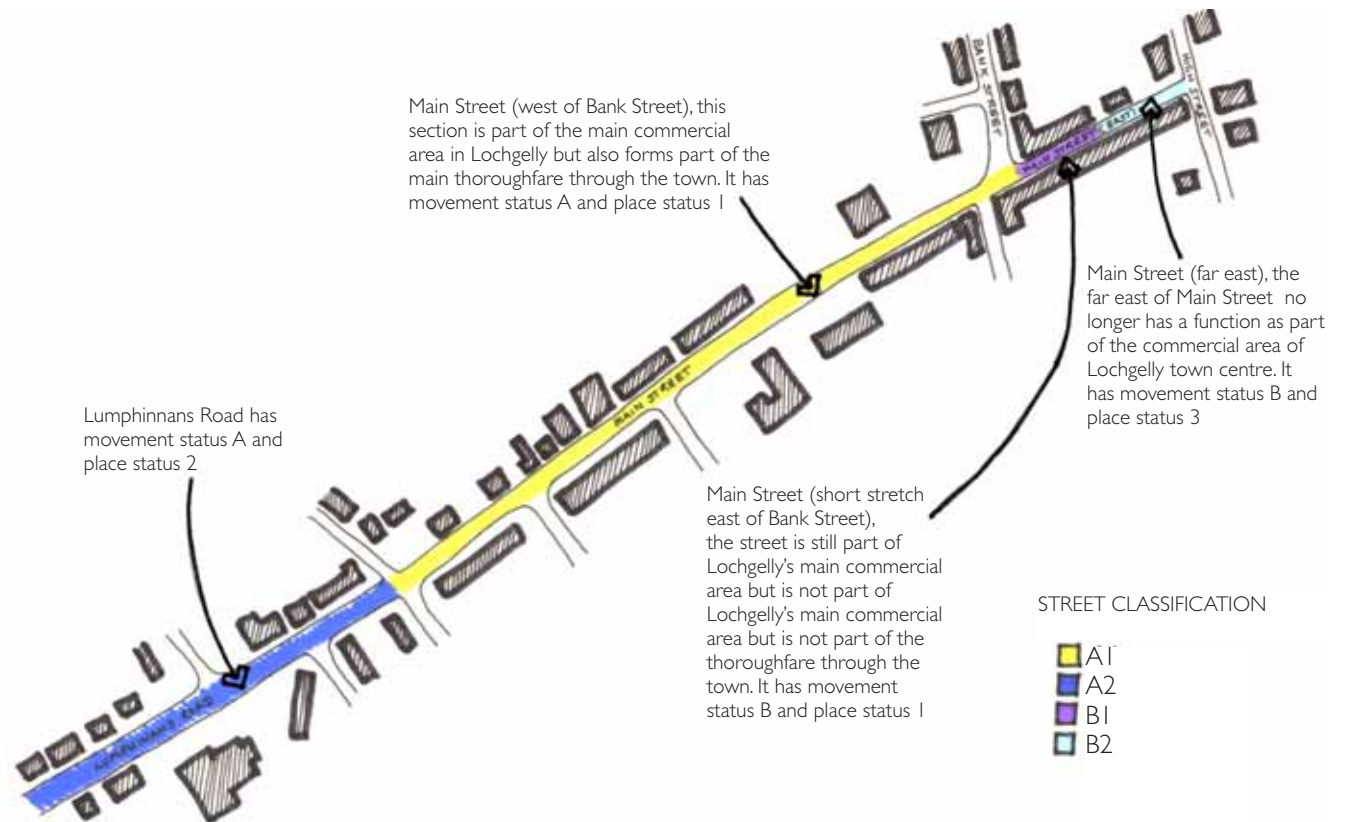
### Place Function – characteristics

**(1) District** – Streets that have a key role (for instance the primary commercial and shopping area) within Lochgelly.

**(2) Neighbourhood** – Local streets and places which act as destinations for local users e.g. walking, cycling & bus routes, or adjacent to public spaces of neighbourhood and town wide importance or key community facilities.

**(3) Local** – Streets which are used for place activities only by immediately adjoining frontages.

**The place/movement characteristics of routes will often vary along their length as this analysis of Lumphinnans Road/ Main Street demonstrates:**





### **A1 streets - Main Street (west of Bank Street) and Bank Street:**

These streets are in the very centre of Lochgelly. They have a high place function as they are where the main commercial activity of the town occurs and where people are most likely to meet others and interact. However, they also have a high movement function as they form part of the main thoroughfare through Lochgelly



*Analysis of pedestrian frontage experience in Lochgelly town centre carried out during the Lochgelly Charrette*

The challenge is to make Main Street and Bank Street civic places for the residents of Lochgelly whilst allowing access for through traffic. To achieve this careful detailing of the streetscape will be required allied to high quality and durable materials. Street clutter and unneeded pedestrian barriers should be removed to facilitate accessibility and place (see the Town Centre Guidance). A speed limit of 20mph could be put in place along the A1 streets, with the street layout being redesigned to make this self enforcing by utilising widened footways, level crossing points, reduced forward visibility and changes in horizontal alignment. Designing streets provides guidance on using design to influence driver behaviour.

A1 streets must be faced by active frontages that provide a lot of visual interest - there should be no blank or passive facades. Guidance on the design of shop frontages is provided in the Fife Council guidance on shop front design. The buildings along A1 streets should be 2 - 3 storeys in height and form a tight built edge along the street following the traditional pattern of development in this area. The buildings must incorporate a mix of uses to ensure activity occurs at different times of the day.

Cycle parking should be provided at locations along the A1 streets in areas which are well lit and overlooked by shops. The cycle parking should be designed to complement the streetscape without cluttering up the street



*Good pedestrian experience including shops with informative and well-merchandised windows.*



*Middling pedestrian experience including shops with cluttered windows and signage which is out of date or difficult to read.*



*poor pedestrian experience including blank walls and empty or abandoned shops.*

### **A2 streets - Lumphinnans Road, Station Road and Auchterderran Road:**

A2 streets have relatively equal place to movement functions and must work well for both uses. In Lochgelly the A2 streets are mainly faced by residential uses but they also have considerable amounts of traffic passing through them as they form the main thoroughfares through the town. The speed limit along these routes will remain at 30mph although traffic calming measures which also benefit cyclists and pedestrian movements should be considered.

Key crossing points along these busy streets should be identified to maximise pedestrian movement through the town. Controlled or advisory crossings will be provided depending on the level of use and importance. To encourage cycling along A2 streets segregated cycle facilities should be provided. These could be on road mandatory lanes or traffic free routes created by widening footways. *Cycling by Design 2010* provides the latest guidance on cycling facilities.

To enhance the place function of A2 streets making them interesting and safe they should have wide pavements (greater than 2m wide). Street trees could be planted along these streets to give the impression of a barrier between the traffic and the pedestrian, and make the streets more attractive. On-street parking can also be used to help separate the pedestrian and vehicular traffic but it should be broken up into short bays defined by hard and soft landscaping which will reduce the dominance of cars parked on the street.

New development along A2 routes must face onto the street and should be at least 2 storeys high to provide enclosure to the space.



*The street trees help to form a barrier between pedestrians and traffic on this busy street in London.*



### C1 streets:

C1 streets are streets which have a civic function in place terms, acting as an area for people to meet and as a location for town events similar to a civic square however they will have some limited traffic that will pass along them. C1 streets will be expected to demonstrate the highest design quality as befits their importance within the town.



