



Glenrothes Town Centre Masterplan 2020 - 2030

Final Report
July 2020



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CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Halliday Fraser Munro are delighted to be working alongside AECOM and Rettie having been given the opportunity to prepare and submit this document to Fife Council. Due to some members of our project team being local to the area we have been in an excellent position to carry out a robust and comprehensive review, combining professional knowledge with local understanding and appreciation. We want to thank Enterprise Hub Fife and the Glenrothes Baptist Church for use of their excellent new facilities during our stakeholder engagement events. We have been very encouraged by the positive input from the local community and other stakeholders, including all three secondary schools and the Glenrothes Area Futures Group who have been particularly supportive of the project. We hope that this masterplan meets their aspirations to transform the town centre, laying the foundations for positive and long lasting change that will improve the quality of their place.

The document includes a summary of previous extensive work conducted on Glenrothes Town Centre and outlines a proposed masterplan identifying 9 key development opportunity sites within the centre. Through consultation we have ensured local opinion and expertise has been brought to the process and believe the masterplan and supporting information provided directs future improvements for the next 10 years.



A handwritten signature in black ink, appearing to read 'David Halliday'.

David Halliday - for Halliday Fraser Munro
July 2020



- Halliday Fraser Munro supported by AECOM and Rettie have carried out a comprehensive assessment which has helped us to develop an overall concept / vision for Glenrothes Town Centre for the next 10 years and beyond.
- We have identified potential opportunities in respect of a number of key sites for future development which lay foundations for positive change. If delivered it would enhance the role, function, attractiveness and future success of Glenrothes Town Centre.
- The project team has identified specific opportunities to attract improved and new leisure uses into the town centre to enhance the evening economy.
- A market assessment has been prepared helping to identify appropriate land uses and development opportunities that are likely to be commercially viable in the town centre;
- We have identified key design principles which should be taken into consideration as part of the development of the identified sites and have prepared an Action Programme setting out details of specific actions and interventions including timeframes and delivery leads to support growth and transformation.
- There should be continued support for the town centre to diversify its range of uses and functions, to increase resilience and improve use throughout the day and evening and to reduce the current over reliance of the retail function.
- There is a creeping obsolescence issue in the older buildings in the town centre, particularly concentrated at the East End and in Queensway west that should be addressed as a priority.
- The primary retail axis and footfall levels of the Kingdom Centre have consolidated and shifted to more of a north-south orientation, creating opportunities to repurpose the function and role of the east and western ends of the town centre.
- Office floorspace in the town centre has halved in the last 20 years, principally due to the Council's asset rationalisation strategy. However, there is market demand for smaller modern business units (Class 2 – Financial, professional and other services) of between 1,000-2,000 sq.ft floorspace.
- There is longer term demand for comparison retail within the town centre, however the market outwith cities remains sluggish in the short term.
- The range of pubs, bars and nightclubs in the town centre has shrunk however the general location of these types of uses remains largely focused along Church Street. However, there is a need to co-locate and consolidate evening activity functions in the town centre as far as practical to develop synergies and improve footfall and connectivity between existing uses.
- There is market demand for drive thru restaurants which could help to stimulate the evening economy in the town centre, if well designed and co-located with existing leisure uses.
- There is market demand for residential-led redevelopment, which could provide a viable catalyst for transformation of the built environment if done as part of a vertical mix of uses on opportunity sites. Support should be given to introducing both private and affordable homes in the town centre where people would especially benefit from collocation of homes, jobs and services.
- There is a need to re-fill, re-purpose or sub-divide the vacant department store units in the Kingdom Centre. Consideration should be given to installing additional windows and doors onto the external façades, supported by improved public realm, thinned out landscaping and improved lighting to stimulate demand for their re-use.
- Supporting temporary/pop-up uses at key entrances to the shopping centre would support local entrepreneurs and small businesses and help test or prove market demand for different types of uses.
- There will be a need for public sector intervention and incentives to support any new investment by the private sector by de-risking opportunities. Particularly where there are multiple landowners, or where there is market failure. This is particularly relevant for Use Class 4 Business (Office) uses or to support continued grass root cultural and small-medium business growth in the town centre.
- The town centre would benefit from modernised public sector buildings. A number of authorities in Scotland and the UK have been consolidating functions across the public sector into modern, flexible and efficient buildings offering a range of services to the local community.
- The Fife Council estate will continue to age, and the current buildings and car parking provisions make inefficient use of the land available. There would be merit in the Council preparing a long-term and phased modernisation strategy for their assets within the town centre which goes beyond the masterplan period.
- There is a need to improve the built and physical environment of the town centre to improve the attractiveness of the place and change negative perceptions of it. The development opportunities offer potential to improve architectural quality and create new landmark buildings in the town centre.
- There is a need for new and improved amenity greenspace and public spaces in the town centre. The site at Falkland Gate presents an opportunity to create a formal new town square where seasonal events and pop-up uses can take place. Redevelopment of Albany Gate, Carrick Gate and Marchmont Gate also presents opportunities for enhanced public spaces.
- There is an opportunity to capitalise on the public art legacy of the town, with potential to create new art works and a formal signposted art trail for visitors.
- There is an opportunity to improve pedestrian and disabled linkages to Riverside Park from the town centre, and to create a new public focal point next to Fullerton Road with views over the park. Efforts should be made to link this to the redevelopment at the former Tullis Russell site and to the Fife Pilgrims Way Route to improve links to the northeast of the town and beyond.
- Climate resilience should be a key consideration going forward where flooding and impacts from extreme weather should be mitigated in new development.
- There is an opportunity to capitalise on sustainable energy from the local district heat network to help address the climate emergency. An energy strategy for the town centre should be developed to support this.
- The town centre is dominated by surface car parks and there is a need to consolidate and improve the management of these at different times of the day and week to optimise their capacity and reduce their impact to pedestrians.
- Glenrothes has a higher percentage of journeys undertaken by car for travel to work / place of study while data shows that conversely these journeys are, in the majority, less than 5km. This implies that Glenrothes is falling behind other Scottish towns in terms of promoting and supporting active and sustainable journeys particularly for short journeys which is contrary to national and local guidance to tackle the climate emergency.
- There is a requirement to improve pedestrian connections in the town centre, particularly on the north/south axis. The shopping centre management has indicated they would be willing to explore the potential for a route to be created through the centre in the evening between Falkland Gate and Carrick Gate.
- The bus station requires modernisation and there is a need to improve bus access and services along North Street and during the evening.
- Some important assets in the town centre, particularly the Kino Cinema, should improve disabled access to the buildings.
- There are concerns about crime and safety in the town centre. There is a need to thin out landscaping and improve lighting at public spaces and connections within the town centre.
- The Covid-19 pandemic will have deep impacts on the world economy. It may also accelerate societal changes, with implications for market demand for land, buildings, methods of travel and the way we work and socialise in the future.

Executive Summary

- 1. Introduction
- 2. Context
- 3. Baseline Study & Engagement Process
- 4. Spatial Plan for town centre strategy
- 5. Action Programme
- 6. Costed Masterplan

Appendix 1 - Economic & Market Assessment

Appendix 2 - Transport Assessment

Appendix 3 - Stakeholder Engagement Summary

Appendix 4 - Key linkages and public realm concepts

Multidisciplinary Team

Fife Council have employed a multi-disciplinary project team to assist in the preparation of this Masterplan for Glenrothes.

Architecture
Planning Consultant
Landscape Architecture



Transport Engineer +
Cost Consultant/Quantity Surveyor



Economic and Market Assessment



Chapter 1

Introduction



Fife Council wish to support further regeneration in Glenrothes and have identified a need to prepare a masterplan and development framework for the town centre. This will help to guide all future planning and development decisions as well as set out a positive vision that should address short, medium and long-term aspirations for the town centre. The masterplan and supporting information provide a realistic overall vision for the town centre, representing the community’s aspirations for the future. The town centre has some important assets. As well as the 430,000 sq ft Kingdom Shopping Centre, it includes the headquarter buildings of Fife Council, the Rothes Halls complex, popular leisure uses, a public art legacy, Fife’s busiest bus station and extensive areas of car parking, as well as a variety of other facilities and uses.

The 2010 Yellowbook study identified Glenrothes as ‘a sizeable town without a true centre’ however it was noted that it is also a ‘successful place with a strong community spirit’. Our work on this project has confirmed this remains the case, however there has been and continues to be changes that if managed properly and are supported by partnership working could secure a very bright and positive future for the town centre. Recently Glenrothes has undergone a period of regeneration including a new £10 million retail development and the provision of a District Heat Network to serve the town centre. These are positive interventions but the town still requires more and the masterplan identifies how and where we believe the next stages in its redevelopment should take place.

Study Structure

In order to ensure the key requirements of the study brief are covered in detail the approach and therefore the document is broken into 4 topic areas.

Existing conditions for each of these areas, including the changing nature and function of the town centre; place, public realm and green space; the evening economy and leisure and finally the opportunity sites are reviewed. Future proposals and opportunities are presented later in the document, influenced by consultation comments. Our considerations across these themes are strategic, pulling in commentary from differing perspectives across the multi-disciplinary design team.

In order to ensure consistency the topic areas were used as a basis of discussion at the consultation events and questionnaire. The colours shown below have been used throughout the document to assist with way-finding.

Each of these themes offers a unique perspective to the town centre to fit with the brief for the project:

Changing Nature and Function
Place, Public Realm and Green Space
Evening Economy and Leisure
Masterplan and Opportunity Sites

The Changing Nature and Function section explores how the town has developed, what changes have taken place over the last 20 years and what potential trends, both desirable and undesirable, are to be addressed by the plan going forward.

The Place, Public Realm and Green Space section provides a critical and objective analysis of the quality of place and the built form of the town centre. It also explores movement and accessibility as well as the function and quality of public and green spaces and how these should be influenced by the masterplan.

The Evening Economy and Leisure section was a specific theme for the project where there is a particular desire to enhance this function in the town centre. This section reviews the existing uses and assets, how they function and relate to one another, and how improvements or new opportunities could be created in the town centre.

The final section takes the recommendations from each themed section to create a holistic vision and set of objectives for the town centre’s development over the next 10 years. Nine development opportunities are identified in the plan to support change in the town centre over a decade. These are integrated into a spatial masterplan for the whole of the town centre to support coordinated transformational change that will meet the aspirations set out by the vision and objectives.

Objectives of the study

	Provide a baseline summary of the current status of the town centre, including reviews of previous studies;
	Develop an overall concept / vision for Glenrothes Town Centre over a 10 year period;
	Identify potential opportunities in respect of a number of key sites for future development within the context of the overall concept / vision which would enhance the role, function, attractiveness and therefore success of Glenrothes Town Centre;
	Identify specific opportunities to attract leisure uses such as pub /restaurant into the town centre to enhance the evening economy;
	Carry out a market assessment and identify appropriate land uses and development opportunities which are likely to be commercially viable;
	Identify key design principles which should be taken into consideration as part of the development of any of the identified sites and set out options;
	Provide an Action Plan setting out details of specific actions and interventions required to be undertaken and identify potential timeframes, partners and funding opportunities to support a high quality town centre environment through growth and transformation.

Policy and Strategy Analysis

For the town centre masterplan to be successful there is a need to recognise and understand the emerging trends and direction of policy at all levels. This includes addressing the climate emergency, promoting inclusive growth and sustainable forms of development and responding to the predicted challenges to our economy following Brexit and the COVID-19 pandemic. Importantly recognising the need for town centres to continuously evolve and respond to the changing habits of consumers by increasing the diversity and distinctiveness of our places to be successful. There are relevant strategies, policies and objectives at global, national and local levels therefore that inform and influence the masterplan's content. Understanding and conforming to these will be important in establishing a credible and positive vision for the next stage of Glenrothes town centre's development and will assist in setting appropriate objectives going forward.

The UN has created a set of Sustainable Development Goals as a call for action by all countries to promote prosperity while protecting the planet. They recognise that ending poverty must go hand-in-hand with strategies that build economic growth and address a range of social needs including education, health, social protection, and job opportunities, while tackling climate change and environmental protection.

Goal 11 specifically relates to Sustainable Cities and Communities. Half the world's population now lives in cities, and this is projected to increase to two-thirds by 2050. Cities face massive environmental, socio-economic and spatial challenges. Although they can be a hub for economic development, cities can also exacerbate inequalities. But cities that are well-planned and well-governed can contribute significantly to addressing global challenges including poverty and climate change, leading the greening of the global economy and providing a safe and healthy environment for everyone.



SCOTTISH GOVERNMENT - PROTECTING SCOTLAND'S FUTURE - The Government's Programme for Scotland 2019-20

Key aspirations –

1. Ending Scotland's contribution to climate change
2. A successful, fair and green economy
3. Improving outcomes through our public services
4. Communities where everyone is valued, protected and respected

The Scottish Government National Performance Framework sets out a policy framework for all of Scotland. The key aims are to:

- create a more successful country;
- give opportunities to all people living in Scotland;
- increase the wellbeing of people living in Scotland;
- create sustainable and inclusive growth; and
- reduce inequalities and give equal importance to economic, environmental and social progress.

The Scottish Government Culture Strategy 2020 recognises that *“Places and people underpin culture and communities in and across Scotland and generate a distinct sense of place, identity and confidence. Adoption of the Place Principle can help realise our vision of an inclusive and extended view of culture which recognises and celebrates the value and importance of the emerging, the everyday and grassroots culture and creativity. A collaborative, place-based approach can help create the right conditions for culture to thrive and partnerships between local government, cultural and creative organisations, businesses and organisations in Scotland's most deprived communities can and do realise a wide range of outcomes for people including improved health and wellbeing, social cohesion and reducing inequality. Culture lies at the heart of successful place-making, drawing on our natural and cultural heritage, to create shared visions for the future. Cultural activities are an important economic driver in their own right, as well as increasing the interest and appeal of our built environments. By taking cultural impacts into account at an early stage, the planning system can sustain and enhance our cultural offerings.”*



Figure 1 - Scottish Government - National Performance Framework

The following diagrams and table identify and summarise the content and aspirations of a series of plans and documents relevant to the project. Key strands running through each of these strategies identifies:

- Strong support for the regeneration of Glenrothes town centre;
- A need to improve the resilience and performance of the town centre;
- A specific aspiration to improve the leisure and evening economy;
- A desire to find opportunities for housing in and around the town centre;
- A desire to improve linkages in and around the town centre and improve the overall quality of place;
- A desire to improve the local economic fortunes of the town including stimulating job creation and improving the local business base; and
- To ensure these contribute to inclusive and sustainable growth.