*This street in Ciulross is a C1 street, it forms part of the main civic space in town so has a high place function. The street is open to vehicular traffic but the width and detailing of the street discourage heavy usage by vehicles so it has a low movement function.*



*There are currently no streets in Lochgelly which could be classified as C1 streets but there are some proposed around St Andrews Church as part of the Town House development area (see Town Centre Guidance).*

### C2 and C3 streets:

C2 and C3 streets have very little through traffic passing along them and should function first and foremost as places for the people who live on them. They should be treated as social spaces with the passage of vehicular traffic along them having a very low priority. The junctions into quiet residential streets should be designed to discourage vehicles using these streets as through routes. This could be achieved through narrowing the entrance to the street through the placement of buildings, boundary walls and street trees or by changing the surface of the street to indicate it is a different type of route.

New C2 and C3 streets should be designed so that the width between the buildings is generally less than on A and B streets. The distance between junctions, corners or other changes in alignment should be designed to discourage vehicle speeds.

Shared and level surfaces will be appropriate for some but not all C2 and C3 streets. *Designing Streets* includes guidance on the use of level surfaces and ensuring that these are designed to be inclusive.



*Union Street is a C2 street; it has limited traffic along it but it is adjacent to an area of open space which gives it a higher place function.*



*Park Street is a C3 street; it is a residential lane that some traffic passes along.*



### Courtyards:

C3 streets include courtyards. Courtyards allow for more informal groupings of houses but the courtyard must form a well defined and positive public space that the buildings face onto. This is particularly important where the courtyard is enclosed by the backs of surrounding buildings, these must be screened in a positive and attractive way, providing enclosure and definition to the courtyard space. High fences are not considered a positive or attractive screening method.

In Lochgelly many of the existing courtyards have been created in the centre of larger perimeter blocks or other spaces which are behind the main building line along the streets. These types of spaces can be developed out as long as they do not have a negative impact on the adjacent streetscape.



*Any new buildings created as part of a new courtyard development, but which are located along the line of the street must face on to the street and not into the courtyard.*

### Other Routes:

#### Walking/Cycling Routes:

Fife Council aim to have all of Lochgelly including the areas of new development linked to the town centre with high quality cycle routes. In residential areas with 20mph speed limits these will be on-street routes, but crossing points over busy roads and traffic free routes should be provided where required.

As well as routes on street for cyclists and pedestrians, a good network of walking and cycling routes should be provided throughout the town. These should utilise existing public spaces and will help to connect the town to the surrounding countryside and the Core Path Network. These routes may be used as commuter routes or safer routes to school, so they should be designed to be durable and usable all year round. It is essential that these routes are well designed and overlooked by buildings wherever possible to avoid people being put off using them in winter or evenings. Planting and vegetation should be controlled so that paths are open to the sky and pass through wide landscape corridors with no overhanging trees or shrubs. Lighting may also be required for key routes. Paths should not be located to the rear of buildings as these often attract antisocial behaviour which can lead to routes being closed.

#### Core Paths:

Core paths which cross the development areas must be protected and the quality of these routes improved. These routes are important elements of the wider network of routes through and around Lochgelly and they play an important role in encouraging healthier lifestyles. New connections to identified core paths are an important consideration in the design of new development.

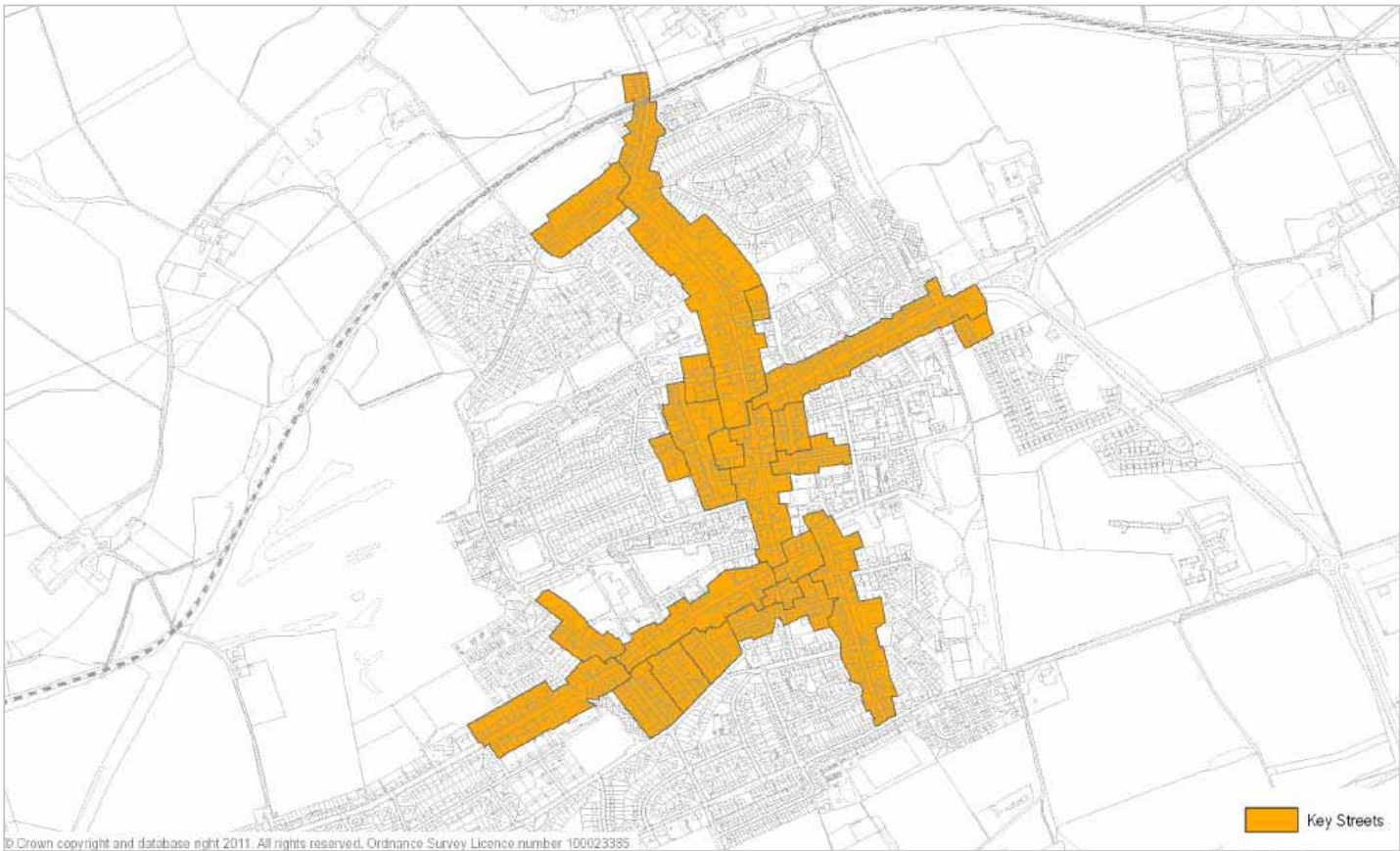
Core paths should be designed to be multi use, to accommodate walkers, cyclists, disabled users and horse riders. They should be 2.5 – 3m wide and designed to be visible,

safe and pleasant; they should not be bound by fences of over 1.2m high. The opportunity to use core paths to create green corridors should be considered while ensuring that vegetation is not so dense as to discourage public use of the paths.