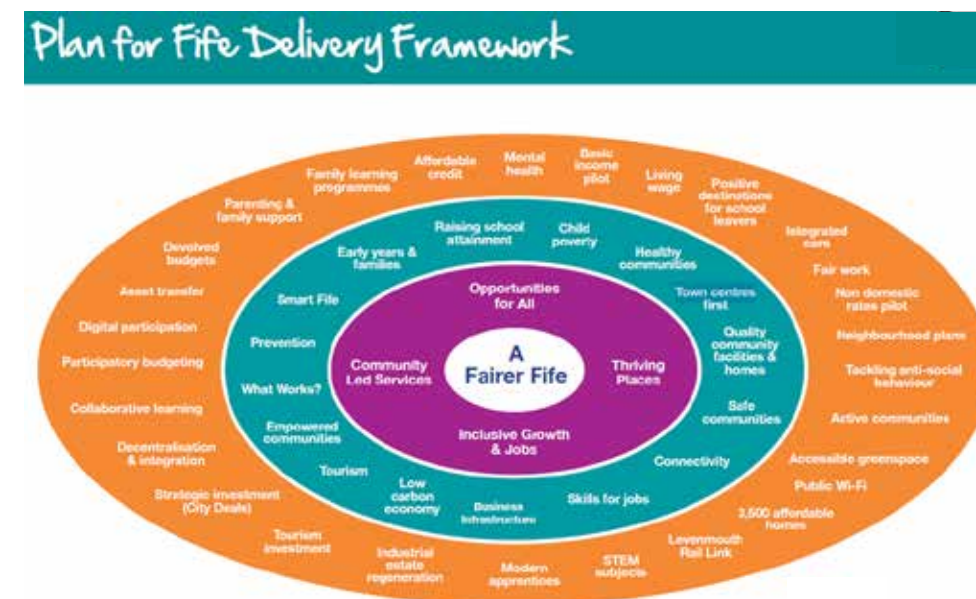


Figure 2 - Plan for Fife Delivery Framework



Figure 3 - Diagram of Plan4Fife Strategic Outcomes

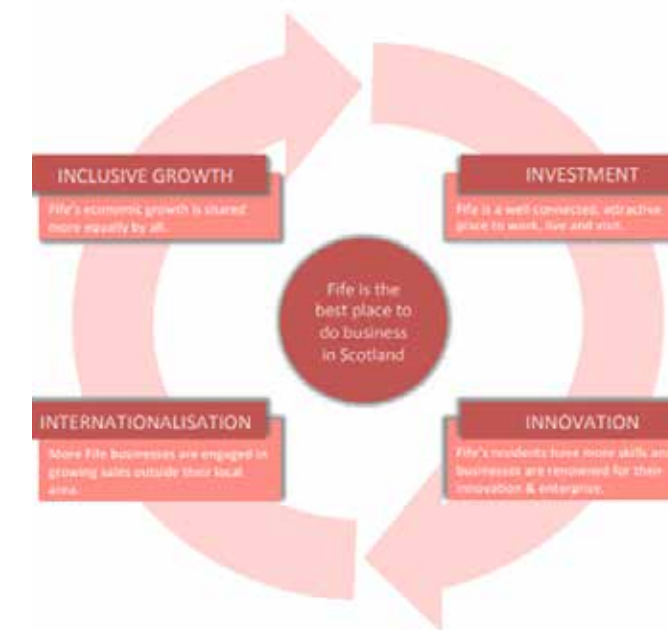


Figure 4 - Strategy and Policy Diagram - FIFEplan

Document Title	Date/Prepared by	Critical items to take forward from the recommendations
The Plan for Fife - Local Outcome Improvement Plan 2017 -2027	Fife Council - April 2018	Opportunities for all required, creation of a thriving place, inclusive growth and jobs and community led services. Also town centres need to meet changing needs in order to support viable mixed economies and communities.
The Fife Economic Strategy	2017	Target new and expanding employers, modernise Fife Council's property portfolio, inclusive growth, investment, internationalisation and innovation also support development of the district heating system.
Plan 4 Glenrothes	April 2019	Opportunities for all, talking cafés, improvements using the Place Standard Tool, Riverside Park, night time economy and community involvement.
Mid-Fife Economic Action Plan – Consultative Draft	Fife Council 2019	Housing has a role to play in town centre re-purposing, including town centre living and importantly recognises the need for quality of place as a driver for, and determinant of, successful local economies. Within the actions of the plan are included Action 13: Town Centre regeneration (Albany Gate), Action 14: Town Centre night-time economy stimulation, promotion and facilitation and Action 24: Local investment in place-based infrastructure solutions which are relevant to the masterplan.
Yellowbook Glenrothes town centre action plan	Yellow book, October 2010	Recommended a Development Framework vision for a 15-20 yrs period. Proposals included a North/South connection, active street frontages, improved urban form, pragmatic and practical approach, partnership of key stakeholders, action plan with affordable actions, events, artist studios, improved signage and cycling provision.
FC Town Centre Design and Development Framework	Sept 2016, Fife Council	This guidance document sets out aspirations to make the town centre distinctive, safe and pleasant, easy to move around and beyond, welcoming, adaptable, and resource efficient. Strengths, issues and opportunities in the town centre listed including an action plan.

This chart summarises the findings from the previous key documents that we have reviewed as part of our research on the project. Retail and Employment assessments are considered within the Market Assessment conducted by Rettie at Appendix 1.

The conclusions and arguments presented within the documents have been used to form our baseline study and understanding of the issues facing Glenrothes town centre. We have continued to build on these findings as the study has developed.



Policy Background

The current development plan in Fife is made up of a combination of Strategic Development Plans (SDPs), a Local Development Plan and supporting Supplementary Guidance. The National Planning Framework 3 supported by Scottish Planning Policy is also relevant. For the purposes of strategic planning Fife is split between two areas; SESplan covering Edinburgh and South East Scotland and TAYplan covering Dundee, Perth and Kinross, Angus and Northeast Fife. Glenrothes falls within the SESplan area and close to the border with TAYplan. Recent changes to the planning system have removed the requirement to prepare Strategic Development Plans (SDPs). The SESplan SDP2 was rejected by Scottish Ministers in 2019 leaving the area with an out of date plan. SESplan (2014) therefore remains relevant but out of date. It identifies Glenrothes as a Strategic Growth Area for major development and as a Strategic Town Centre in the retail hierarchy.

The FIFEplan Local Development Plan was adopted by the Council in late 2016. It sets out the spatial strategy for Fife identifying sites for development and providing a suite of planning policies that are relevant to the Glenrothes town centre masterplan. The LDP Spatial Strategy identifies Glenrothes for regeneration and a focus for employment. The Local Development Plan strategy and policies support Fife's town centres as hubs of activity which adapt to changes in their role so they can remain centres for commercial, community, and cultural activity. The plan recognises that town centres across the country are in a period of transition but that they should be the heart of communities.

The LDP includes a Town Centres First policy supporting the Council's aspirations for town centres to be the location of choice for new shopping, commercial, leisure, entertainment, and leisure uses likely to attract large numbers of people, and to encourage more homes there to achieve a better mix of uses and activity - and not just during normal business day. It recognises that the key is for people to be brought together and close to the range of activities in town centres.

The Plan emphasises the importance of the design and layout of new development to achieve this result. The FIFEplan strategy also supports people having homes in and close to town centres as an important element to help transform those centres and make them successful. This also supports community planning objectives.

Policy 6: Town Centres First states that: "Town centres will be the first choice for uses likely to attract a large number of people including retail, offices, leisure, entertainment, recreation, cultural, and community facilities. Homes and businesses are also encouraged in town centres to add to the mix of uses and activity throughout the day and evening. Development proposals including these uses will be supported where they:

- 1. comply with the sequential approach taking into account the catchment areas;
- 2. comply with the respective uses and roles of the defined network of centres, and the Spatial Frameworks shown on the settlement plans;
- 3. will have no significant adverse effect on the vitality and viability of town centres and the local economy; and
- 4. are appropriate for the location in scale and character and will not adversely impact on residential amenity or negatively impact on adjacent uses."

The LDP also sets out requirements for new homes and employment uses to support inward investment across the region, including in Glenrothes. It seeks a step change towards a more sustainable Fife where new development is of a high quality and Fife contributes towards Scotland becoming a more energy efficient country.

It recognises that quality of life and access plays a part in sustainable economic development and seeks to raise standards in providing and enhancing greenspace and green network opportunities and ensuring these principles are incorporated in development proposals. The importance of creating successful places and the beneficial effect they have on communities, local economies, the environment and individual's quality of life.

The policies in the LDP require all new development to demonstrate that it meets the six qualities of successful places (distinctive; welcoming; adaptable; resource efficient; safe and pleasant; and easy to move around and beyond). FIFEplan recognises there is a variety of needs across the region and sets out area strategies to meet the different local needs.

The Glenrothes and Ore/Upper Leven Valleys area is identified as a focus for further development encouraging regeneration on and around the Fife Circle rail link, together with the A92 which give good links around southern Fife and to and from the Edinburgh area. Major housing developments are identified including at Westwood Park, around Thornton to the south and Markinch to the east. These are recognised as locations which have good access to local and regional services and employment opportunities.

Glenrothes town centre regeneration is encouraged to support its place as a strategic town centre. Opportunities to develop housing and leisure uses in and around the town centre consistent with the Plan's policies will be encouraged. A town centre framework is identified in the plan for Glenrothes setting out the location for new development and desirable uses in the town centre area. The prospect for improving the economic performances of Glenrothes through longer term, improvements to the A92 corridor from the town to the Tay Road Bridge will be investigated during the early part of this plan period. Opportunities will be sought to increase retail and leisure provision in Glenrothes town centre with particular focus on the evening economy.

Supporting the LDP is Supplementary Guidance. The Making Fife's Places guidance supports planning policies within FIFEplan and sets out policies and an evaluation framework as well as ways to achieve good place design and advice on how to prepare site appraisals and supporting design information. The guidance is structured around the Six Qualities of Place established in Scottish Planning Policy. The Low Carbon Fife Supplementary Planning Guidance provides guidance on demonstrating compliance with CO2 emissions reduction targets and district heating requirements and sets out requirements for air quality assessments.

The Council has also produced developer obligations supplementary guidance, which identifies what contributions will be sought from new development. This includes for strategic road and education infrastructure, but also public art and greenspace contributions. This guidance also identifies exemptions including allocated town centre sites, vacant and derelict land, brownfield sites (excluding car parks), employment use classes (4, 5 & 6) and affordable housing developments from providing developer contributions. Some development opportunities identified in this masterplan therefore may or may not be subject to making contributions.



Figure 5 - Map extract from Fife Plan identifying areas



Figure 6 - SESplan extract - Fife Forth area

Figure S3 - Spatial Strategy

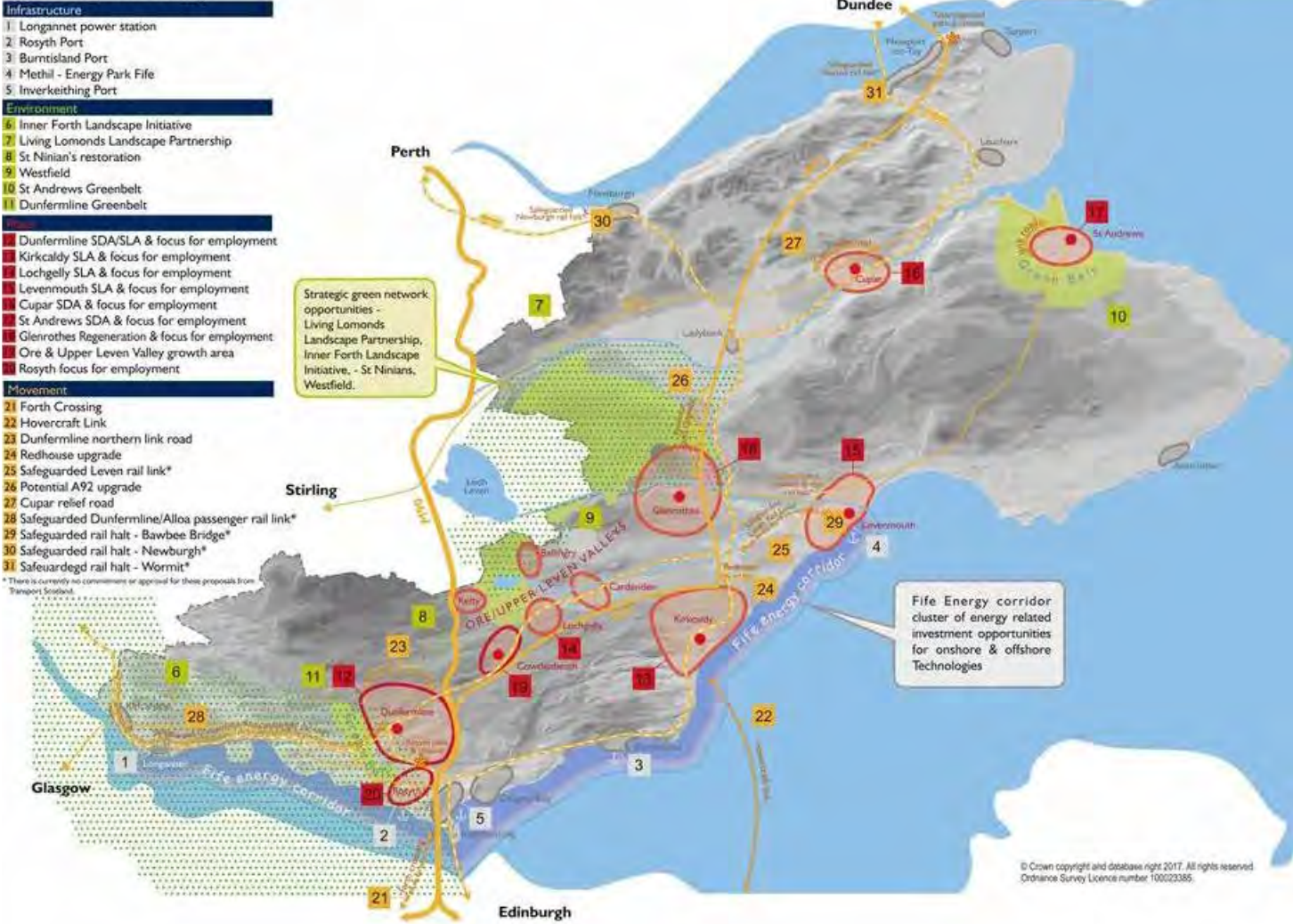


Figure 7 - Fife Spatial Strategy

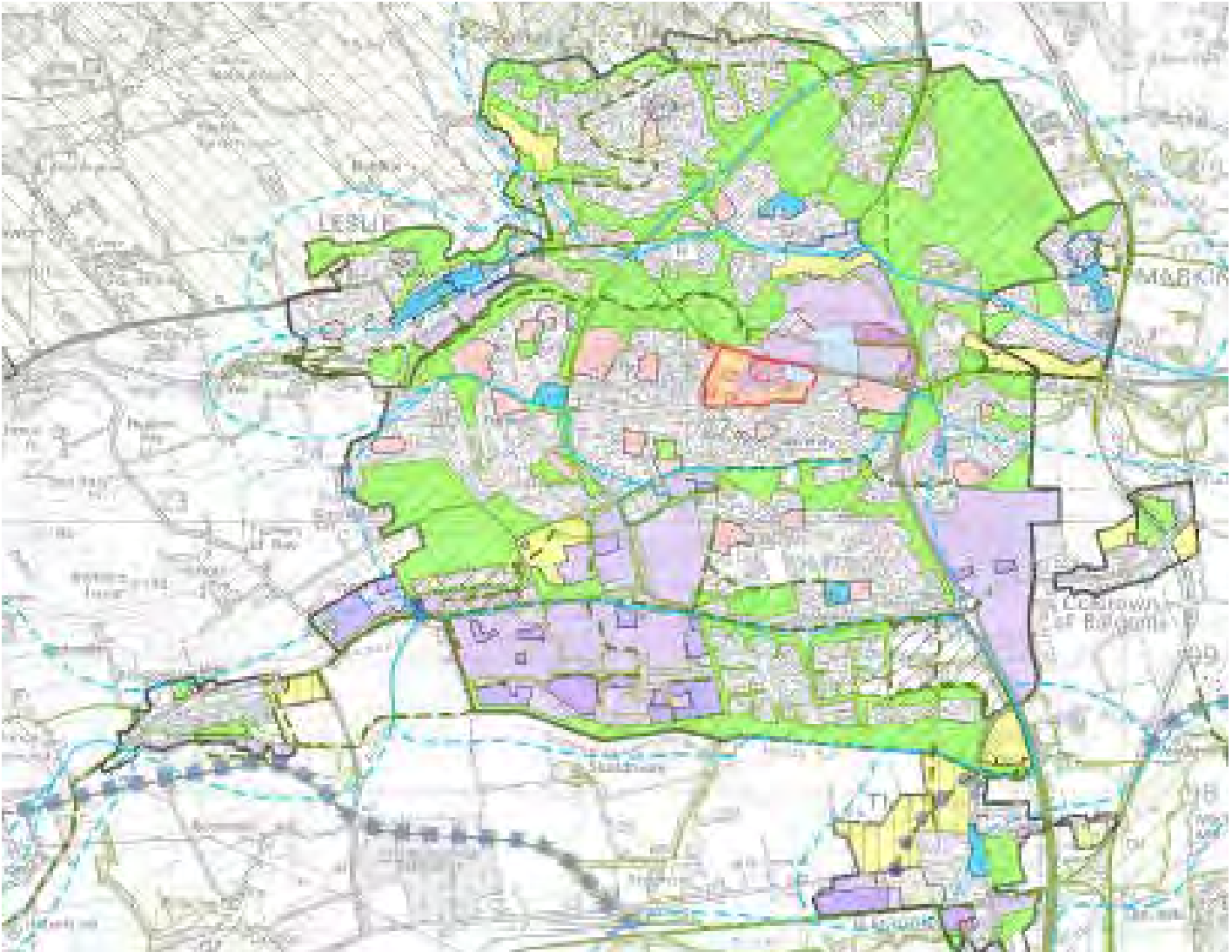


Figure 8 - Glenrothes Area LDP Spatial Strategy



Figure 9 - Policy Map Extract from FIFEplan



Figure 10 - FIFEplan Glenrothes Town Centre Framework Diagram

Chapter 2 Context



Glenrothes

Glenrothes sits in the heart of Fife, almost equidistant between Dundee and Edinburgh and also Dunfermline and St Andrews. Started in the late 1940s it is now home to a population of around 40,000 people, or 50,000 if the surrounding villages are factored in making it Scotland's 18th largest settlement. As Fife's new town, initially managed, developed and financed by a development corporation, it has developed differently to the other local towns and has its own character and sense of place. The town developed initially to provide housing and to service the needs of coal mining families who migrated to the area to work at a super pit developed to the south at Thornton. When this failed the town diversified and expanded its employment base from the 1960s to the early 2000s with an influx of electronics and light manufacturing industries making it a key hub in Scotland's Silicon Glen. The town also became the administrative capital of Fife in the 1970s when then Fife Regional Council centred its headquarters in the town centre, and it retains this role to this day.