*Core path through Lochore Meadows.*

Specific urban design guidance is provided for the streets highlighted on this plan



Site ID	Street Name	Guidance
SG01	Auchterderran Road	<p>New development must conform with the existing building line of the south side of the street and with the guidance for A2 streets. The streets north of Auchterderran Road have very poor links to the road, a new vehicular link must be provided between Westwater Street and Auchterderran Road if the opportunity arises through redevelopment. In addition the existing pedestrian links should be upgraded and made more attractive for users. Along the south side of Auchterderran Road new development should include a low front wall consistent with the rest of the street, or be built hard to the street. To the north side of Auchterderran Road new development should be built within 2.7 of the edge of the street and include a low wall along the boundary. Auchterderran Road is up to 35m wide in some areas and the buildings are too low and the built edge too disjointed to provide effective enclosure for the space. Given the dimensions and nature of Auchterderran Road it should be treated as a boulevard and designed to incorporate trees and parking to help define the street and create an attractive entrance into Lochgelly.</p>



SG02	Bank Street	New development must conform with the existing building lines of both sides of the street and with the guidance for A1 streets. See Town Centre Guidance for the Miners Sqrae and Town House areas. In addition a section of Bank Street with wide pavements could be exploited to enhance the public realm of the town centre (see greenspace guidance LOCH27).
SG03	Buller Street	New development must conform with the existing building lines of both sides of the street and with the guidance for C3 streets. The line of the low walls should be maintained and continued. To the north of Buller Street at the junction with Main Street any new development must face onto Main Street and comply with the guidance for that street.
SG04	Cartmore Road (southern end)	New development must conform with the existing building line of both sides of the street and with the guidance for B2 streets. The line of the low walls should be maintained and continued by new development. New development at the junction with Main Street should face onto Main Street and comply with the guidance for that street.
SG05	Chapel Street	New development must conform with the existing building line of the west end of the street and with the guidance for C2 streets. This is a traditional narrow street and it is appropriate that any new development west of Hall Lane should be built hard to the street. East of Hall Lane Chapel Street changes from tight urban grain to a more sub-urban feel. East of Hall Lane new development should be set back no more than 9m from the centre of the carriageway and should have low walls along the front boundary.
SG06	Church Street (north)	New development must conform with the existing building lines of both sides of Church Street north of Park Street and with the guidance for B2 streets. New buildings at the corners with Main Street will be encouraged to turn the corner and provide active frontages to both Main Street and Church Street as these are prominent corners on the principal route through Lochgelly. The pavement could be widened at this junction to enhance the pedestrian experience and help reduce traffic speeds. The junction between Church Street and the west of Park Street should be redesigned using a smaller radius to help reduce traffic speeds.








SG07	David Street	New development must conform with the existing building line of the west side of the street and with the guidance for B2 streets (north of Landale Street) and the guidance for C3 streets (south of Landale Street). New development should continue the line of the low walls that line the street. To the east of David Street development should not be set back further than 9m from the centre of the carriageway, and should have a low boundary wall to the street. Street trees should be planted along the boundary of the car park to enclose the space and create greater definition to David Street.
SG08	Dundas Street	New development must conform with the existing building lines of both sides of the street and with the guidance for C3 streets. To the west of the street development should be built hard to the street and follow the lines and scale of the terraced housing. Any development at the junction with Paul Street should face onto Dundas Street following the pattern set on Buller Street and Zetland Street. To the east of the street development should have a low wall along the front boundary following the line of the existing wall. At the northern end of Dundas Street (at the junction with Main Street) any new development must face onto Main Street and comply with the guidance for that street.
SG09	Garry Street	New development must conform with the existing building line of the south side of the street (east end) and with the guidance for B3 streets. The line of the low walls should be maintained and continued. To the south of Garry Street new development should not be set back more than 9m from the centre of the carriageway. Any new development at either end of Garry Street should face onto the adjacent streets (David Street and Henderson Street/Boyd Place) to reflect the traditional pattern of streets in Lochgelly. Any development at the corner with Henderson Street/Boyd Place should reduce the width of the entry into Garry Street as a way of influencing driver behaviour.
SG10	Grace Street	New development must conform with the existing building line of the western side of the street and with the guidance for C3 streets. To the east development should be set back no further than 2.5m from the edge of the street with low front walls enclosing small front gardens. The link to Geatons Road should be enhanced. At the junction with Auchterderran Road new development on the corner should face onto Auchterderran Road.
SG11	High Street	New development must conform with the guidance for B2 streets. The northern end of the street will be covered by town centre guidance for the Town House area.
SG12	Hugh Place (west of Reid Street)	New development must conform with the existing building line of the southern side of the street and with the guidance for B3 streets. Addition of formal parking bays and street trees along the southern edge of the street would help to make the street more attractive, mitigate the lack of active frontage and provide traffic calming measures.





SG13	Landale Street	New development must conform with the existing building line of the south side of the street and with the guidance for B2 streets. The line of the low front walls should be maintained and continued on the south side of Landale Street. To the north of Landale Street new development should not be set back more than 9m from the centre of the carriageway. If new residential development is built on the north side this should have a low wall detail to the front boundary. If the land on the north side remains as a car park the line of trees should be continued to enclose the space all along the street - groundcover planting under the trees is not encouraged as this creates a barrier for pedestrians and can become unsightly with litter. The entrance into the car park is poorly marked and should be made more prominent. The toilet block should be demolished if it is no longer required. Any new development at the corners of Landale Street should face onto the adjacent streets (David Street/Station Road), following the traditional pattern of development in Lochgelly.
SG14	Launcherhead Road	New development must conform with the existing building line of the north side of the street and should be no further back than 9m from the centre of the carriageway on the south side. New development should continue the line of the low walls and conform with the guidance for B3 streets.
SG15	Lumphinnans Road (east of Motion Street)	New development must conform with the existing building lines of both sides of the street east of Motion Street and with the guidance for A2 streets. The line of the low walls should be continued on both sides of the street.
SG16	Main Street	New development must conform with the existing building lines of both sides of the street and the guidance for A1 streets. See the town centre guidance for the Miners Square area.
SG17	Main Street (east of Bank Street)	New development must conform with the existing building lines of both sides of the street and with the guidance for B1 streets. Development on both sides of the street should be built hard to the street. The mature street trees provide a welcome relief to the tight built form along this part of main street and preserving them should be a priority.



SG18	Melgund Place (east end)	New development must conform with the guidance for B2 streets. Buildings should be built not more than 5m back from the street edge (as defined by the line of the walls) on the north side of the street and should be no further back than 9m from the centre of the carriageway on the south side. The line of the low walls should be maintained and continued as a solid wall (except in front of the open space where a low metal fence could be used if enclosure was required). Any new development at the junction with Station Road must face onto Station Road.	
SG19	Park Street	Park Street is one of the earliest and narrowest streets in Lochgelly. The existing qualities of the street should be enhanced by any new development. To that end new development must conform with the existing building line of the northern side of the street and with the guidance for C3 streets. On the north side of Park Street new development should be built hard to the street. On the south of Park Street development should not be more than 5m from the edge of the street and should have a low wall built along the front boundary. The junction between the western section of Park Street and Church Street would benefit from being redesigned with tighter radii to encourage slower traffic speeds.	
SG20	Station Road	New development must conform with the existing building lines of both sides of the street and with the guidance for A2 streets. New development should continue the line of the low walls along the street.	
SG21	Whyte Street	New development must conform with the existing building lines of both sides of the street and with the guidance for C3 streets. Development at the ends of Whyte Street should face the adjacent streets (Chapel Street or Auchterderran Road) following the traditional pattern of development in this area.	
SG22	Zetland Street	New development must conform with the existing building lines of both sides of the street and with the guidance for B3 streets. The line of the low walls should be maintained and continued. New development at the junction with Main Street should face onto Main Street and comply with the guidance for that street.	