Retail and Shopping



Figure 11 - Key Shopping areas in and adjacent to Fife - Glenrothes highlighted

The majority of shopping and retail services are concentrated in Glenrothes town centre. With approximately 120 shop units the Kingdom Centre provides the largest concentration of shops with a mix of multinational and independent outlets. Larger chain stores in the Kingdom Centre include Argos, Boots, Home Bargains, Iceland, JD Sports, M&Co, New Look, Poundland, Sports Direct and WH Smith. The largest anchor store units in the shopping centre are currently unoccupied following the closure of Dunnes Stores and the Co-op. A charitable use operates from the former Co-op supermarket at Marchmont Gate. Out with the shopping centre on North Street is a M&S foodhall, an Iceland Food Warehouse and a parade of smaller units. A parade of small shop units are also located on the corner of North Street and Rothesay Place but are largely vacant at present.

Shops and services have also expanded beyond the original boundaries of the town centre. A number of commercial operators including the town's major supermarkets and a large bingo-hall complex are located in adjacent Queensway. The town's largest retail employers, Asda and Morrisons, both trade from large stores there alongside budget stores Aldi, Lidl and B&M.

The town also has outlying retail areas including the Saltire Centre which is approximately half a mile (1 km) to the southwest of the town centre and a range of neighbourhood centres scattered around the town. Road side services and a Fife Council office and depot facility are located at Bankhead Roundabout. Surrounding villages, particularly Leslie and Markinch also have their own local centres providing a range of services.

More broadly Glenrothes' location puts it in competition with other nearby towns and retails parks, particularly in Kirkcaldy but also Dunfermline, Dundee and to a lesser extent Edinburgh, Perth, and Livingston. Glenrothes town centre is located in the Mid-Fife Retail Catchment Area as defined in the FIFEplan 2016 and subsequent Fife Retail Capacity Studies prepared for the Council.



Figure 12 - Unicorn Square, Kingdom Shopping Centre

Other town centre uses

Community and commercial leisure facilities within the town centre include the Rothes Halls complex; Glenrothes' principal theatre, library, civic and exhibition centre. A cinema, restaurant, pub and bingo hall complex is located adjacent to the Kingdom Centre at Carrick Gate/Church Street. Ten-pin bowling facilities are available at Albany Gate.

Other types of service industries also add to the economic mix with large single employers being in the 'accommodation and food services' sector. Wetherspoons operate a hotel and pub, the Golden Acorn Hotel, in the town centre. Other local hotels are all in more suburban locations including Balbirnie House Hotel and Balgeddie House Hotel (a Best Western hotel) which are the largest hotel operators in the immediate area. Budget hotel chains are also represented with Premier Inn, Travelodge and Holiday Inn operating from sites at strategic road junctions in and around the town. Offices are mainly concentrated in the town centre and at Pentland Park/ Saltire Centre. An enterprise hub facility was opened in the town centre in 2017 to act as a "one-stop shop" supplying increased enterprise and business services to potential entrepreneurs in the local area. The local job

centre, The Scottish Children's Reporters Administration, a range of estate agents and legal advisors, dental surgeries, a vet and a funeral director are also present, largely concentrated in the eastern end of the centre around North Street/Central Avenue.

The Glenrothes Heritage Centre at Marchmont Gate in the Kingdom Centre is run as a local charity and provides a cultural offering. It displays the heritage and culture of Glenrothes, Markinch, Kinglassie, Coaltown of Balgonie, Milton of Balgonie, Leslie and Thornton. It is the only location from where to view the artefacts, paintings of the dynastic Earls & Duke of Rothes from the 16th century to present.

The town centre is home to three churches, the Glenrothes Baptist Church, St Luke's Church and St Columba's Church. The Baptist Church has recently relocated to new premises in a former office building. St Luke's Church sits adjacent to the town war memorial. St Columba's church is a Grade-A listed building occupying a prominent site at the southwestern entry point to the town centre. All churches have been subject to recent restoration or investment.

Fife Council Estate

Fife Council has for some time occupied several large buildings at the north-western corner of the town centre (pictured below). The buildings were constructed between the 1960s and 1980s, with a large extension built onto Fife House in the 1990s during local government re-organisation. Fife House and Rothesay House contain many of the important functions of the Council, including the main Committee chamber and meeting rooms and much of the executive functions of the organisation. These buildings have recently been subject to refurbishment and have been connected to the district heat network providing low carbon heat. Fife House also contains the Glenrothes Customer Service Centre which provides registration services, hosts local civil ceremonies and other front facing Council services.



Fife Council Asset Management Plan 2009-2012

In 2009 Fife Council identified that 71 properties were surplus to requirements, with a backlog of maintenance repairs estimated at £200 million. The Asset Management Plan 2009-2012 committed to decrease the size of the council's property portfolio through both office and depot rationalisation. Office rationalisation saw a £15m modernisation of retained facilities and the closure of 72 former office buildings. In addition, the Central Fife depot rationalisation project saw eight depots closed, with six services merged into one refurbished 'super depot' at Bankhead, Glenrothes, where around 10% of the council's workforce is now based.

Over the last decade, the Council has been consolidating its activities including a rationalisation of its estate. Once Fife Council occupied five buildings in the town centre. This has been reduced now to just two with some relocation of services to the Bankhead Depot facility. Kingdom House on the corner of North Street/ Kingdom Avenue is currently being demolished, with Fife House and Rothesay House remaining as Council headquarter functions.

Scotland's Places Comparators

The Understanding Scotland's Places Tool, produced by the Scottish Town's Partnership, identifies Glenrothes is an Interdependent town, which is a town with a medium number of assets in relation to their population; average diversity of jobs; and residents travel a mix of short and long distances to travel to work and study. These towns are attractors of people from neighbouring towns who come to access some assets and jobs but they are also reliant on neighbouring towns for other assets and jobs. Similar towns to Glenrothes include: Stenhousemuir; Bonnyrigg, Kirkcaldy and Dysart and Penicuik.

The report recognises Glenrothes as having industries that have changed over time. The Rothes colliery and the paper mill closed and the Amazon warehouse moved away. A biomass plant opened. Food processing and light industries (including Raytheon Systems) are to be found. As the administrative headquarters for Fife local government administrative employment is important. This type of large town is extremely mixed in terms of demographics. There is a particularly wide range of people, housing and activities. The number of older couples with no children is higher than average. There is a mix of professional and non-professional jobs, and part-time and self-employment are both important for a significant proportion of residents. Socio-economic status is higher than in other kinds of town and there is a mix of professionals and nonprofessionals, those with higher and lower educational attainment.

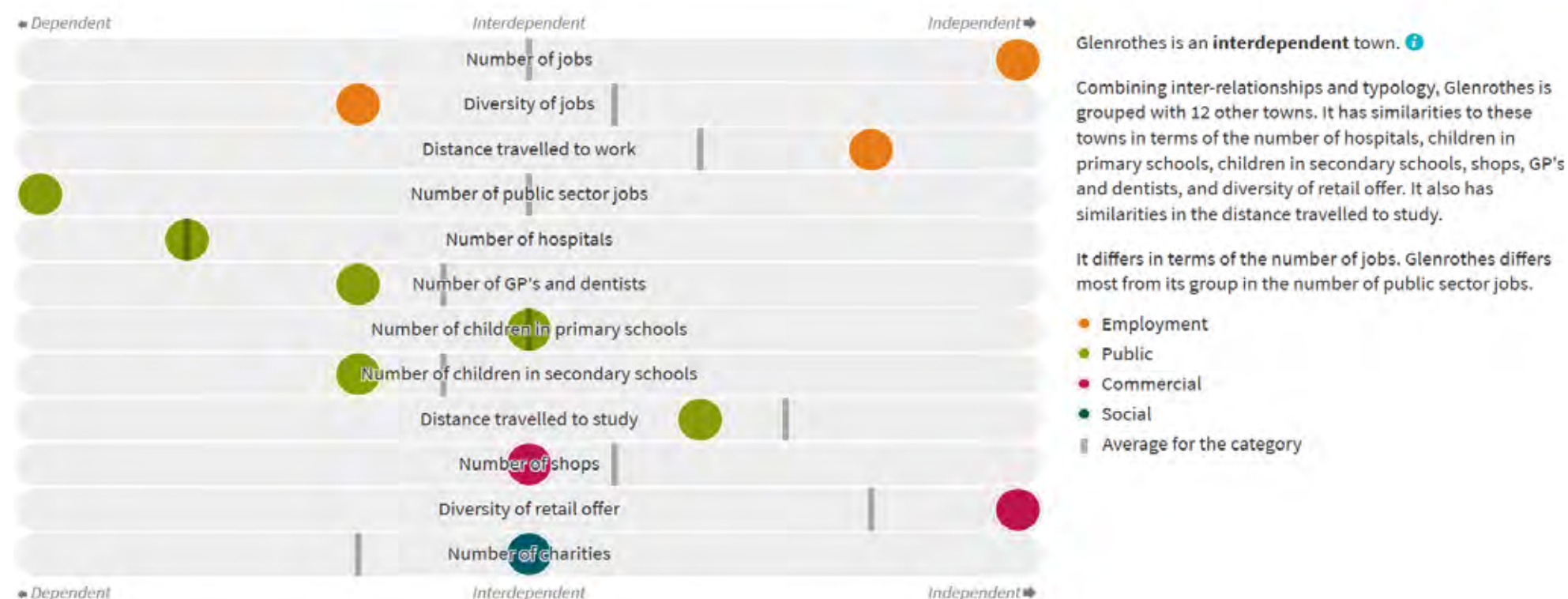


Figure 13 - Extract from Understanding Scotland's Places Tool - Scottish Town's Partnership



Figure 14 - Glenrothes district heat network map



Figure 15 - Electric vehicle charging point spaces

Carbon reduction measures and sustainability

The Glenrothes Energy Network comprises of a network of insulated pipes delivering heat from the RWE Biomass Plant to public, private and domestic customers in Glenrothes town centre, in the form of hot water, produced by burning locally sourced wood and a small percentage of virgin wood, from the CHP plant.

At present the Fife Council assets including Fife House, Rothesay House and Rothes Halls are connected to the network, as is the care facility at Jubilee Grove. Opportunity Sites, 1, 2, 3 and 4 offer the best opportunity to connect to the network going forward and this should be explored as part of any redevelopment.

There are future changes that we are expecting in terms of energy and sustainability, for example the Government requirement for Net Zero which covers future energy consumption both in a domestic and commercial setting. If there are ways to connect into the Glenrothes Energy Network to make efficiencies this should be pursued depending on the initial costs to connect into the network.

From a transport perspective this will be changing hearts and minds to shift away from car usage and when a car is needed, electric vehicles will become the norm. At present there are only 4 publically available EV spaces and charging stations in the town centre and we would expect in time this will increase.

Economic Analysis Summary

The Market Demand Assessment prepared by Rettie (Appendix 1) also identifies a series of important trends and changes to the town centre that the masterplan must take cognisance of and make informed decisions on which trends are desirable or undesirable and where there are opportunities to be generated from these or interventions taken to address them. These can be summarised as follows:

Glenrothes Profile

- Glenrothes is the third largest settlement in Fife. It has a relatively high reliance on the public sector, service industries and manufacturing for employment.
- The town also has relatively high levels of deprivation in parts, particularly in urban areas with older housing, notably in the south of the town.
- Glenrothes is performing better than the Mid-Fife average against most economic indicators.
- Business density in Glenrothes is relatively low compared to other Fife regional centres. There are higher waged jobs in sectors like construction and manufacturing, with higher waged residents living mainly in the north of the town.

Future Outlook

- The population of Fife is expected to rise modestly in the next 20 years, driven largely by higher numbers of older people, with the working age population expected to drop back.
- Employment forecasts for Fife suggest that the steepest declines in employment levels will be experienced in manufacturing and agriculture, forestry & fisheries, with rising employment in sectors like construction, transport & storage, financial & business services, health & social care, and engineering.
- Future commercial space requirements are likely to be driven more by replacement demand than expansion demand.

Retail & Leisure

- Glenrothes is a significant retail location in Fife, particularly for convenience retail. There have been relatively low levels of attrition in recent years, but this is at least partly due to sharply reduced rents.
- The main retail gap in the Town Centre currently appears to be for major comparison.
- Leisure and food & drink offers are dispersed and limited in the Town Centre, creating problems in supporting a healthy evening economy.

Offices

- About half of the office space in the Town Centre in the last 20 years has been lost, including public sector and Class 2 office space.
- Commercial space forecasts for Fife suggest limited expansion demand for such space from new entrants or firms increasing in size. Instead, the focus is likely to be on modernising and updating exiting premises and surrounding amenities to retain demand and support smaller businesses.
- There does appear to be an issue with existing office space available in the Town Centre, especially for Class 2 and 4 use, with much of it viewed as ‘tired’ and with floorplates that are too large for modern business needs.

Hotels

- Current hotel provision in Glenrothes appears reasonable, with little case for expansion.

Industry

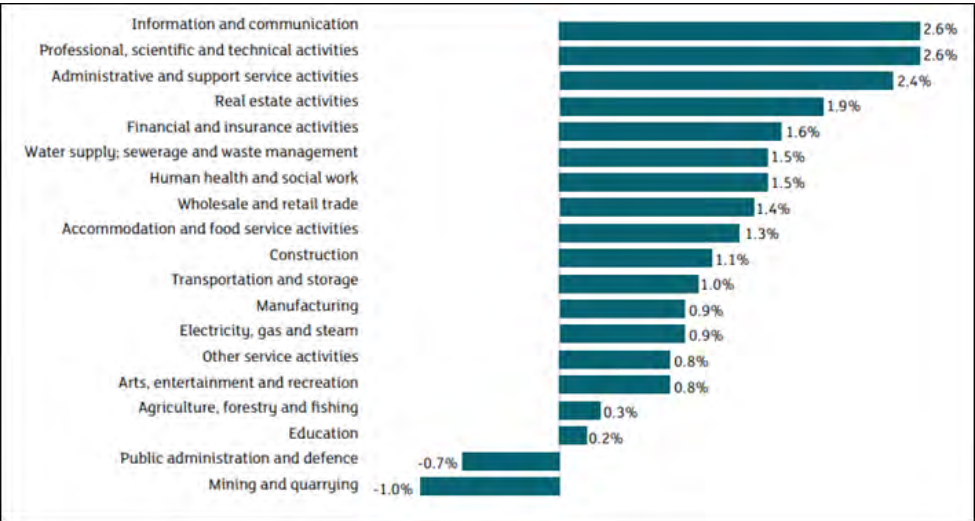
- There are numerous industrial centres on the outskirts and beyond Glenrothes, which appears to provide ample space. The wider Town Centre area has a number of important industrial businesses, which seem well ensconced in the town.