## **Lochgelly Greenspace\* Policy (to be read in conjunction with Mid Fife Local Plan Policy E5):**

The overall objective of the Greenspace Strategy (November 2010) is to ensure that the majority of residents in Fife have good access to life enhancing greenspace. In order to achieve this in Lochgelly the quality and usage of the existing greenspace needs to be improved. To that end the following will apply in the area covered by the Lochgelly SPTG:

New quantity and access standards are being developed to take into account the existing provision of greenspace within a settlement. Lochgelly has above average amounts of greenspace this means that under the new quantity standards a 2 hectare standard will apply:

2 hectares of publicly usable greenspace must be provided by new development per 1,000 head of population in settlements with above average amounts of greenspace. This equates to 40m<sup>2</sup> per new house.

### **Access Standard**

Every new house developed shall be within 250m walking distance of a publicly usable greenspace (minimum 0.5 hectare in size).

The new quantity standard means that new development in Lochgelly will have to provide 40m<sup>2</sup> of new open space per house through Mid Fife Local Plan policy E5: Housing Development and Open Space rather than the 60m<sup>2</sup> per house set out in that policy.

In addition, for any houses within a new development that are within 250m of an access into one of the existing public spaces set out below\*\*, (measured along pathways not as the

crow flies), the developer has the option to contribute to the upgrading of existing public space in Lochgelly rather than providing 40m<sup>2</sup> of new open space (as required by policy E5). The level of contribution per house will be determined through negotiation as part of the planning application process as set out in the approved Adoption of Open Spaces report (Housing & Communities Committee 11th March 2008).

### **SUDS**

If SUDS are well designed and accessible (people can get access to the water, shallow slopes, attractive planting for biodiversity, paths, grass edges etc.) they will be considered as publicly accessible greenspace and can be included as part of the greenspace requirement for that site. The design of the SUDS will need to be approved by Fife Council before it can be considered as publicly accessible greenspace.

\*Fife Council defines greenspace as publicly usable greenspace - parks, amenity greenspace, play space, sports space, natural greenspace, green corridors

\*\*Existing public spaces this policy applies to:

LOCH01 – Public Park

LOCH02 – McGregor Avenue

LOCH06 – West End Park

LOCH08 – Brucefield Park






LOCH36 – Violet Playing Fields

Specific urban design guidance is provided for the open spaces highlighted on this plan



Site ID	Site Name	Priority	Guidance	
LOCH01	Public Park	Town Wide Importance	This park is to be the subject of a masterplan with associated public consultation. The masterplan should address the relationship with the key routes and entrances around the park and how the redevelopment of the park will enhance these routes and entrances including: Union Street, Hall Street, The Avenue, Fraser Drive, Elzy Place, Johnston Terrace and new housing to the north and east of the park. The route of the eastern link road must be safeguarded (see Key Linkages section). This route will provide an alternative route through to Lochgelly town centre from the east. New development adjacent to the park must provide active frontages to the park to provide interest and surveillance.	



LOCH02	McGregor Avenue	Neighbourhood Importance	Work has recently been completed to to increase the permeability of this part of Lochgelly for pedestrians and cyclists by creating attractive routes through the area. This area has one of the best opportunities in Lochgelly for incorporating natural landscape into the town and for encouraging positive biodiversity which should be a key feature of this greenspace.	
LOCH03	Timmons Park	Local Importance	This is an open area of ground, well provided with a range of play equipment. The park is surrounded by frontages but the buildings are set back and apart from each other and do not create a well defined square around the park, so enclosure is poor. The park (and surrounding streets) would benefit from tree planting on all sides of the park to define the space to make it more attractive and welcoming. Art installations could also be used to provide greater enclosure and character to the park.	
LOCH06	West End Park	Local Importance	The frontage of the park along Paul Street should be enhanced by the addition of trees to make this a more attractive edge and to provide definition and enclosure to Paul Street. The entrances to the park from Paul Street, South Street and Westpark Gate need to be enhanced to encourage usage of the park. There is a key link into the park from Lumphinnans Road which is currently domestic in scale and does not create a visual link to the park. This path and entrance should be redesigned to exploit the link and create an attractive route through to Lumphinnans Road.	
LOCH08	Brucefield Park	Neighbourhood Importance	Brucefield Park is accessed via two narrow entrances and is not currently surrounded by any active frontages. This park will form a key interface with new development to the south of Lochgelly and there is the potential to relocate the park slightly so that new development can surround it with active frontages (see Lochgelly South development principles). If the park is not relocated any new development adjacent to the park must face onto it with active frontages and provide additional entrances to the park from the south and west. The existing entrances should be enhanced, particularly the entrance to Lumphinnans Road which has a lot of charm but is down at heel.	
LOCH10	Launcherhead Park	Local Importance	Long term this land is to be safeguarded for the potential relocation of the rail station and associated development. However in the short term the south eastern edge of the park is located at a key point along the entry into Lochgelly. The edge should be enhanced even though it may be redeveloped in the future, tree planting or an art installation would create better definition of the space at this point. The land to the west of this site is along a key link route between the existing town and new development to the north of Lochgelly, spaces on either side of this route must be enhanced to make this an attractive and safe route for pedestrians and cyclists.	

LOCH12	2 Greenspaces at Bishop Avenue	Neighbourhood Importance	These two spaces are overlarge, poorly used and exposed and they currently offer a poor facility to the local area. There is potential to identify some of this land for development which could help fund the redevelopment of the rest of the land into useful and attractive open space to serve the local area. The northern space could be developed as a curved terrace of houses or sold as a number of single house plots. This would help to improve the enclosure of Bishops Avenue which is currently very poorly defined. Some development on the southern space could help to redefine the open space and make it a more useful and managable. If ground conditions make this land unsuitable for development trees should be planted along the road edges to give greater enclosure to the surrounding streets.
LOCH14	Greenspace at Paxton Crescent	Limited Importance	This space is a flat area of grassed land surrounded by roads on three sides. The street is very poorly defined at this point as the buildings are all built well back from the road and face in different directions. Paxton Crescent would benefit from enclosure being provided either by trees being planted along the road edge or by a curved terrace of development on this land. There is area of open space opposite the site along Paxton Crescent, which has the greater potential to be developed as a community facility so the loss of this area of open space would have limited impact. Alternatively an avenue of trees could be planted along both sides of Paxton Crescent which would start to give this part of Lochgelly a more distinctive look.
LOCH15	Play space at Paxton Crescent	Neighbourhood Importance	This site has the potential to become a good resource for the local area. There is currently some basic play equipment placed centrally in the space which should be supplemented by more creative features including more naturalistic planting areas and sheltered seating areas. The area should be designed to enhance the permeability of this space by providing an attractive start to the path to Cartmore Road. The area is not well overlooked, if the under utilised open space on the other side of Paxton Crescent was developed it could provide active frontages to this area providing passive surveillance. The boundary along the road should be planted with trees to provide some enclosure to the open space and to Paxton Street. The fence should ideally be removed as it is unattractive and does not serve an important function.
LOCH18	Spaces at Morris Avenue.	Neighbourhood Importance	These sites have little visual quality in themselves however they have the potential to improve the currently very poor permeability of this area of Lochgelly, by linking through to proposed new development (see Lochgelly North East Development Principles). These could be either narrow vehicular or pedestrian only links. Trees planted in the strip of grass at the entry into Morris Avenue would enhance the visual appearance of this area.
LOCH19	Walkway at Cartmore Road	Neighbourhood Importance	This is an important pedestrian route which links adjacent parts of Lochgelly which currently have no other connections. The route needs to be made safe and attractive to encourage usage. The southern end and the connection to the open space at McGregor Avenue need to be made more prominent and legible to highlight that this is an important link not just a back way.
LOCH20	Drummond Square	Neighbourhood Importance	This small development includes a distinctive set of small open spaces. The corner open spaces generally provide attractive areas of visual interest which enhance the surrounding streetscapes. They include a number of attractive trees but would benefit from some enhancement of the shrubs and groundcover. The two southernmost spaces would benefit from some additional small ornamental trees being planted similar to those in the spaces to the north.
LOCH23	Stewart Crescent	Neighbourhood Importance	This area was designed to provide some open space for nearby houses. However, the open space is poorly defined by the buildings that surround it leaving it exposed and uncomfortable to use. Trees planted along the edge of Stewart Crescent would in help to enclose the space and enhance Stewart Crescent as a walking/cycling route.
LOCH24	Two twin sites at Stewart Crescent	Neighbourhood Importance	These are left over spaces at wide junctions that do little to enhance the surrounding area. There are mature trees on both sites but these are short and do little to help enclose the street or provide attractive features. The public realm of the area would be improved by upgrading the hardstanding and planting taller trees.



LOCH25	Melgund Place	Neighbourhood Importance	This site has a number of attractive mature trees which enhance the look of this part of Lochgelly and help to define the space along David Street, these should be protected as a priority.	
LOCH26	Two sites at Grainger St.	Neighbourhood Importance	These sites include some mature trees which help to enclose the space along Union Street and Russell Street and provide a relatively attractive setting. The spaces have the potential to provide good open space facilities for the local area. If the new link route is developed to the east of Lochgelly the space along Union Street will become more prominent as part of the entry into Lochgelly.	
LOCH27	Bank St.	Town Wide Importance	These are two areas of wide pavement in the centre of Lochgelly that should be utilised to enhance the public realm of the High Street.	
LOCH30	Hall St.	Neighbourhood Importance	This is a very small left over unattractive space which currently serves no purpose. It should be considered as part of the redevelopment of the Hall Street area. The existing walls could be creatively extended to provide an interesting and unusual seating area.	
LOCH31	Miners Square	Town Wide Importance	See town centre guidance for Miners Square area.	
LOCH36	Violet Playing Fields	Neighbourhood Importance	This area forms part of the interface with new development to the west of Lochgelly (see Lochgelly West Development Principles). The play area should be enhanced and a new route provided along the northern edge of the site linking the new development to Moffat Street.	
LOCH37	Town gateway at Lumphinnans Rd.	Limited Importance	These sites are located at an open part of Lumphinnans Road, most of the houses at this point are 1 to 1 1/2 storeys in height and the Fife Station opposite is well set back from the road. The two spaces are of limited value in terms of function and visual appearance and Lumphinnans Road would benefit from greater enclosure and definition at this point. These two sites could be developed to help provide this, particularly as there is landscaping opposite outside the firestation and the potential to create a seating area by West Park Gate so the loss of this open space would have a fairly limited impact. Alternatively the sites should be planted with street trees or an art installation to provide enclosure Lumphinnans Road.	

LOCH38	Birnie Brae	Neighbourhood Importance	This is a small site on a slope that has the potential to provide an attractive feature along Paul Street and Birnie Brae. Birnie Brae would benefit from some trees being planted along the southern boundary, preferably delicate small leaved trees such as silver birches so the canopy is not too dense. The pedestrian route through the site is important and should be enhanced. The sub station should be better screened.
LOCH40	Birnie St.	Neighbourhood importance	Birnie Street is one of the more attractive streets in this area of Lochgelly but its appearance is let down by the lack of enclosure at the bend in the street where the open space is located. Trees should be planted along the Birnie Street boundary to provide better definition to the street.
LOCH41	Paul St.	Neighbourhood Importance	All these sites would benefit from tree planting to help enclose the space along Paul Street and at wide junctions.
LOCH43	South St. corner	Local Importance	In light of the new development that will eventually face onto this open space and associated road junction this whole space could be redesigned. There is the potential to create a new small public square in this area possibly including trees or art centrally placed to act as traffic calming measures. This would also create an attractive interface between the existing town and new development.
LOCH44	South Street/Hamilton Street	Neighbourhood Importance	This area of greenspace should be redesigned to make a useful, functional and adaptable public space. Enclosure of the space along South Street is reasonable so the greenspace can provide a break in the vertical edges to the street without compromising it. The street trees to the west of this space are important to the visual appearance and enclosure of South Street and should be kept as a priority.
LOCH45	St Serf's Churchyard	Town Wide Importance	This space, its boundary walls and the mature trees that it contains are an important visual feature along Main Street in Lochgelly. The trees and boundary wall continue the vertical line of the buildings along the street but provide an important element of relief to that dense built edge. It is important that the qualities of this space are maintained in Lochgelly.
LOCH46	Land at Station Road	Town Wide Importance	This space has the potential to provide a feature on one of the key routes into Lochgelly and would be good location for a future public art installation. It should be designed to make a positive impression as people travel through Lochgelly as well as providing interest for pedestrians and potentially incorporating a seating area.





# APPENDIX D: BUILT HERITAGE GUIDANCE

Specific design guidance is provided for the buildings highlighted on this plan



Ref	Address	Guidance
BH1	St Finnian's Church, Lumphinnans Road 1938	Streetscape/ architectural/ heritage value
BH2	46 - 76 Lumphinnans Road (even nos), 91-115 Lumphinnans Road (odd nos)	Slated bungalows. Streetscape value, repetition of low roof height and similar materials; emphasising domestic character of this part of Lochgelly with small front gardens. Avoid dormer extensions. Avoid replacing slates with concrete roof tiles or artificial slate. Retain chimneys. Retain front gardens and low boundary walls where these exist. Encourage traditional glazing styles and traditional panelled doors. Avoid rendering/ painting exposed masonry.



BH3	28-30 Lumphinnans Road	Traditional semi. Streetscape value. Encourage replacement of natural slate and removal of satellite dishes. Retain chimneys. Retain front gardens.
BH4	20 Lumphinnans Road	Traditional villa. Streetscape value. Retain chimneys. Retain front gardens. Encourage traditional glazing and panelled door
BH5	8-18 Cartmore Road (even nos), 5-17 Cartmore Road (odd nos)	Slated bungalows/ cottages. Streetscape value. Avoid dormer extensions. Avoid replacing slates with concrete roof tiles or artificial slate. Retain chimneys. Retain front gardens and low boundary walls where these exist. Encourage traditional glazing styles and traditional panelled doors. Avoid rendering/ painting exposed masonry.
BH6	2-34 Zetland Place (even nos), 9-35 Zetland Place (odd nos)	Slated bungalows/ cottages. Streetscape value. Avoid further dormer extensions. Avoid replacing slates with concrete roof tiles or artificial slate. Retain chimneys. Retain front gardens and low boundary walls where these exist. Encourage traditional glazing styles and traditional panelled doors.
BH7	11-13 Main Street	West End Bar with flats above. Streetscape value/ focal point. Retain traditional glazing and coordinated paint scheme. Retain chimneys. Ensure any new signage is appropriate in terms of size, colour and materials as per the Fife Council Shop Front Design Guide.
BH8	19-25 Main Street	Traditional shop fronts with flats above. Streetscape value. With gated entrance to rear of property. Encourage traditional glazing to flats above. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Potential reinstatement/ recovery of architectural details eg rusticated stonework/ timber shop front fascia.
BH9	22-32 Buller St (even nos), 37-45 Buller St (odd nos)	Terraced cottages. Streetscape value. Avoid further dormer extensions. Avoid replacing slates with concrete roof tiles or artificial slate. Retain chimneys. Retain front gardens and low boundary walls where these exist. Encourage traditional glazing styles and traditional panelled doors.
BH10	39, 41-43, 47 Main Street	Traditional shop fronts with flats above. Streetscape value. Encourage traditional glazing to flats above. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features including floor tiles to shop entrance, traditional painted lettering, cast iron hoppers.