Housing

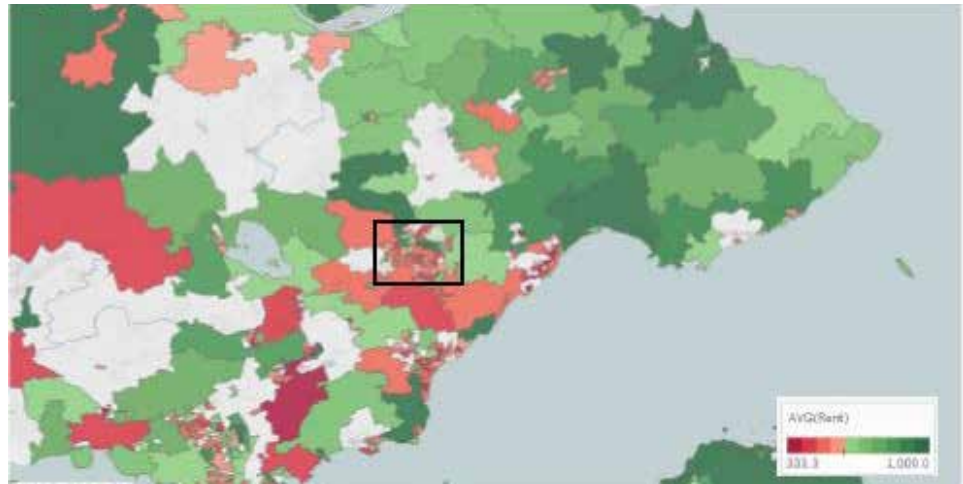
- Glenrothes is a relatively compact housing market, smaller than Kirkcaldy and Dunfermline.
- There is a clear housing quality divide between the north and south of the town.
- There is developer interest in the Town Centre in building for affordable housing and private sale.

Land

- There is employment land available close to the Town Centre, although much of it is constrained.
- There is also a significant amount of new housing being delivered at the former paper mills, a short distance from the Town Centre.”



Core sectors are forecast to grow by 1.5% per annum or more in the next decade
Forecast Average Annual GVA Change by Industry (%) (2019–29) Fife



Community Outcome Profiles. Tracking Improvement -most Vulnerable to Least Vulnerable Communities in Mid Fife. Source: Improvement Service, Community Planning Outcomes Profile Tool 2018



Higher value properties are located in more areas with new build family accommodation
House Sales in Mid Fife by Price, 2019. Source: Rettie & Co analysis of Registers of Scotland

"Local character' is thus no mere accidental old-world quaintness, as its mimics think and say. It is attained only in course of adequate grasp and treatment of the whole environment, and in active sympathy with the essential and characteristic life of the place concerned."

Patrick Geddes (1915)– p.397. Cities in Evolution

1950s-60s



1960s-70s



1990s-00s



1970s-80s

Glenrothes town centre developed over four main phases; Phase 1 starting in the 1950-60s at the east end and subsequent major development phases delivered in a westerly orientation across each decade upto the early 1990s as shown (clockwise from top left) in the diagrams above. The majority of the town centre development was led by the Glenrothes Development Corporation, in partnership with private investment firm Neale House (formally part of the Co-operative Group). More recent development has focused on the northern side of the town centre, with major functions overspilling into parts of the Queensway Industrial Estate from the 1990s onwards. Figure 16 indicates the general age of the differing parts of the wider town centre area including Queensway.



Figure 16 - General Building Age Profile within Town Centre and Queensway

Postgate and Lyon Square (1960s)



Falkland Gate and Town Centre Phase 2 (1970s)



Phase 3 Unicorn Way (1980s)



Phase 4 construction and Roth's Square (1990s)



Following the departure of the Glenrothes Development Corporation in 1995 the town centre area has been managed predominantly by the owners of the Kingdom Shopping Centre and Fife Council. Compared with many traditional towns this has meant land ownerships being concentrated or controlled by a very limited number of players.

The town centre has been subject to numerous applications for development proposals over the last 15 years. Between 2007 and 2011 there were multiple and competing proposals for a major supermarket on North Street by both Tesco and Sainsbury's. The proposals permitted in 2007 would have also seen the development of a large parade of new retail units with a multi-storey car park above on North Street as well as new department stores and leisure facilities at both Albany Gate and Marchmont Gate. These would have been significant investments and potentially game-changing to the fortunes of the centre in its role and performance but failed to materialise owing to economic recession and changing economic cycles. This has included a declining trend in the retail sector nationally over the last decade with a shift to online shopping.

In February 2010 Fife Council created an internal cross service project team and appointed Yellow Book, WMUD and Nick Wright Planning to prepare an action plan for Glenrothes town centre. In early 2013 a summit was hosted by Fife Council and was attended by representatives of the local business community, voluntary groups and other individuals with an interest in the future of Glenrothes Town Centre. The Glenrothes Area Committee approved a Glenrothes Town Centre Action Plan later that year. This identified a range of projects that have been delivered to assist in the regeneration of the town centre including new way-finder signage, an events strategy, reuse of a stalled site for temporary greenspace and the creation of a temporary artist workspace.

A review of planning applications submitted to Fife Council shows there has been a gradual and continuing diversification of uses within the town centre. This has included proposals for more food and drink outlets, particularly cafés but also new proposed restaurants and drive-thru outlets. A heritage centre, a church, a function venue, a business hub and new residential flats have also been proposed and delivered in the last 5 years. Those few applications subject to refusal have primarily raised concerns about the loss of car parking and traffic circulation. New signage was delivered at entrances to the Kingdom Centre and the Rothes Halls in 2014, but proposals for new cladding or external improvements have not been forthcoming.

Recent Investment and development

In mid-2015 the Scottish Government and Fife Council established a taskforce to help mitigate the effects of a number of job losses and to put in place appropriate support for a sustainable future for the area. Around £6 million was set aside to support the Fife Taskforce's Action Plan which included projects such as the Queensway Technology Park; supporting the regeneration of Queensway Industrial Estate to develop a modern business and technology park which can utilise the proximity to RWE's Biomass Power Generation facility.

Glenrothes is to be home to the UK's First 100% Green Data Centre which is to be built at Queensway Technology Park. The £40 million development will create over 300 construction jobs during the build process and up to 50 full-time posts created on completion, including technical and operational staff. The facility will be the first of its kind in the UK drawing its energy from a renewable source with power coming directly from the RWE biomass plant in the town.

Advance Construction Scotland have received planning permission in principle to redevelop the site of the former Tullis Russell papermills. The permission allows for mixed uses including around 800 new homes, new businesses and industry and local retail. The site is located close to the edge of the town centre and will provide new links to the northern neighbourhoods from Queensgate and to the A92 Junction with Markinch.

More recently new development proposals have focused along North Street, but are smaller in their scale to the plans in 2007. The most significant of the recent developments is "The Henge Retail Park" including the M&S foodhall and Food Warehouse delivered by Easy Living Development. This development necessitated the relocation of the CISWO social club to South Street.

A district heating network now provides low carbon heat to premises in the town centre, connected to the biomass power station located adjacent to the Queensway estate to the northeast.

Older parts of the Kingdom Shopping Centre at Albany Gate have been proposed to be demolished with planning permission approved for this in however this has recently stalled owing to cost.



Figure 17 - Planning Applications Approved and Delivered

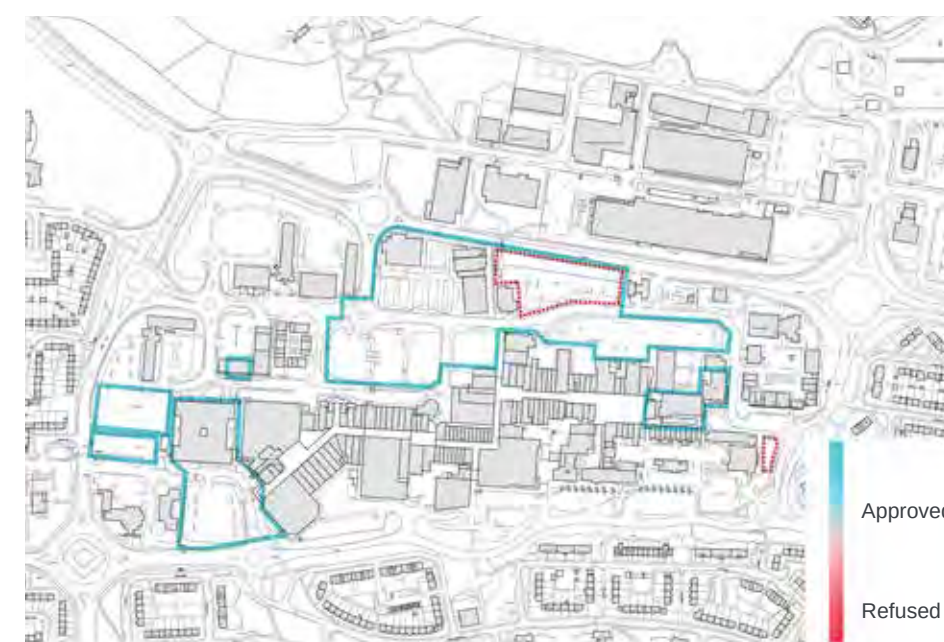


Figure 18 - Planning Applications not delivered or Refused





Figure 19 - Retail Anchor Stores

Some of the key changes that have taken place over recent times include a shift in the spread and orientation of retailing in the town centre. Particularly those stores that would be considered key, or anchors, that draw footfall to the different parts of the town centre. The shopping centre development took place on an east/west axis, with larger stores developed at each end of the mall and one in the middle. Latterly, the occupants of all three of the largest stores have vacated the premises; Co-op and Dunnes Stores. Newer development on North Street has contributed to a change in the orientation to more of a north/south axis where most of the bigger multi-national retailers are now located. This creates a new dynamic for the town centre and changes the nature of the most easterly and westerly sections of the shopping centre that needs to be considered.



Figure 20 - Offices

Another key change has been a decline, halving, of office floorspace within the town centre (mainly Class 4). A large proportion of this has been the result of the rationalisation of the Fife Council estate and the subsequent relocation of staff to the newer facility at Bankhead on the outskirts of the town. Another issue is a creeping obsolescence of ageing building stock, particularly at the eastern end of the town centre where most of the Class 2 (Financial, professional & other services) functions in the town centre are located. The result has been a decline overall in the number of businesses and jobs within the town centre which is likely to be impacting on the shops and other services in the town centre that rely on lunchtime and after-work spend. Offices have either been demolished, or have been refurbished for other uses including residential, the new CISWO and the new Baptist Church.

Figure 21 - Evening economy and non accessible by evening retail units
(Yellow: Only accessible during the day, Green: Accessible day and night)

The number of bars, pubs and nightclubs in the town centre has also declined over the last 20 years, reducing from six outlets to just three. On a more positive note the cinema facility which closed in 1998 reopened over the period and continues to trade. The ten-pin bowling alley closed and then reopened again as well. Both are operated by local businesses. The main change has been the relocation of the CISWO in the town centre from outdated premises on North Street to a converted former office building on South Street providing for modernised and extended facilities.



Changing Nature and Function

Summary

Difficulties

Reduced number of larger retail anchor stores open

Continued shift to more online forms of retailing

Halving of town centre office floorspace since 2000

Creeping obsolescence at east end centre and Queensway (West)

Decline in number of pubs/bars/nightclubs

Opportunities

More diversification of uses

More Cafés/Coffee shops have opened

Residential development introduced for the first time

Modernised residential facilities and Tullis Russell development

Build on opportunity of more people living near the town centre

District heating network - low carbon energy options

Architecture and Place

The town centre consists of architecture of varying styles generally representing the period they were built. A broad and often random mix of differing materials, heights, size and massing, boundary treatments and orientation have been used. The character and quality of place is confused as a result. This is compounded by a lack of quality, interesting or inspiring architecture and dominance of the Kingdom Centre. The eastern section of the town centre is characterised by multi-functional vertical mixes of uses with ground floor level shops, or service uses with other uses located above. This development pattern establishes the beginning of outdoor streets and spaces with perimeter block layouts, something that was not followed through in later stages of the development of the town centre.

Most of the town centre developed more with horizontal mixes of uses and buildings designed for singular purposes, mainly retail. Much of the focus has been on internalising the principal shopping and service functions of the town centre to create a destination that you drive to. The result is the shopping centre dominating a large portion of the town centre, sitting at the heart of a sea of car parking with service yards visible from most entry points to the mall. The office blocks in the town centre are another dominate feature and do not make optimum use of the space available with expansive open car parking that is under utilised at weekends but over utilised during the week.

Figure 22 shows that there is not always a consistent pattern to where the fronts and backs of buildings are located. The nature of the shopping centre means the majority of the businesses turn their back onto the areas that surround the shopping centre, meaning the public sees the service yards and car parking areas before they see any active frontage of shops and businesses. This is not true of the whole town centre but there is a general lack of outward looking buildings that positively relate to the external spaces, alongside a lack of clarity between the boundaries of shopping centre service yards and publicly accessible areas.

Landmarks

The Golden Acorn Hotel provides a taller landmark at the southeast corner of the centre and the former Baptist Church (now Studio 8) creates some architectural interest at the northeast corner. Raeburn heights, an 18-storey residential block is a landmark at the southwestern corner of the town centre. This has recently been re-clad changing its original colour from predominantly white to a pastel yellow colour. St Columba's Church, a category grade A listed building, located nearby is the only example of significant and quality architecture in the town centre. The church has benefited from recent refurbishment.

The Fife Council estate expanded and concentrated in the north west of the town centre in purpose-built office blocks each surrounded by their own car parks and landscaped boundary treatments. The office blocks are up to 7-storeys in height providing a degree of vertical emphasis for the town centre. Fife House itself acts as a landmark at this corner of the town centre on the approach from Leslie.



Figure 22 - Active Frontages



Figure 23 - Public realm and Public art locations (Pink: Public realm, Blue: Artwork)

Public Art

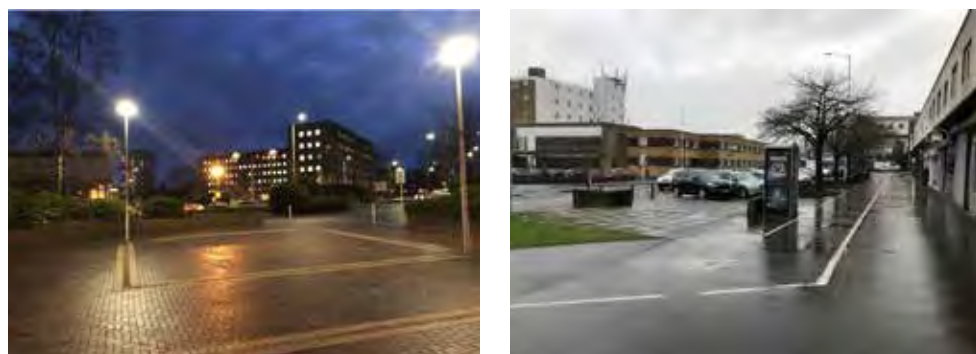
One of the positive elements of the town centre is the legacy of public art works that are scattered around the place which act as local landmarks and contribute positively to the identity and character of the place. A number of works are listed following an appraisal by Historic Environment Scotland in 2011. The public art legacy provides Glenrothes with a unique selling point for visitors and a cultural heritage for the town to be valued and nurtured for the future.

In 1968 Glenrothes was the first town in the UK to appoint a town artist. This is now recognised as playing a significant role, both in a Scottish and in an international context, in helping to create the idea of art being a key factor in creating a sense of place. Two town artists, David Harding (1968–78) and Malcolm Robertson (1978–91), were employed in the lifetime of the Glenrothes Development Corporation (GDC). Both artists, supported by a number of assistants, created a large variety of artworks and sculptures that are scattered throughout the town with a number located in the town centre. Other artists have also contributed to the creation of the town's artworks. The first sculpture erected in Glenrothes was "Ex Terra", created by Benno Schotz which was inspired by the town's motto Ex Terra Vis (Latin) meaning "From the earth strength". This acts as a landmark and sits next to the town's bus station. Other art works in the town centre include "The Birds" next to Kingdom House on North Street, a Bronze Hippo also located on North Street, "Rothes Remembered" in the Rothes Halls, "Seated Old Couple" and various wall murals in the Kingdom Centre, "The Heritage" overlooking Riverside Park, "The Dream" adjacent to the war memorial and numerous concrete Hippos and Toadstools. There are approximately 100 sculptures in and around Glenrothes.



Public realm

The design team visited outdoor public spaces in the town centre at different times of the day where they were found to be underutilised, peripheral to the main activities and uses in the centre and not always overlooked by buildings. Some of the spaces included public artworks. Many were semi-public spaces at the entrances to the shopping centre also providing service accesses and flanked by car parking areas providing for a mixed experience. The outdoor public spaces in the town centre were not particularly well connected, which worsens in the evenings when the shopping centre closes for the day. Many people said the spaces did not feel safe and were not particularly well lit at night, particularly around the bus station. We were also told that the vacant buildings and continued dilapidation at Albany Gate was attracting vandals and anti-social behaviour resulting in an increase of crime in the town centre.



Surfacing materials

With regard to the existing landscape surfacing materials the majority is tarmac with some use of rigidly bound block paving at the recently refurbished Falkland Place area which provides an attractive, low maintenance alternative surfacing. Some areas of older block paving exist around the council office area, which look quite dated due to the colours and patterns used but are nonetheless well maintained and usable. The block paving in front of Rothes Halls, and the slab paving around the bus station and Albany Gate looks dated and there is some unevenness and areas of standing water. Moving forward, any replacement surface materials should either be tarmac or higher quality concrete or stone paving block materials laid rigidly with bound joints to minimise future issues with uneven surfacing and drainage.

Street furniture, seating, cycle racks, public events space

Outwith the shopping centre, the number of places for people to sit is limited. There are some seats at the newly refurbished Falkland Place area, at the pedestrian area outside Fife Council offices, a single seat next to the row of shops in the Albany Gate area, some seating in the Albany Gate pedestrianised area and some seating at the Marchmont Gate entrance. Seating should be provided in areas that people would want to sit and spend time in and are attractive to look at.

Cycle racks and shelters have been provided at Falkland Place and there are some cycle lockers at the bus station but other areas in the town centre don't have facilities to lock a bicycle.

The only large area of hard surfacing which could be used as a public events space would be the pedestrian area outside the council offices, but it has little pedestrian activity, and seems remote from where people want to spend time. The recently refurbished area at Falkland Place appears to be a more natural hub for people to gather and it has much more activity. The current surfacing is mostly grass which people tend to want to walk across and desire lines can be seen developing through the grassed area.

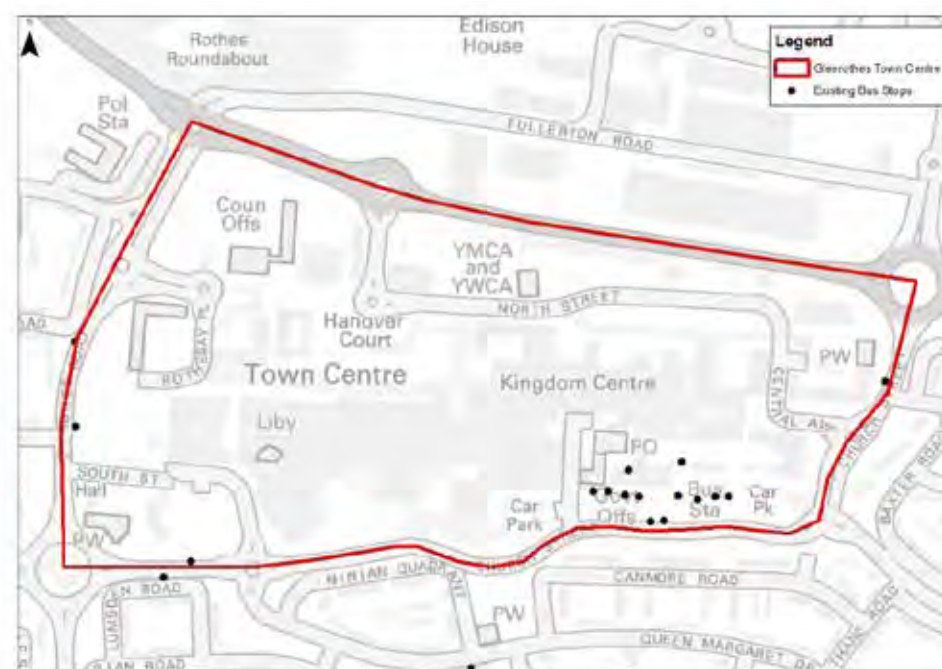


Figure 24 - Town Centre Bus Stop Locations

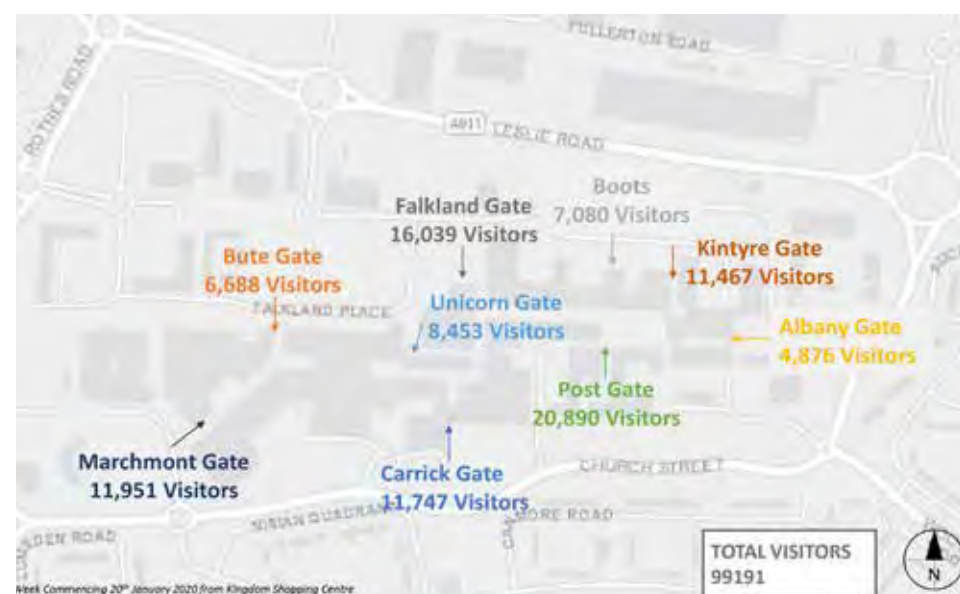


Figure 25 - Monthly footfall by shopping centre entrance

Shelter from weather

There are limited places in the town centre where you can gain shelter from the weather outwith business opening hours. The bus station has shelters but they are limited in size and the bus station building is not open 24 hours.

Movement and General connectivity

Outwith the shopping centre, there is a lack of general connectivity between areas used for daytime and evening activities. Paths are often located next to areas which don't feel safe as there is a lack of activity or natural surveillance. In the evening these issues are accentuated by low lighting levels and areas which are not overlooked or are screened by planting. Of particular concern to the public is the route from the council office area round to Rothes Halls and on to the bus station area in the evening, and the link from the bus station area to the bowling alley in the north. Also, the link from Kingdom Avenue north towards Riverside Park is not straightforward due to the Lidl car park and the dual carriageway. Connections need to be as direct as possible and feel safe in order for people to want to use them. **A Transport Assessment (Appendix 2) sets out further transport and travel information relevant to the town centre.**

Signage and orientation

Current signage in the town centre is a mixture of standard road signs, directional signs to the Kingdom Shopping Centre car parks, signage mounted on the outside of the Kingdom Shopping Centre, totem signage at the Church Street and Albany Gate entrances to the shopping centre, car park pay and display signs, building mounted signs for the Kino Cinema and Bingo and totem signs at the bus station with directional arrows. There is not a consistent sign type or regularly spaced directional signs or maps to help people orientate around the town centre. The effect of signage of different styles also contributes to the confused and unattractive built environment and design of buildings.

Bus stop locations

As shown in Figure 24, in the town centre the current bus stop locations are limited to the bus station itself and the roads which approach the town centre, such as Church Street at the south-west, Church Street at the east end, and Rothes Road at the west end. There are currently no bus stops serving the North Street area, Leslie Road or the area immediately outside Rothes Halls. The lack of bus stops in the town centre could be improved by introducing additional bus stops at various points along North Street to help people to access this area of the town centre. The area outside Fife Council offices is currently a pedestrian only area, but could be redesigned to allow public transport and cycles to have through access. This would allow bus stops to be created outside the council offices, and also further along at the new Henge retail development, which will enable North Street to become a more accessible and useful street within the town centre.

Footpaths and Crossings

Some footpaths and crossings around the town centre have recently been improved in terms of width and surfacing, including North Street in the vicinity of Falkland Gate. However there are still gaps in connections, uneven surfacing materials, and a lack of pedestrian crossings to an acceptable standard to encourage easy pedestrian access in the town centre area. Areas of particular concern include the following routes:

- town centre towards Riverside Park
- the old Police Station site towards the town centre
- the Fife Council offices towards Rothes Halls
- the CISWO area towards the shopping centre
- Marchmont Gate towards the cinema along Church Street
- bus station area towards the Golden Acorn and Albany Gate
- North Street area towards the bowling alley and Albany Gate

There are two existing underpasses in the town centre as a legacy of the New Town approach to road design. Both underpasses have been refurbished and look brighter and more encouraging to use. However, in recent times there has been a general movement away from underpasses for pedestrians and there is a preference to use standard road crossings instead. The design team noted that there are pedestrian crossings in place close to or adjacent to the existing underpasses which undermines any specific need for them now.

Roads and Junctions

The roads in the town centre area are a combination of 4-lane dual carriageway and 2-lane standard carriageway. These are shown in Figure 27. Wide roads make it harder for pedestrians and cyclists to cross, and vehicles dominate the spaces. We would propose all roads in the town centre area to be a 2-lane standard carriageway width to help encourage pedestrian and cyclist activity throughout and reduce traffic speeds. The existing junctions on the roads which lead into the town centre are all currently roundabouts, taking up large areas and encourage vehicles to move quicker which has a negative effect on non-vehicular users.

Cycle routes

There has been recent investment in new cycle routes in the town and proposed along Church Street. This is encouraging to see and will encourage more healthy ways of travelling to work as well as for general exercise.

Car Parking

Figure 28 shows a large percentage of the town centre area is dominated by car parking which in addition to the wide carriageways, gives the town centre a very hard, grey appearance with little variety in the type of spaces on offer for people to experience. Pedestrian access to and from the car park areas is often uneven and disjointed and entrance points into the shopping centre are not always obvious, welcoming or inviting which accentuates the negative impression of the public realm in the town centre. The areas of car parking should be reorganised to reduce the vast areas which are given over to vehicle use for large parts of the day.



Figure 26 - Pedestrian

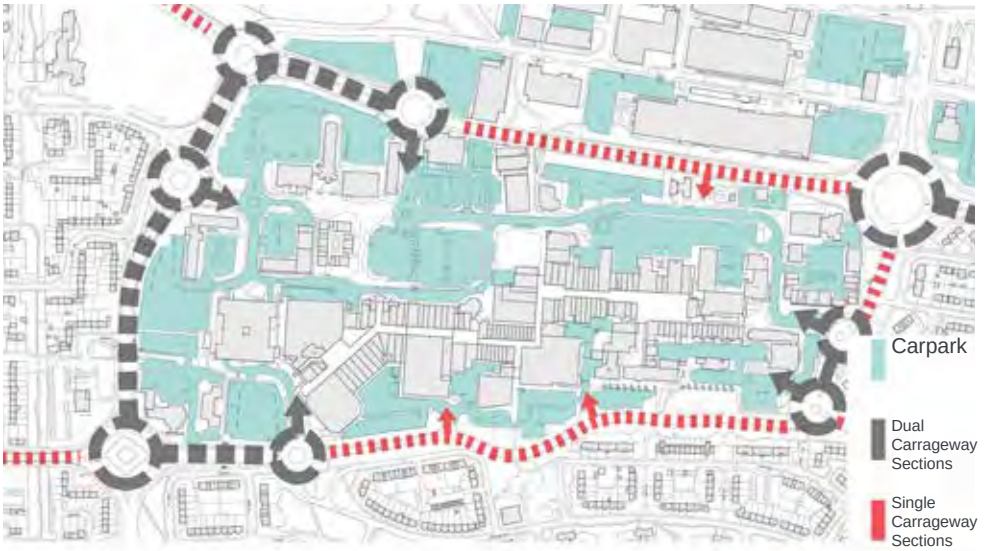


Figure 27 - Roads

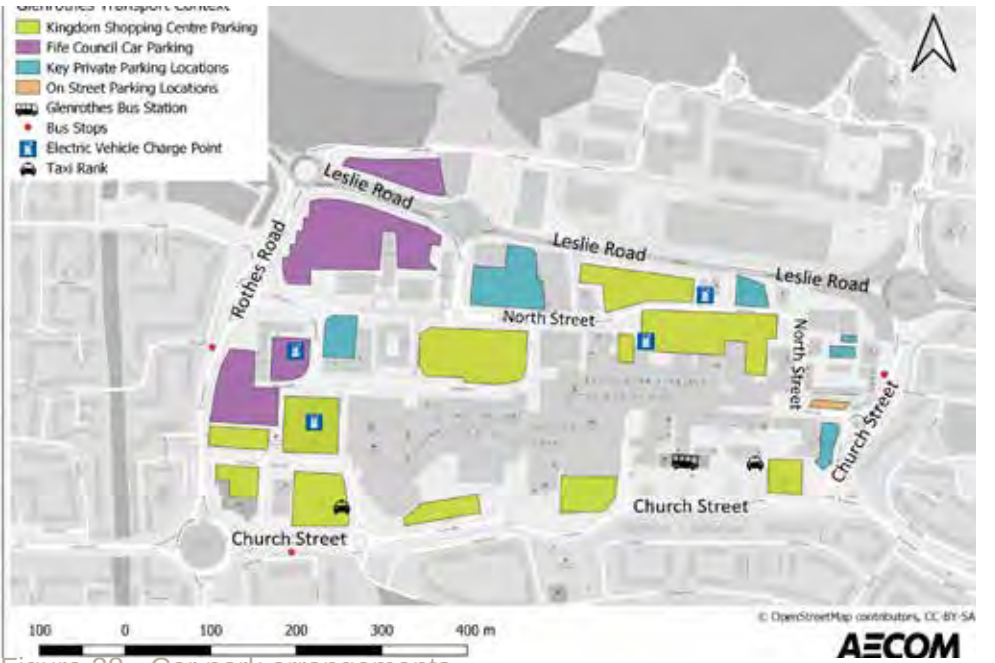


Figure 28 - Car park arrangements

Green spaces

One of the key problems in the town centre is a lack of green “amenity” spaces. Most landscaped areas within the town centre are generally peripheral, providing edge treatments to car parks and roads or defensive boundaries to buildings. Many are walled or fenced off to prevent public access. One exception is the war memorial on Church Street which creates a pleasant space on the edge of the town centre. A “temporary” green space has been delivered at Falkland Gate where the former Glenrothes House office block once stood. The scale and function of this space creates a more pleasant environment that has been supplemented by the recent development of the Henge Retail Parade on North Street combined with some public realm improvements.

Riverside Park is located a short distance to the northwest of the town centre but is separated both visually and physically by major roads making it feel further away than it is. The entrance to the town park at this point is also via a steep slope but is marked by a landmark artworks installation and has quality and pleasant views towards the Lomond Hills and park valley.

Trees and planting

There are several areas of mature tree planting in the town centre which provide an attractive green framework such as the avenues of trees either side of Leslie Road and the planting associated with Riverside Park in the north-west area. There are also some areas of tree and shrub planting alongside Church Street and North Street which help to green the town centre, and are well maintained, but can contribute to a perception of not feeling safe as users can’t see through the medium height shrubs. Additional tree planting is proposed to create tree avenues on streets and existing mature trees should be retained whilst removing or cutting back the medium height shrub layers to open up views through the vegetation.