BH11	49 Main Street	Silver Tassie bar. Streetscape/ heritage/ architectural value. Retain traditional glazing/ paint scheme/ chimneys/ ridge tile detailing.
BH12	59-73 Main Street (odd nos)	Traditional shop fronts with flats above. Streetscape value. Encourage traditional glazing to flats above, avoid any further dormer extensions. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit.
BH13	8-46 Dundas Street (even nos)	Unusual two-storey terrace – chimneystacks and stepped roofline give a distinctive character. Streetscape value. Encourage coordinated glazing/ paint scheme.
BH14	5-15 Dundas Street (odd nos)	Terraced cottages. Streetscape value. Avoid further dormer extensions. Avoid replacing slates with concrete roof tiles or artificial slate. Retain chimneys. Retain front gardens and low boundary walls where these exist. Encourage traditional glazing styles and traditional panelled doors.
BH15	Parish Church/ Manse, Main Street	Heritage and streetscape value/ focal point. Category C(S) Listed. Provides open green space along a built-up, busy street but maintains building line with boundary wall/ railings.
BH16	Miners' Institute	Heritage and streetscape value/ focal point. Category B Listed.
BH17	88-110 Main Street	Traditional shop fronts with flats above. Streetscape value. Encourage traditional glazing to flats above, avoid any further dormer extensions. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit.



BH18	118 – 176 Main Street (odd nos)	Mix of traditional terrace and flats over shops. Streetscape value. Encourage traditional glazing to flats above, avoid any further dormer extensions. Retain stone chimneystacks. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit.
BH19	149-163 Main Street (even nos)	Mix of traditional terrace and flats over shops. Streetscape value. Encourage traditional glazing to flats above, avoid any further dormer extensions. Retain stone chimneystacks. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit.
BH20	169-171 Main Street (odd nos)	Single storey cottage, now a take-away. Streetscape/ heritage value. Avoid dormer windows and encourage reinstatement of original roof coverings and chimney cans. Retain pilastered doorpiece and sash windows.
BH21	2-4 Bank Street	Large, symmetrical town house, now a pharmacy. Streetscape/ heritage/ architectural value. The current fixed lettering is understated but reflective materials should be avoided, particularly combined with lighting. Traditional glazing pattern should be retained, and chimney cans reinstated. Dormer windows would not be an acceptable alteration.
BH22	3-17 Knockhill Close	Streetscape value/ focal point. A complete restoration of this building would allow it to be a focal point adjacent to the recent public realm enhancements. This would include an overhaul of shop fronts using appropriate materials, colours and signage as per Fife Council Shop Front Design Guide, and to restore symmetry. Also: Reinstatement of natural slate roof avoiding unnecessary vents, and a coordinated glazing scheme using whole window openings and appropriate windows for the age of the building.
BH23	6-14 Bank Street (even nos)	Traditional shop fronts with flats above. Streetscape value. Encourage traditional coordinated glazing to flats above. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit eg. central panelled door, cast iron rainwater hoppers.
BH24	17-25 Bank Street (odd nos)	Traditional shop fronts with flats above. Streetscape value. Encourage traditional coordinated glazing to flats above and avoid dormers. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit eg. original fascias and console brackets.





BH25	16-26 Bank Street (even nos)	Single storey shops; slated roofs with stone skews. Streetscape value. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit eg. traditional canopy. Avoid dormer windows.
BH26	St Andrews Church and War Memorial	Architectural/ streetscape/ heritage value. Focal point. Retain boundary wall and ensure that any new uses for the church are appropriate to its architectural character. Railings in front of war memorial could be improved.
BH27	27-29 Bank Street/ 2-4 Berry Street, 31-39 Bank Street, 41-49 Bank Street	Traditional terraced shops/ flats above. Streetscape value. Encourage traditional coordinated glazing to flats above and avoid dormers. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Ensure retention of any existing features of merit.
BH28	55-57 Bank Street	Shardy's Bar. Streetscape value/ focal point. Encourage traditional glazing pattern and coordinated paint scheme and appropriate signage. Retain existing features of merit eg. tall chimney stack, pilastered door pieces.
BH29	34-36 Bank Street	Minto Lounge, Lochgelly Social and recreation club. Streetscape value. Encourage traditional glazing, panelled doors and appropriate signage. Retain existing features of merit eg. finial. Avoid stone cleaning.
BH30	46 Bank Street, 1-17 Robert Dow Court	Co-op Building. Focal point, particularly clock tower. High architectural/ heritage/ streetscape value. Category B listed.
BH31	61 Bank Street/ 2 North Street	Post Office, 1937. Architectural value. Exposed red sandstone – unusual for area. Ensure retention of traditional features eg. cast iron rainwater goods.
BH32	63-65 Bank Street	Traditional villa with sash windows, pedimented doorway, ashlar quoins and advanced bay; commercial premises. Streetscape/ architectural value. Set back from street – emphasises change in character here from commercial to more domestic going north along Bank Street. Potential to remove imposed Bank of Scotland façade on extension and restore former elevation. Retain boundary wall – potential to reinstate cast iron railings.



BH33	67 Bank Street (Town Hall)	Villa with tripartite window over wide entranceway and single pitched later extension to south. Dated 1892. Streetscape/ architectural value. Large pitched extension to rear. Encourage retention of cast iron rainwater goods and other remaining features.
BH34	56, 58 Bank Street	Sandstone terrace, squared rubble with ashlar quoins, dated 1899. Streetscape value. Encourage retention of timber sash windows and panelled doors where these exist. Otherwise encourage reinstatement. Retain chimneys and boundary wall, potential to reinstate cast iron railings. Also retain boundary wall, gatepiers and gates to rear on Chapel Street.
BH35	3-9 Chapel Street (odd nos)	Terrace of slated cottages/ miners' rows with timber eaves detailing. Heritage/ streetscape value. Dry-dashed. Retain chimneys; avoid dormers, large rooflights and unnecessary roof vents. Potential for traditional render finish. Encourage reinstatement of timber sash windows and panelled doors.
BH36	8-28 Whyte Street (even nos), 11-17 Whyte Street (odd nos), 31-39 Whyte Street (even nos)	Terraced cottages/ miners' rows. Heritage/ streetscape value. Heavily altered – encourage uniformity of elements eg. doors/ windows. Retain natural slate roofs and avoid further dormer conversions.
BH37	Salvation Army Hall; Whyte St/ Auchterderran Road	Good quality symmetrical sandstone façade. Architectural and streetcape value (set back on corner). Badly rendered boundary wall detracts from this.
BH38	62 Bank Street	Traditional one and a half storey sandstone cottage with twin slated dormers, decorative skews, chimney cans and cast iron rainwater goods. Architectural/ streetscape value. Retain chimneys and boundary wall, potential to reinstate cast iron railings. Encourage reinstatement of sash windows and panelled door.
BH39	64 Bank Street	Single storey cottage with tiled shop unit to north. Architectural/ streetscape value. Set back from road with low boundary wall. Avoid dormers. Retain chimneys and boundary wall, potential to reinstate cast iron railings. Encourage reinstatement of sash windows and panelled door.
BH40	66-68 Bank Street	Co-op Pharmacy – shop front at odds with traditional stone villa. Streetscape value. Large box fascia and strip lighting should be removed and shop front remodelled in line with Fife Council's shop front design guide. Large panelled door and gold lettering on transom light above should be retained.
BH41	70 Bank Street	Piend-roofed single storey detached cottage with arched door surround and raised ashlar quoins. Architectural/ streetscape value. Encourage traditional glazing styles and traditional panelled doors, and reinstatement of chimney cans.
BH42	79-81 Bank Street	Piend-roofed semi-detached single-storey cottages. Streetscape value. Low boundary wall with pyramid-coped gatepiers. Retain central chimney stacks and boundary wall, encourage reinstatement of traditional glazing pattern and panelled doors. Avoid dormers or large rooflights.
BH43	72-80 Bank Street	Two- storey corner terrace with corner hexagonal turret feature. Decorative slating and finial. Architectural/ streetscape/ landmark value. Group value with 2-8 Station Road. Avoid any further dormers. Avoid mechanical stone cleaning. Retain boundary walls, panelled door cast iron hopper and high chimneystacks. Encourage reinstatement of traditional glazing pattern.