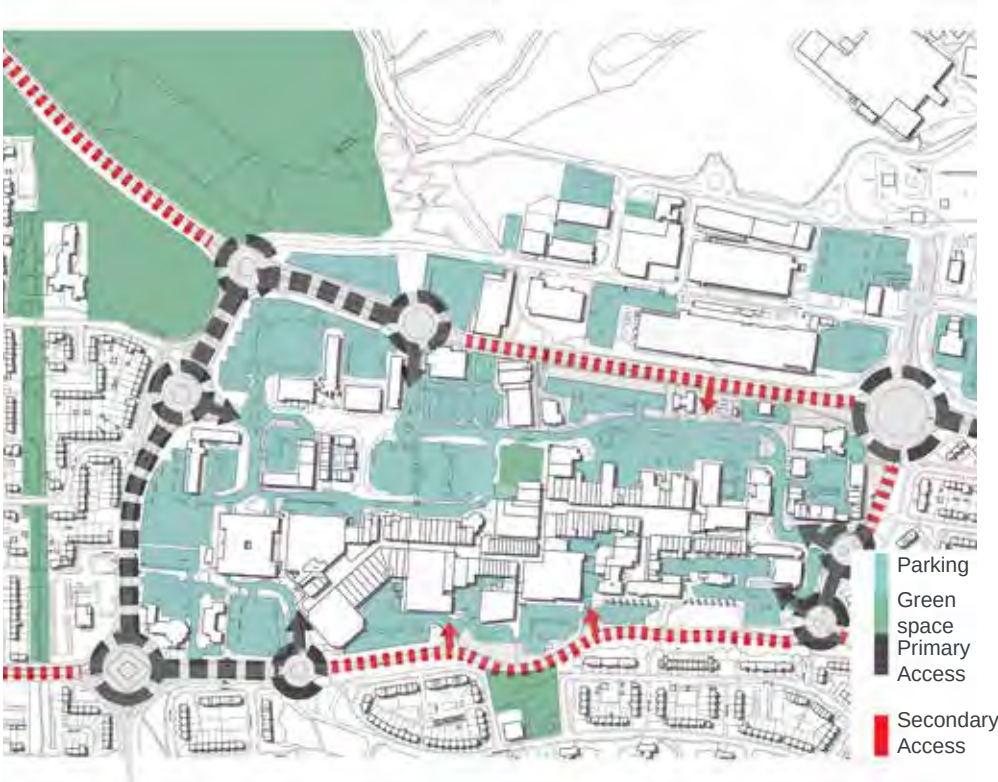


Figure 29 - Buildings, vehicle areas and green spaces

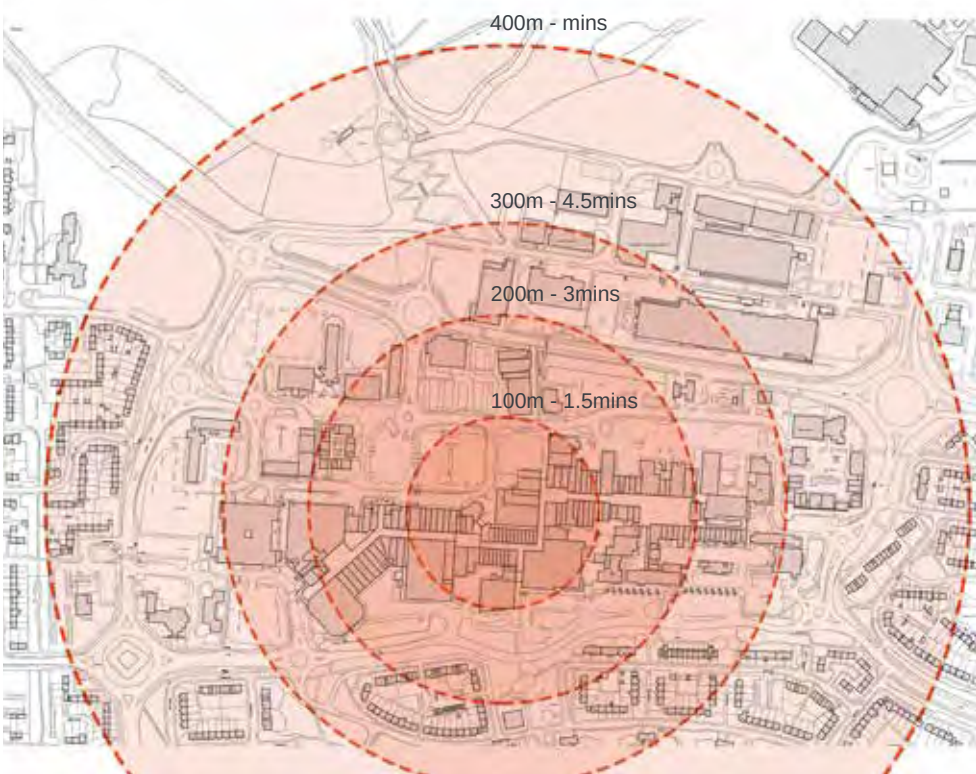


Figure 30 - Town Centre Walking Distances Indicators

Outline of the recent Riverside Park Improvement Plan prepared by Fife Council

Fife Council has prepared a Riverside Park Improvement Plan 2020-2030 which was presented to the Glenrothes Area Committee in March 2020. The Improvement Plan is of relevance to the Glenrothes Town Centre Masterplan in that it also refers to improving the links from the town centre to Riverside Park. The Improvement Plan has been prepared to aid funding applications from Fife Council budgets and externally. Two public consultation events to discuss improvements to the park were held in December 2018 and April 2019. In the document 'Plan 4 Glenrothes Area Local Community Plan 2019-2022', the park was named as an area of focus, "make the park a major attraction for the area, with activities and facilities that are appealing, a Feasibility Study will be commissioned, and a Working Group established". Since Summer 2019, a development group comprising Fife Council and Friends of Riverside Park, has been meeting monthly to progress improvements. The Improvement Plan advises that there will not be a huge budget to transform the park, rather change will be gradual with collaborative working and fundraising being key. Some of the work which has been identified to be carried out ties in with the Town Centre Masterplan proposals, for example:

- Create a walkway to link the park with the town centre, between Lidl and Fife Council staff car park. New footpaths on Fullerton Road and a pedestrian crossing.
- Secure costs to design a gateway and viewpoint at Fullerton Road entrance
- Change access to the Fullerton Road Fife Council car park so that it can be a public car park during evenings and weekends

Alongside the Riverside Park Improvement Plan, Fife Council has obtained some funding from the Scottish Government Town Centre Fund which has allowed proposals to be prepared by Fife Council to improve the footpath connection from the Kingdom Avenue roundabout on Leslie Road, towards Fullerton Road and the access into Riverside Park. There is also a proposal to introduce a footpath on the north side of Church Street, between the western end of the shopping centre, and the Kino cinema. The footpath would be adjacent to the carriageway and would provide a connection which has the perception of being safer as it is not behind the vegetation.

Place, Public Realm and Green Spaces

Summary

Difficulties

- Lack of amenity green space in the town centre
- Town park, close yet so far away
- Public spaces under utilised, not well overlooked
- Banal uninspiring architecture
- Backs and fronts of buildings confused
- Declining east end of town centre, risk of obsolescence
- Over engineered ring road/ dual carriageway not required
- Lack of bus stops on north side of town centre area

Management of car parking a problem

Dominance of car parks around large shopping centre

Opportunities

- Public art legacy, unique, and something to build on
- War memorial attractive space
- Stalled sites/vacant land, opportunities
- Refurbishment has been taking place
- Demolition of some ageing units
- Walking distances close
- Areas of quality trees

Evening Economy

The evening economy in the town centre is presently dispersed around the shopping centre, located at key entrances. The town centre has three main pubs/bars (the Golden Acorn, The Phoenix and the CISWO) and benefits from ten pin bowling, cinema and theatre/live performance facilities which also have in-house food and drink offerings. Presently the town centre has only one formal sit-in restaurant, the Rara Tal Indian Buffet. Other eateries are cafés/coffee shops located within the shopping centre, including Costa Coffee, BBs Coffee and Muffins, Greggs, Baynes and independent cafés including The Bridge, Alfresco and Café Aroma. Out with the shopping centre are a Wetherspoons pub/restaurant and a variety of takeaways providing for example fish and chips, pizzas, kebabs and Chinese cuisine. Most other eating establishments in the local area are outwith the town centre, dispersed throughout the town or concentrated in the nearby villages. It is worthwhile noting that Glenrothes is the largest town in Scotland without an Italian restaurant.

The evening economy uses, whilst in relatively close-proximity and within the town centre, are not particularly well connected for pedestrians. It is unlikely there is much footfall being generated between them once the shopping centre closes for the day, meaning each will be relatively self-contained for activities and any footfall generated by them in the evening. This is not helped by the shopping centre acting as a barrier between activities, forcing users to walk around service areas and a combination of formal and informal paths.



Figure 31 - Golden Acorn Pub and Hotel

The east end of the town centre contains the ten-pin bowling alley and a Wetherspoons pub and hotel (the Golden Acorn) which are hubs of activity both during the day and at night in the centre. There are a range of fast food takeaways in proximity to these on North Street/Church Street. Many of the buildings in this part of the town centre hail from the 1950s and 60s and are showing their age, except for the Golden Acorn which has been recently refurbished including an upgraded exterior. The ten-pin bowling alley was refurbished in 2017 by Pro-Bowl Scotland who acquired the

building and have invested in a significant refurbishment of the interior of the building. There have been very limited improvements made to the exterior of the building except for new signage and some wooden cladding at the main entrance. This part of the town centre would be well suited to an enhanced evening economy given the presence of these existing concentration of uses, but the entrances to each facility are poorly connected in the evening.



Figure 32 - Pro-bowl ten-pin bowling alley

The former Co-op Department Store, parade of small shops and the former Forum pub that sit between the bowling alley and Golden Acorn have been derelict for the last decade with the intention of demolition, which has latterly stalled for the foreseeable. The buildings at Albany Gate act as a visual and physical barrier between the bowling alley and Golden Acorn at night when the area is locked up when the Kingdom Centre closes.



Figure 33 - Parade of shops, small businesses and takeaways, North Street/Central Avenue

The parade of shops at North Street/ Central Avenue are fully occupied and contain most of the fast food takeaways in the town centre, however these are looking dated and there are problems with existing car parking arrangements with instances of double parking. A unit at Acorn Court is in the process of being converted into a world buffet restaurant with bar facilities which would complement the offer at this end of the centre, but no opening date for this has been confirmed yet. Two new restaurant units with drive-thru facilities are also proposed at North Street within short

walking distance of the bowling alley have recently been given planning permission. The final occupants of these have yet to be confirmed.

On Church Street, at the Carrick Gate entrance to the shopping centre, there is a cinema, bingo hall, pub and Indian buffet restaurant creating a small, highly concentrated cluster of uses. The exterior is banal and dated.



Figure 34 – Church Street entertainment complex, Kino Cinema, Club 3000 Bingo, pub and restaurant

There is no disabled access into the cinema on the first floor, which is accessed by a narrow staircase taking you into a small ticket booth and food counter area. There is a hotchpotch cluttering of signage and entrances on the buildings indicating the uses but with no overall consistency or aesthetic quality. The entrance of the Phoenix pub is not overly obvious from the car park or cinema. The space in front of the facility is of poor quality and the building is almost completely screened from public views from Church Street due to the mature landscaping surrounding the car parking areas.

At Marchmont Gate on the west side of the shopping centre is the Rothes Halls complex. This has a programme of events that take place throughout the year. The programme for 2020 includes musical tributes but also performances by local Amateur Drama Societies, the Glenrothes Amateur Musical Association (GAMA) and Leslie Amateur Drama Society and a few well known National acts including G4 and John Lydon. OnFife who run the facility also manage the Adam Smith Theatre, Lochgelly Centre and Carnegie Theatre. Unlike many towns there are no restaurants in close proximity to the Rothes Halls where visitors could enjoy a pre-theatre meal and show.

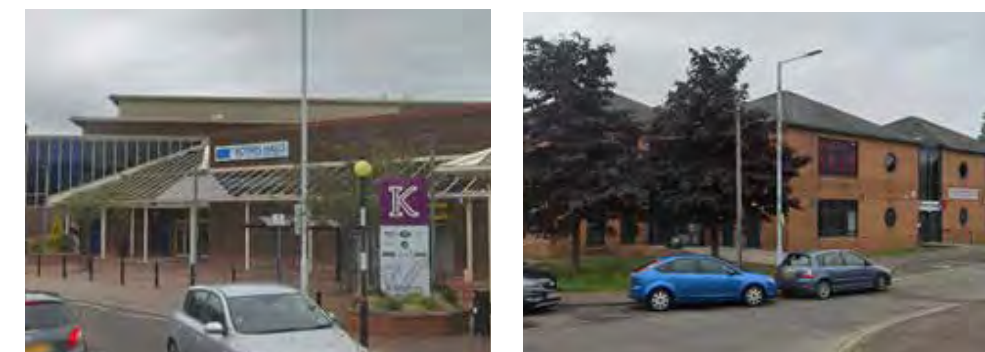


Figure 35 - Rothes Halls and CISWO club

The CISWO social club, recently refurbished and relocated from North Street, is located nearby providing important facilities including two bar areas along with space for live music and acts, darts, snooker and pool. This venue also acts as a destination for BDO darts events each year bringing visitors and custom to the area which benefits local hospitality businesses. A takeaway fish & chip shop is located across from the CISWO on South Street behind the multi-storey car park.

Whilst close by the CISWO effectively turns its back onto the Rothes Halls. It doesn't present the most welcoming entrance for visitors either from South Street with blackened out security doors. Non-local visitors to the Rothes Halls may not be aware either that the CISWO provides bar facilities allowing for a pre-theatre drink. This due to a lack of signage indicating the uses of the facility. Therefore, each may not necessarily be complementing one another during the evening.



Figure 36 - Evening economy and non accessible by evening retail units
Yellow: Only accessible during the day, Green: Accessible day and night)

There has been some intervention by Fife Council in recent years, including provision of decorative lighting 'fairy lights' as many local people have called them, around trees within the area around the Fife House complex. This creative lighting addition is welcomed, helping in terms of brightening up the space in the evening and wayfinding.

Many residents we spoke to also highlighted events that took place during the 70 year anniversary celebrations of the town, including an outdoor cinema showing which people welcomed.

Improving the look and feel of the centre in the evening would encourage more people to come to the town centre, and uplift the general feel, increase perceived safety levels and assist with defining areas, entrances and public spaces.

There are many areas to park your car within the town centre, held in different ownerships, including Council, private and the Kingdom Centre. However, they all have different restrictions in terms of length of parking times which causes confusion to locals and visitors and a disinclination to stay within the town centre for long periods to avoid charges or fines. In one case a member of the public informed us that they attended a Saturday matinee show at the cinema, to see a movie more than 3 hours

long, and who received a parking fine when returning to their car. Parking areas are also used by town centre workers, mainly for the Council who require parking for an 8 hour period. In the current climate of protecting the environment, this may not be sustainable long term, rather a preference for walking and cycling where possible.

Parking, especially in the evening was viewed as an issue by a range of stakeholders we spoke to. This due to perceived safety in terms of walking from places of leisure back to a vehicle in the dark, or returning to the multi-storey parking area, or curtailing the enjoyment of an outing due to a 3 hour restricted period on the car park selected (surface parking).

It has also been noted that in the evening there are fewer buses to and from the town centre which means less journeys by public transport and more reliance on the car parks, and the problems encountered there. The bus station also generates anti-social behaviour which discourages people to use it at night as it's not a welcoming place in the evening.

There are minimal residential uses within the town centre, however with an increase in this use type there would be more natural surveillance and overlooking which would be a benefit to the town centre.



Evening Economy and Leisure

Summary

Difficulties

Decline in bars/pubs and nightclubs

Bus station not welcoming in the evenings

Lack of sit-in restaurants

Leisure uses too spread apart, poor synergies

Connections between uses poor, particularly at night

Shopping centre closing times act as a barrier

Car park timescales act as a barrier during the day

MSCP car park closed in the evenings

Poor disabled access to the cinema

Lack of quality or available outward facing small units

Opportunities

Vacant units, potential leisure reuse

Opportunities for temporary/pop-up uses

Local businesses taking initiative

Some decorative lighting with potential for more

Improve the aesthetic of the exterior of the buildings

Make entrances to facilities more obvious and inviting

Chapter 3 Baseline Study & Engagement Process



Placemaking

Placemaking needs to be at the heart of the masterplan. An exercise was previously conducted in Glenrothes using the 'Place Standard Tool' with a small group of 12 students from local High Schools between the ages of 13 and 18. Our team reviewed this document titled 'Glenrothes Town Centre Youth Charette July 2016' commissioned by Fife Council and prepared by Kevin Murray Associates, and noted much of the information is still relevant in 2020.

The tool has been used to structure conversations about how people feel about the places they live in and use. It considers both the physical environment, the buildings, street, public spaces and natural spaces that make up Glenrothes and the social environment, the relationships, social contact and support networks that make up a community. The tool provided prompts for discussions, allowing consideration of all the elements of a Glenrothes in a methodical way and pinpointed the assets as well as areas where improvement could be made.

Place is where people, location and resources combine to create a sense of identity and purpose, and are at the heart of addressing the needs and realising the full potential of communities. Places are shaped by the way resources, services and assets are directed and used by the people who

live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.

The principal request that: All those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people, support inclusive growth and create more successful places. Fife Council commit to taking: A collaborative, place based approach with a shared purpose to support a clear way forward for all services, assets and investments which will maximise the impact of their combined resources.

The Place Standard enables people to think about the physical elements of a place (e.g. its buildings, spaces, and transport links) as well as the social aspects (e.g. whether people feel they have a say in decision making). There are 14 themes in total. The stated purpose of the Place Standard is to provide prompts for discussions, allowing people to consider all the elements of place in a methodical way. It should pinpoint the assets of a place as well as areas where a place could improve. The more pressing the issue to address, the lower the score (1-7).

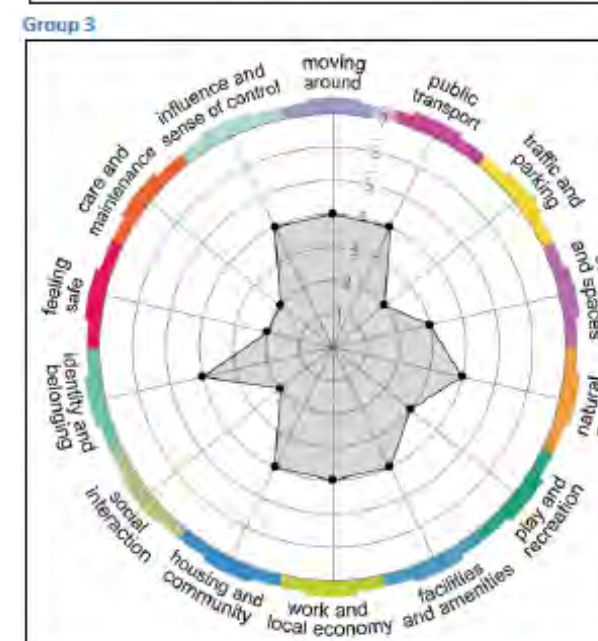
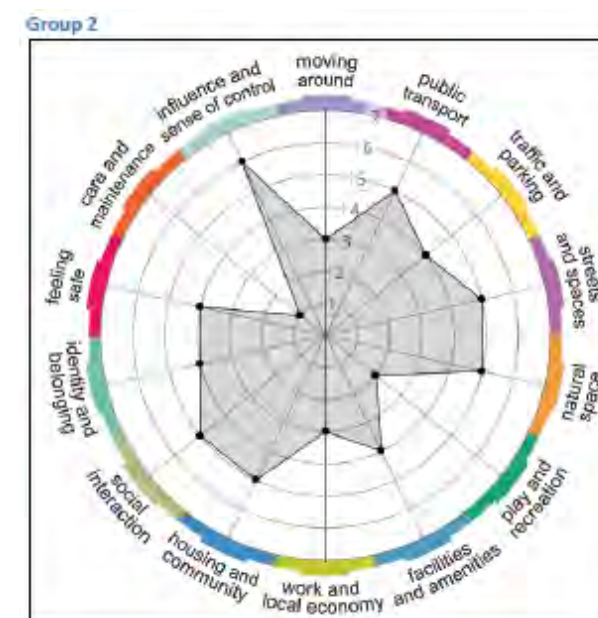
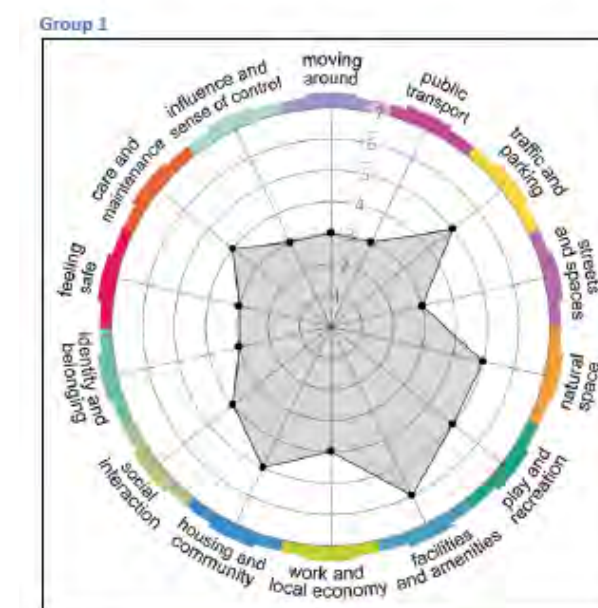
Kevin Murray introduced the format and purpose of the day. Discussion with the participants at the outset established that **their main reasons for visiting the town centre were 'to just hang out', use the bus station, go to the Cinema (also referred to as the Kino) possibly visit the café in the shopping centre or for any special events.** For shopping (especially for clothes), special occasions with families, visiting family or going to eat, the consensus was that they would travel to Dunfermline, Edinburgh or Dundee.

Following the town centre site walk, the groups returned to the leisure centre and worked through the Place Standard assessment collectively. Each member of the group had formed their own scores during the site walk, and this exercise encouraged debate about the town centre as each of the 4 groups sought to produce a single combined Place Standard output, using the standard radial gauge. These discussions produced "asset maps" of the place where the young people had identified strengths and weaknesses in Glenrothes town centre, which would then help inform them in the subsequent exercise to think about making targeted decisions to improve the place now and in the future.



The purpose of the Place Standard tool is to aid people, particularly groups within the community, to consider how the physical, social and economic environment of a place supports the health, well-being and quality of life of its many users. The Place Standard offers a structured basis for conversation around 14 themes, each with a prompting question and supporting information, as shown below. The Place Standard themes encouraged the young people to think about both the current issues and challenges and the place in the future.

More can be found out about Place Standard here: <http://www.placestandard.scot>



Summary of Consultation Approach and Outcomes

We have followed good practice in carrying out our engagement as set out in Planning Advice Note 3/2010: Community Engagement as well as acknowledging the requirements set out in the recent changes to the planning system (Planning (Scotland) Act 2019) requiring specific participation of children and young people in plan making.

There has been no shortage of discussion around the issues facing Glenrothes town centre over the last decade. In terms of stakeholder engagement, we have carried out a targeted and focussed set of exercises, building on previous engagement and ideas from earlier work carried out by others. This involved engagement with town centre users, local businesses and other stakeholders, including the owners of the Kingdom Centre, building upon but distinct from previous engagement exercises as a progression of the collaborative working and approaches that have taken place to date. This included:

- Contacting a list of key stakeholders representing a spectrum of the local community interests inviting them to engage in the masterplan preparation process;
- Preparing media releases to the local press in collaboration with Fife Council;
- Providing an online resource allowing stakeholders to feedback on their ideas and views using an electronic questionnaire;
- Engaging directly with local high schools, members of the public, community groups and representatives from the business community through a series of intensive discussions and workshop sessions.

In reporting on the consultation findings, we have ensured that comments are not attributed to individuals in order to ensure anonymity and have sought to cluster comments as far as practical under the relevant themes. This allowing for a degree of consistency across each of the relevant stakeholder interests. The input given by the stakeholders and Council officials has confirmed what local opinion is on the town centre and has been collated and incorporated into the preparation of the masterplan. Most stakeholders are of the view that Glenrothes town centre has been declining for some time and has been neglected over the last 20 years. They felt there is a need to see more investment and improvement delivered by both public and private sector interests to support it. Most concerns about the state of the town centre related to the continued dilapidation of Albany Gate and the need to deliver improvement there through demolition and redevelopment. Many felt that the quality of the built environment in general was poor and needed improved to make people want to visit the town centre. Many people were also of the view that the town centre lacks a focal point that would allow markets and events to take place. Many people saw improving links towards Riverside Park as a key opportunity and making more of the park as an asset and place for visitors. There is also a strong desire to see improvement to the range of facilities and the mix of uses in the town centre including an improved retail offer. People would like to see the evening economy and function of the town centre stimulated and enhanced, particularly the provision of sit-in restaurants and for the town centre to feel safer at night.

A full report on the outcomes of the stakeholder engagement exercises are set out in more detail in the Glenrothes Town Centre Masterplan Stakeholder Engagement Summary Report (Appendix 3).



Figure 38 - Secondary Schools Consultation Event



Figure 39 - Fife Council Officers attend an event



Figure 40 - Public Consultation Event



Flyer advertising the Consultation Event



Key Engagement Feedback

Summary

- 83% of people surveyed live in Glenrothes**
- 76% of people arrived by car**
- 69% of people never visit at night**
- 67% of people want markets**
- 63% of people want more evening economy**
- 54% of people want affordable housing**
- 51% of people come for shopping**
- 47% of people want outward looking units in the Kingdom Centre**
- 32% of people visit only at the weekend**
- 26% of people want Albany Gate improved**
- 15% of people want sit in restaurants**
- 12% of people use the bus**
- 7% of people visiting are only there for work**

Chapter 4 Spatial Plan for Town Centre Strategy



Strategic Issues	
Key Issues	Opportunities & Constraints
Infrastructure	Consider the town centre local area infrastructure and interpret any alterations necessary to meet the medium and long term aspirations. (Road access/power/movement).
Land Use	Assist in the review and implications of alternative land uses and reconcile the impact on the utility and infrastructure provisions. (Ensure appropriate site planning/layout, agree with planning authority at an early stage).
Development Mix	Retail, commercial development, housing and open space. Obtain the optimum balance between revenue generation and amenity. (Enable the correct balance of development and open space).
Density and Heights	Reconciliation of planning and infrastructure constraints with suitable densities and heights. (Enable comfortable building setting within existing community while making the best of the site opportunities, and views).
Infrastructure Investment	Identify a phasing strategy that unlocks value in proportion to investment return. (Decide on effective programming of site works, demolition work first).
Adjacencies	Boundary and “off site” considerations that present opportunities or limit development potential: e.g. existing housing, access, transport, infrastructure. (Ensuring the full area is considered in our approach).
Stakeholders	Achieving the solution that satisfies varied stakeholders’ objectives yet maximises value and potential for growth.

Strategic Issues, Opportunities and Constraints

From the SWOT analysis these strategic issues should be addressed as the masterplan is taken forward. These are typical considerations when developing.

	Key Issues	Opportunities & Constraints
Infrastructure Issues	Accessibility	We propose improved access to and within the sites. Ensuring the right amount of public vs private mix, as well as the extent of pedestrianisation and parking provision.
	Roads	We propose efficient access and connectivity at best cost without negative environmental impact.
	Utilities	Consideration has been made of the impact of any new infrastructure in order to minimise disruption to the existing community.
Environmental Issues	Contaminated Land	As development progresses checks may be required for early assessment to ensure adequate financial provision is made.
	Asbestos	Existing property portfolio assets should be reviewed before refurbishment for likely impact of asbestos
	Landscaping & Parks	We propose areas for opportunity of “green” area development.
Social Issues	Housing	We have suggested a balance of varying mixes of housing by area and mix.
	Public Services	Proposed changes in use, and increase in population may affect need for new or increased levels of public amenities, schools, healthcare, and culture beyond the existing amenities provided
	Security	Improvements in the sense of security both actual and perceived can be achieved through good design and lighting
Design Issues	Environment	The perception of the area requires improvement via exemplary design to create a welcoming and exciting environment.
	Approach	We have examined the cost benefits; value and development potential of various options to achieve optimum solution(s).
	Sustainability	Options require to respond to “green issues” and requirements.
Time Issues	Planning	Land assembly and ownership will this affect the timing of development
	Phasing	Optimum phasing is required to minimise need for temporary works and facilities.

Issues to address and opportunities

A Market Demand Assessment prepared by Rettie has identified key conclusions that have informed the next sections of this masterplan. A full analysis is available in the report at appendix 1.

Support a Broader Mix of Uses

For the masterplan to facilitate the creation of a town centre where people choose to live, work and spend leisure time, there is a need to redress some of the balance and mix of uses in the town centre. In particular, the continued loss of office floorspace and creeping obsolescence of business premises needs to be addressed through the provision of new or refurbished premises. Opportunities outwith the Kingdom Shopping Centre need to be provided to allow greater choice in premises in the town centre.

Opportunities to bring sports and fitness facilities, GP and medical services, new public services, cultural and creative sector and educational facilities should be actively explored. Where there is a lack of market demand, there will be a need for public sector intervention and incentives to support any new investment by the private sector. Particularly where certain uses are considered desirable to support transformational change and regeneration, such as Class 4 uses or to support grass root and small business growth in the town centre.

The introduction of residential uses as part of the mix of uses in the town centre is something that should be actively encouraged going forward. If done as part of a mix of vertical uses, this would help to create activity at different parts of the day, support a loyal customer base closer to services and can provide for natural surveillance of public spaces and premises. Support should be given to introducing both private and affordable units in the town centre where people would especially benefit from collocation of homes, jobs and services. Specific consideration should be given to explore options for homes for students and younger people as well as retirement options to ensure a spread of demographics and economic wealth. There are potential opportunities in the Albany Gate and east end of the town centre where there is good proximity to the bus station and night time uses that could appeal to younger people. There is an existing outdoor pattern of streets established in this location that would be well suited to introducing new residential uses which have been emerging anyway. Similarly consideration should also be given to the area around the Fife Council estate in the north west where market analysis suggests there could be demand for private residential options.

A range of options to re-purpose or fill the vacant department/large store units in the shopping centre should also be considered to support the rejuvenation of the town centre. This is expanded upon in the sub-section relating to the evening economy and leisure uses.

Supporting opportunities for new retail

Based upon our survey responses and discussions with locals during the stakeholder workshops, the majority of users to Glenrothes town centre go there for non-food (convenience) shopping. There is a strong desire locally for the retail offer in the centre to be enhanced, particularly by introducing some more big-name retailers. It is likely that retailing will

continue to play a key role in the function of the town centre and the offer in the town centre has recently been improved with the introduction of new bigger brand retailers including M&S, the Food Warehouse and Toy Town, demonstrating that there is some continued demand.

The Fife Retail Capacity Study 2019 shows in Mid Fife, forecasts for spare spending capacity could support significant additional new development up to 2029 in comparison retailing (non-food), but there is limited potential for new convenience (food) shopping. The report also highlights that there is a relatively low level of attrition in the town centre, however, vacancy rates remain relatively high and there has been marked decline in rents in the Kingdom Centre since the 2008 recession which have not yet recovered going from a high of up to £65 per square foot in 2008 down to £16-20 per square foot in 2018. There remain significant challenges within the retail sector which are unlikely to improve significantly in the foreseeable future as the transition to online shopping continues. It is therefore recommended that the focus for the masterplan should be to look at alternative functions for the town centre beyond retailing to improve the balance of uses and quality of place.

However, there is some potential to bring some major new comparison uses into Glenrothes town centre. This could be done either through existing store upgrades/extensions or by introducing new entrants, either in vacant units or through developing additional new floorspace. Given the shift in the retail axis of the town centre there is likely to be some interest in new development opportunities on the existing car parks along North Street that would supplement the existing offerings. This would of course be subject to achieving a workable format and addressing any car parking and servicing requirements. Providing new units in the car park fronting the new Glenrothes Baptist Church could create new frontages along Falkland Place and onto the new town square creating a sense of enclosure.