BH44	2-8 Station Road	Corner block of shops with flats above. Rendered with string course. Corner bay with turret roof and finial. Pedimented door surround. Architectural/ streetscape/ landmark value. Group value with 72-80 Bank Street. Encourage traditional shop awning and reinstatement of traditional glazing pattern. Ensure any new signage is in keeping with building.
BH45	12-18, 34-48, 60, 66 Station Road (even nos), 9-19, 27-29 Station Road (odd nos)	Detached or semi-detached traditional cottages. Streetscape/ architectural value. Slated, mostly with original dormers. Variations in architectural detailing and treatment but in keeping with the domestic character of this part of Lochgelly with low boundary walls and front gardens. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value eg. finials, bargeboarding, cast iron rainwater goods. Avoid hard landscaping over front gardens. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles or artificial slate. Avoid box dormers or large rooflights. Retain stone chimneystacks and clay cans, and natural stone for boundary walls. Potential in some cases to reinstate appropriate railings.
BH46	20-32, 50-52, 62-64 Station Road (even nos), 21-23, 37-39, 51-53 Station Road (odd nos)	Larger two-storey villas of varying styles, some with larger garden ground. Architectural/ Streetscape value. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value eg finials, bargeboarding, cast iron rainwater goods. Avoid hard landscaping over front gardens. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles. Avoid box dormers or large rooflights. Retain stone chimneystacks and clay cans, and natural stone for boundary walls. Potential in some cases to reinstate appropriate railings.
BH47	St Patrick's Church and Presbytery, Station Road	Church of 1877. Architectural/ heritage/ streetscape value Set well back from the road with large grounds to the front of the presbytery. Stepped rubble boundary wall with semi-circular copes.
BH48	St Patrick's Primary School	Small sandstone primary school facing the road, in typical style of the period, designed to provide maximum light into the classrooms. Architectural/ heritage/ streetscape value. Windows are a particular feature of this building and could be replaced with a more appropriate design and materials to increase the architectural value of the building.
BH49	55-57 Station Road	Dry-dashed bungalows with rosemary tiled roofs. Streetscape value – the large front gardens continue the line of the older cottages and villas on either side of Station Road.
BH50	63-69 Station Road	Symmetrical terrace, central gable with chimneystack, dated 1906. Architectural/ streetscape value. Symmetry lost through dormer addition. Avoid any further dormers and encourage coordinated scheme of doors/ glazing to increase architectural value.
BH51	71-85 Station Road	Prominent corner block of flats and shop unit. Timber eaves detailing, ground floor rendered and lined out. Streetscape value; different character from Station Road's domestic properties set back from the street, terminates view along Station Road on approach to town centre. Encourage reinstatement of sash windows and panelled door. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide.



BH52	19-21 Launcherhead Road	Semi-detached cottage with slated dormers and raised skews. Architectural/ streetscape value. Encourage traditional glazing and panelled doors, reinstatement of chimney cans and coordinated external treatment.
BH53	70 Launcherhead Road	Single storey cottage with pilastered doorpiece. Architectural/ streetscape value. Retain boundary wall and chimneys; avoid dormers, large or irregularly spaced rooflights and unnecessary roof vents. Potential for traditional render finish. Encourage reinstatement of timber sash windows and panelled doors.
BH54	111 Station Road	One and a half storey cottage, slated with dormers. Decorative clay ridge tiles and finials. Architectural/ streetscape value. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value.
BH55	113-127 Station Road, 131-141 Station Road	Terraced piend-roofed miners' rows. Streetscape/ heritage value; domestic scale set back from road adjacent to railway bridge – 115-127 above stepped retaining wall. 131-141 with decorative clay ridge tiles. Retain boundary wall and chimneys; avoid dormers, large or irregularly spaced rooflights and unnecessary roof vents. Avoid any further removal of slates in favour of concrete tiles. Potential for traditional render finish. Encourage reinstatement of timber sash windows and panelled doors.
BH56	Lochgelly High School, Station Road	Streetscape/ landmark value. Brick pavilions and red-tiled roofs along with associated landscaping and open space provide a strong access point to Lochgelly from the north.
BH57	2-4 Hugh Place	One and a half storey semi-detached cottage, slated with dormers. Decorative clay ridge tiles and projecting bay windows. Architectural/ streetscape value. Symmetry lost through dormer conversion. Avoid further dormers, large or irregularly spaced rooflights and unnecessary roof vents. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value.





BH58	1 Hugh Avenue	Single storey cottage with bay window. Architectural/ streetscape value. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value eg. finials, cast iron rainwater goods. Avoid hard landscaping over front garden. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles or artificial slate. Avoid box dormers or large rooflights. Retain natural stone for boundary walls and stone chimneystacks, and reinstate clay cans.
BH59	1-26 Drummond Square	Uniform single storey terraces. Streetscape value; attractive scale and character, formed around a central communal green. Uniformity has been retained in spite of alterations. Avoid box dormers or large rooflights. Retain chimneystacks. Potential for improved boundary treatment.
BH60	17-19 Reid Street	Two storey semi-detached villa with Arts and Crafts influence in hipped roof, bell-curved dormers and covered doorway. Architectural/ streetscape value. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value eg. cast iron rainwater goods. Avoid hard landscaping over front garden. Avoid replacing roof coverings with concrete tiles or artificial slate. Avoid box dormers or large rooflights. Reinstall clay cans.
BH61	1-15 Reid Street	Detached or semi-detached cottages. Slated, some with original dormers. Streetscape/ architectural value: Variations in detailing and treatment but in keeping with the domestic character of this part of Lochgelly with low boundary walls and front gardens. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value eg. finials, ridge tiles, cast iron rainwater goods. Avoid hard landscaping over front gardens. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles or artificial slate. Avoid box dormers or large rooflights. Retain stone chimneystacks with clay cans and boundary walls.
BH62	Brown Memorial Chapel, 37 Russell Street	Small chapel with steeply pitched roof and understated gothic detailing. Streetscape/ heritage value. Disused and in poor condition. Retain and reinstate boundary wall and windows, and encourage alternative uses.
BH63	9-35 Auchterderran Road (odd nos), 32-40 Auchterderran Road (even nos)	Traditional terraced shops with flats above. Streetscape value. Encourage coordinated glazing to flats above and avoid dormers. Encourage shop front enhancement as per the Fife Council Shop Front Design Guide. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles or artificial slate.



BH64	70-88 Auchterderran Road (even nos), 1-4 Minto Street	Semi-detached cottages with curved hipped roofs. Streetscape/ architectural value; domestic scale and character with an Arts and Crafts style, largely in good condition and unaltered other than doors and windows. Retain chimneys and natural stone boundary walls where these exist; avoid dormers, large or irregularly spaced rooflights and unnecessary roof vents. Avoid removal of slates in favour of concrete tiles. Encourage reinstatement of timber sash windows and panelled doors.
BH65	98-108 Auchterderran Road	Terraced cottages/ miners' rows. Heritage/ streetscape value. Heavily altered – encourage uniformity of elements eg. doors/ windows. Retain natural slate roofs and avoid dormers, large or irregularly spaced rooflights or unnecessary roof vents.
BH66	Jubilee Inn, Auchterderran Road/ Grace Street	Landmark/ streetscape value. Prominent corner block could perform as a focal point if adequately restored and maintained.
BH67	15-25 Grace Street (odd nos)	Originally uniform group of semi-detached cottages, now disfigured through variations in treatment and addition of large box dormers. Streetscape value. Coordination of future treatment could reinstate some of the intended uniformity. In current condition the group maintains the domestic scale characteristic of much of Lochgelly through its height and position set back from the road with small front gardens and low boundary walls.
BH68	6-12 Melgund Place (even nos), 5-7 Melgund Place (odd nos)	Semi-detached slated cottages. Streetscape value: Variations in detailing and treatment and additions of large box dormers, but in keeping with the domestic character of this part of Lochgelly with low boundary walls and front gardens. 5-7 is more in the miners' row tradition, directly on to the pavement. Encourage traditional glazing patterns/ panelled doors/ retention of existing features of value. Avoid hard landscaping over front gardens. Avoid painting or rendering exposed stone or replacing roof coverings with concrete tiles or artificial slate. Avoid further box dormers or large rooflights. Retain stone chimneystacks with clay cans and boundary walls.
BH69	Lochgelly West Primary School	Architectural/ heritage value. Set back from street in amongst new development.
BH70	Town House, Hall Street	Landmark/ streetscape/ architectural value. Landmark value in particular due to corbelled turreted bay with leaded roof and finial. Terminates view down High Street and visible from several other points. Any new development should avoid disrupting the view of the Town House from any angle.



BH71	79-83 Grainger Street	Terraced cottages/ miners' rows. Heritage/ streetscape value. One remaining pilastered doorpiece. Encourage uniformity of elements eg. doors/ windows. Retain natural slate roofs and avoid dormers, large or irregularly spaced rooflights or unnecessary roof vents.
BH72	Lochgelly South Primary School	1910. White render with red sandstone baroque detailing. Streetscape/ architectural/ heritage value. Potential to reinstate timber windows to emphasise the heritage value of the building.
BH73	85 High Street	Two storey town house. Architectural/ streetscape value. Retain chimneys. Retain front gardens. Encourage reinstatement of traditional glazing and panelled door. Retain existing features of value eg. natural slate roof, cast iron rainwater goods.
BH74	89 High Street, Old Ship Inn	Heritage value. One of the older properties in Lochgelly, now heavily altered and extended. Encourage reinstatement of slate roof, chimney stacks and cans, sash windows. Ensure signage is in line with the Shop Front Design Guide – consider a more traditional hanging sign to replace projecting box sign.
BH75	16 Church Street	Streetscape/ architectural value. Villa with Art Deco detailing. Unusual scale/ character for Lochgelly. Encourage reinstatement of traditional glazing pattern, chimney cans and coordinated external treatment. Retain slate roof and avoid dormers.
BH76	25 Church Street (Manse)	Architectural value. Piend-roofed villa. Set back from the road and partially hidden by trees, the contrast between this and nearby buildings gives an insight into Lochgelly prior to post-war expansion. Encourage reinstatement of slate roof and traditional glazing pattern. Retain boundary wall and remaining gate pier (on Park Street)
BH77	64 Mid Street	Architectural value. Scale/ character in contrast with surrounding buildings. Traditional cottage with pilastered doorpiece. Dry-dash render. Encourage reinstatement of chimney cans, traditional glazing and panelled door. Retain slate roof and avoid dormers or large/ irregularly spaced rooflights.



BH78	44 Park Street	Architectural value. Scale/ character in contrast with surrounding buildings. Traditional single storey cottage. Dry-dash render. Encourage reinstatement of chimney cans, traditional glazing and panelled door. Retain slate roof and avoid dormers or large/ irregularly spaced rooflights.
BH79	10-14 Park Street (even nos)	Heritage/ streetscape value. One of the older properties in Lochgelly – single storey slated terraced cottages on the street with low doorways. Now disfigured with large box dormers. Encourage uniformity of elements eg. doors/ windows. Retain natural slate roofs and avoid further dormers, large or irregularly spaced rooflights or unnecessary roof vents.
BH80	5 Park Street	Streetscape value. Detached single storey cottage with pilastered doorpiece, dated 1904. Encourage reinstatement of chimney cans, traditional glazing and panelled door. Retain slate roof and decorative rainwater goods, and avoid dormers or large/ irregularly spaced rooflights.
BH81	7-13 Park Street (odd nos)	Streetscape value. Pair of semi-detached cottages with bay windows, raised skew and quoins, now with box dormers. Slightly stepped up from street level. Encourage reinstatement of chimney cans, traditional glazing and panelled doors. Retain slate roof. Retain any existing original features eg. finials.
BH82	69-91 David Street (odd nos)	Streetscape value. Height and scale addresses the corner well. Plaque states “Alexander Terrace”. Terraced two-storey villas with projecting bays. Encourage reinstatement of slate roof and coordinated elements eg. doors/ windows. Retain chimneys.
BH83	51-67 David Street (odd nos)	Streetscape value. Terraced cottage, slated with skews and low boundary wall. Encourage uniformity of elements eg. doors/ windows. Retain natural slate roofs and avoid dormers, large or irregularly spaced rooflights or unnecessary roof vents.





BH84	37-43 David Street (odd nos)	Streetscape value. Terraced two storey villa with projecting bays at each end. Height addresses corner. Retain slate roof and finials. Reinstall chimney cans and avoid dormers, large or irregularly spaced rooflights or unnecessary roof vents.
BH85	1-25 David Street (odd nos)	Streetscape value. Single storey cottages, slated, variation in detailing including timber eaves detailing, pilastered doorpieces, skews and bay windows. Some with box dormers and slates replaced with concrete tiles. Reinstall chimney cans and avoid additional dormers, large or irregularly spaced rooflights or unnecessary roof vents. Retain front gardens and low boundary walls.
BH86	2-10 Garry Street (even nos)	Streetscape value. Single storey cottages, slated, variation in detailing. Large box dormer. Retain slate roofs. Reinstall chimney cans and avoid additional dormers, large or irregularly spaced rooflights or unnecessary roof vents. Retain front gardens and low boundary walls.
BH87	3-9 Garry Street (odd nos)	Streetscape/ Architectural value. Large villa with neap gable. Box dormers. Reinstall chimney cans and avoid additional dormers, large or irregularly spaced rooflights or unnecessary roof vents. Retain front gardens and low boundary walls – potential for more appropriate boundary treatment.
BH88	28-32 Bank Street	Art Deco former cinema. Streetscape/ heritage value/ focal point. Requiring restoration of render/ paintwork/ tiled entranceway. The art deco building frontage should be retained.
BH89	Ruins to south of Lochgelly	Heritage value. Little remains of this L-shaped former farmstead and cottage. The buildings are depicted roofed in the 1 <sup>st</sup> edition of the OS 6-inch map (1856), and relate to Lochgelly House, demolished around 1980. The upstanding remains and setting of what are some of Lochgelly's oldest buildings should be protected.