Refilling the vacant Dunnes or Co-op unit at Marchmont Gate also provide obvious opportunities but we believe that these could potentially serve better as new leisure uses to help stimulate the evening economy in the town centre. In addition, given the ageing state of the Lyon Square area, there would be merit in delivering a major redevelopment or upgrade of that section of the shopping centre longer term to provide new or modernised opportunities for retailers.

Temporary and Pop-up Uses

Many town and city centres have been utilising pop-up uses and temporary structures in recent years. Examples include re-purposed shipping containers, but also inflatable, airclad or wooden hut structures for use as bars, street food outlets, artist studios, small independent businesses, shops and markets. Many of these are concentrated within cities, for example on stalled brownfield sites, but also occur seasonally or during festivals and events creating an attraction in their own right. There are a number of areas within Glenrothes town centre that could benefit from temporary uses, particularly where these assist in proving there is market demand for particular uses, or to act as a temporary meanwhile use until a stalled site can be delivered for a permanent use.



Figure 41 - Example shipping container developments

When used effectively, the benefits of these are multiple:

- they are flexible and adaptable to multiple users and needs;
- they can assist in generating or proving demand and a market for uses;
- they can expand local capacity during peak or seasonal periods;
- they can activate unused space or stalled sites until permanent uses are found;
- they can generate footfall to support other businesses;
- they don't have a permanent impact.

The site at Albany Gate for example could benefit from temporary structures and uses to help stimulate the evening economy in that part of the town centre should demolition be forthcoming in the short term. Alternatively, creating dedicated spaces for temporary uses to set up at key entrances to the Kingdom Centre in car parks, particularly adjacent to the cinema, bowling alley and Rothes Halls, should also be considered making provision for pop up bars and eateries that could assist in proving a market for enhancement of the evening economy or for small independent businesses looking for flexible town centre space. This would help to support grassroots businesses to establish and grow in the town centre or help to create the right conditions for culture and creative activities to thrive that is currently lacking in the town.

Issues to address and opportunities

Architecture & Design

There is an inconsistent design language to the town centre that is negatively impacting on the perception and quality of the place. This is compounded by the lack of quality, interesting or inspiring architecture, a random use of building materials and significant variations in the heights of buildings. It was apparent during discussions with locals at the stakeholder workshops that this is affecting attitudes and decisions to visit or invest in the town centre and was also evident when the town centre was presented the unwanted carbuncle award in 2009.

Decisions with regards to the design, style or quality of new developments and associated signage and advertising on buildings should ensure that the highest standards are delivered. The lack of a precedent in any consistent style will likely be contributing to poor architectural standards. It is important to introduce and establish a more consistent design narrative for the town centre and the key development sites, supported by appropriate visual cues and good practice examples to assist the situation. Redevelopment of sites must begin to “throw down the gauntlet” and set a new standard and quality for future development to aspire to.

The town centre would benefit from introducing new “landmark” buildings that instil civic pride in the place. High quality architectural styles should be adopted making the most of their settings. Supplementing such buildings with existing or new public art installations and improved public realm and landscaping would significantly help to improve perceptions of Glenrothes, both locally and to visitors. A more robust application of the Six Qualities of Place as set out in Scottish Planning Policy and Making Fife's Places Supplementary Guidance will also assist in improving new development and changing the negative perceptions of the town centre.

Climate resilience should be a key consideration going forward where flooding and impacts from extreme weather should be mitigated. This could include provisions for roof top or hanging gardens and water butts.

An accessible and pedestrian friendly environment

The existing streets in the town centre, such as North Street, Kingdom Avenue, Rothesay Place and the service road (Falkland Place) behind Rothes Halls, are generally very wide. There is therefore an opportunity to create attractive avenues by redistributing the existing width to create wider pedestrian and cyclist areas, and further enhance these streets by introducing avenue tree planting in as many locations as possible to increase the sense of nature in the town centre as it is currently dominated by buildings and hard surfacing. Where there is existing vegetation, although well maintained, this can deter people from using spaces if they don't feel safe. Tree avenues can provide greenery but can be spaced appropriately so as not to become overwhelming and oppressive.

Where possible, and where this would provide benefits to pedestrian and cyclist movement within the town centre, we would propose that the existing roundabout junctions should be redesigned as signalised junctions. This will help prioritise active travel uses by reducing road



Figure 42 - Example temporary art in Aberdeen; example dancing fountain



Figure 43 - Service Yard Screen Fence and Flooding in Riverside Park (Feb 2020)



crossing widths, slow down traffic, strengthen connections between areas, as well as reducing the area given to vehicle usage in the town centre.

Where there are service yards which are openly visible from public areas there is an opportunity to better conceal these using attractive, contemporary screening which can positively contribute to the appearance of the street, as well as hiding the necessary service yard activity.

Public transport provision can be enhanced by opening up the currently under-utilised North Street pedestrianised area to traffic. This will allow for bus stops along North Street and improve public transport accessibility. There also needs to be resilience built in for greater levels of active travel (new / improved bus / cycle routes) and changing behaviours to reduce car dominance, including rationalising car parking and making the town's streetscape, for example along Leslie Road, to be less car dominant and more pedestrian friendly.

Signage, improved circulation and orientation

There are eight separate entrances into the shopping centre and although each is named, they can be difficult to distinguish between. A recladding / signage exercise to brighten and distinguish each entrance could be beneficial in creating more diversity in the spaces that people experience as they walk around the town centre. Opportunities to create more welcoming and obvious entrances to the shopping centre, particularly at Falkland Gate, Albany Gate, Carrick Gate and Postgate should be explored.

A consistent signage strategy across the town centre will help people orientate, particularly when they are not familiar with the town.

Incorporating information noticeboards as part of the signage strategy can also contribute to a sense of community in the town centre area. A community council or town centre group can take ownership of the noticeboards and regularly renew posters to advertise town centre events and create an up to date point of information which can help to reinforce that there is actually a high level of community activity in the town. Opportunities for a signposted town art trail and strategy could also be explored to maximise visitor experience and help guide any new artworks delivered in future to appropriate locations in the town centre.

The shopping centre management has indicated they would be willing to explore whether a route could be created through the centre in the evening, to run from Falkland Gate to the cinema area at Carrick Gate. The logistics of this should be explored as it would provide a direct link between north to south, avoiding the need to walk around the perimeter of the shopping centre when the shops are closed.

Where there are existing routes which people are reluctant to use due to poor lighting levels and lack of natural surveillance, we would propose these to be opened up by removal of vegetation if appropriate, addition of further lighting, and where possible the creation of natural surveillance through the introduction of outward facing units with windows which will improve the perception of safety. Footpath links should be as direct as possible and not be hidden behind vegetation. Going forward the Council may also wish to consider filling in the underpasses which are under-utilised, reducing any need for ongoing upkeep and maintenance, but also making better use of the space they take up whilst simultaneously improving or making better use of the “at grade” crossings in these locations.

Creating places to gather and for culture to thrive

Having a central outdoor space which the public can recognise as being usable for events, gatherings, or children playing, would be beneficial to the town centre area. The natural location for this appears to be Falkland Gate which has recently been refurbished but could go further to create enhanced space providing a high quality and flexible outdoor focal point for the town centre. Introducing more hard surfacing with high quality materials and utility connections could allow it to be utilised for flexible uses such as markets, concerts, seasonal events and a children's play area. It would also be an area to try and increase the evening economy offer in terms of pop-up cafes and restaurants on a temporary basis to test whether they would be viable. It would be enhanced by the provision of some active frontages on the south and western sides that would create an intimate and attractive space for people to meet and for pop-up events to take place within the town centre.

Efforts should also be made to connect the town centre towards Riverside Park, capitalising on the town park as an asset and making for a better visitor experience. Links to Riverside Park and to the new development at the Tullis Russell site and Fife's Pilgrim Way Route should be improved from the town centre. There is an opportunity to capitalise on the views over the park from the ridgeline, including an opportunity for a cafe or food and drink outlet to overlook the park, creating a new focal point.

Issues to address

Glenrothes town centre would benefit considerably from new leisure and food and drink outlets to enhance its evening function but it should also make the best of the assets it has at present. New uses should be encouraged to cluster as far as practical in order to consolidate evening activities around the existing facilities and areas of activity. The 'east end' of the town centre, around Albany Gate and the ten-pin bowling alley, but also along Church Street present opportunities for expansion of the evening economy. A lack of effective land or obvious development sites has and will continue to act as a barrier to enhancing the evening economy in the short term. The stalling of demolition at Albany Gate, combined with poor management of car parking in the town centre will also be off-putting to potential investors and this needs to be actively addressed going forward.

Refill, repurpose or redevelop vacant anchor stores

There are clearly opportunities created by the vacant former Co-op store at Marchmont Gate and in the former Dunnes department store where consideration should be given to introducing new complementary leisure or food and drinks uses helping to create an enhanced clustering of evening activities in the town centre. A good example of where this has recently been done is in Ocean Terminal in Leith where the former BHS unit has been refitted internally for use as an indoor skate park and roller rink. Other town centres have seen indoor mini-golf, escape rooms, trampoline parks, soft play, pop-up rave/live music venues and other indoor leisure-based activities introduced into vacant units. In most cases these are supplemented by bar and food and drink facilities and micro-businesses providing additional income and assisting in cash flow between uses.

The vacant anchor units in the Kingdom Centre would benefit considerably from the installation of additional windows and doors onto their external façades. If supported by an improved public realm, landscaping and improved lighting it would make them more appealing to a broader range of potential occupiers and likely stimulate demand for their re-use allowing for activity outwith the normal shopping centre opening times. Many of the existing facilities in the town centre would significantly benefit from external refurbishment, supplemented by public realm and lighting enhancements to make them more appealing and to improve the quality, sense of place and perception of safety for visitors. This is especially relevant to the cinema and bingo hall complex on Church Street and also the ten-pin bowling alley and Albany Gate area where improvements could be made to the entrances and blank facades of those facilities. The Rothes Halls would also benefit from an improved external entrance feature, supported by improved public realm. Any improvements that could be made to improving disabled access into the cinema including installing a lift should be explored to make this important facility available to all customers.

Encourage and Support Leisure Clusters

A more ambitious option to explore would be to incentivise existing facilities to relocate within the town centre area. For example the cinema and bingo hall facilities relocating to Albany Gate, to be close to the ten-pin bowling alley. Or adjacent to Rothes Halls, making the most of the features



Figure 44 - Re-purposed BHS unit in Ocean Terminal

of Marchmont Gate/Rothes Square and utilising this as an indoor late evening space. Or, to relocate the ten pin bowling alley to the vacant Dunnes or Co-op units so that there is consolidation of leisure activities. Whilst significantly challenging, such intervention in the long term would act as a positive catalyst, helping to develop synergies between these uses. Also generating a critical mass of function and footfall attracting more uses to open, allowing regeneration of the older sections of the centre and providing modernised premises for these important facilities.

Recent and successful 'new town' examples where evening economies have been delivered include Almondvale Avenue in Livingston, West Lothian and George Street in Corby, Northamptonshire. Leisure and food and drink uses in these town centres are clustered within short walking distance of one another, adjacent to public transport and taxi rank hubs. Other modern examples include the Omni Centre and Fountainpark Leisure Centre in Edinburgh where several evening economy uses are clustered together in atrium style buildings with mezzanines, lifts, escalators and public gathering spaces. This format could be applied within Glenrothes by better utilising the Kingdom Centre in evenings.

Support for smaller and independent businesses

One of the major successes of Glenrothes town centre to date has been the delivery of leisure facilities by independent and smaller businesses. In order to stimulate the evening economy there will be a need to capitalise on this trend, rather than relying solely on trying to bring in national operators, who at this current time are not short of offers for new opportunities across the UK. The current preferred model for many national restaurant operators is a drive-thru format. Sites 5, 7 and 8, could support such uses in principle. However, this would not address concerns around the car dominant nature of the town centre. To support a more diverse and resilient evening economy in the town centre, there will be a need to support new independent businesses to open. The Council should consider incentive options which could include providing a 'champion' for the town centre. Or support rent or rates relief for businesses, or support the sub-division of larger units to help de-risk an enterprise and/or allow multiple smaller businesses to share spaces. As identified in the Changing Nature Section temporary uses could also be utilised more to support small businesses/entrepreneurs. These would also assist in testing the market appetite for smaller food and drink businesses in Glenrothes. An events strategy would also help to stimulate the evening and day time economy building on previous experience in Glenrothes.



Figure 45 - Restaurant units in Livingston & cinema with restaurant in Corby

Improve lighting and perceptions of safety

Improved creative and colourful lighting that would assist in defining locations, entrance areas, wayfinding and to introduce an activity would be beneficial to the town centre and would improve perceived safety.



Figure 46 - Fountainpark Leisure Centre, Edinburgh



Figure 47 - Temporary cafes and restaurants utilising shipping containers



Figure 48 - Winter lighting and public art examples, London and Aberdeen

In order to focus our attention when examining ways to improve and develop Glenrothes we have formed a vision statement and objectives.

Vision

“By 2030 Central Glenrothes will be transforming into a more vibrant, sustainable and multi-functional hub of the community. It exemplifies the best of emerging 21st century town living and working as an attractive, low carbon place where people choose to live, work, invest and spend their leisure time.

Glenrothes town centre will represent the aspirations of its people and will make provision for the opportunities they seek. This includes an attractive built form, with new outdoor streets, places to meet and high-quality architecture. There is now a community of residents who both live and work in the town centre generating activity both day and night. Residents and new businesses benefit from their proximity to local services, supported by improved active travel and public transport options and a supply of low-cost energy from the district heating network. This has helped to create a more environmentally friendly and carbon neutral place.

The visitor offer has been enhanced, linking town centre to town park, capitalising on the views over the park and supplemented by a public art trail and a new outdoor town square where seasonal events and markets take place. Clusters of new food and drink, evening and leisure uses have developed around the Rothes Halls, the cinema and ten-pin bowling alley stimulating the night-time economy in the centre.”

Masterplan Objectives

AN INSPIRING PLACE

- A town centre public art strategy and trail will be developed
- An improved evening economy will be supported
- New and Improved cultural attractions will be provided
- New high-quality buildings and exciting architecture will be created
- A view over Riverside Park will be created
- Interventions will help to create the right conditions for grassroots culture, creativity and entrepreneurship to thrive

AN ENVIRONMENTALLY CONCIOUS PLACE

- New and improved public realm and green spaces that are well managed and overlooked for natural surveillance will be developed
- New and improved green links to Riverside Park and around the Kingdom Centre will be provided.
- Glenrothes will support the Scottish Government targets for emissions reductions of 75% by 2030 and moving to net-zero by 2045
- A strategy to utilise the district heating network and deliver energy efficiency in new and existing buildings will be prepared
- A strategy to reduce car dominance and improve opportunities for walking, cycling and public transport will be delivered

AN ENTERPRISING PLACE

- Support a broader mix of complementary uses
- Create new multi-functional streets and spaces
- Provide modern flexible and affordable retail, commercial and residential units
- Create more and varied jobs locally
- Support a pipeline of public and private inward investment over the next 20 years

Transport Strategy Objectives

AN ACCESSIBLE, WELL-CONNECTED AND HEALTHY PLACE

- Provide ‘working from home hubs’
- Recognise change is needed and be innovative and ambitious – set targets
- Consider resilience to future changes in how we may live, work and play
- Reduce the need to travel by providing a broad mix of land uses such as residential and evening activities
- Embed ‘ethos’ of sustainable approach from the outset
- Provide Gateway features on key approaches
- Build on recent improvements to walk / cycle network and enhance connections and wayfinding to key town centre locations
- Make most of Riverside Park and enhance accessibility for those with mobility concerns
- Public realm which supports and encourages healthy active lifestyles
- Provide sufficient quantity, quality and mix of cycle parking types
- Work with others to enhance the safety of public spaces
- Encourage active travel for trips less than 5km
- Improve the public realm and amenity of Glenrothes Bus Station
- Increase Park & Walk/ Ride opportunities for bus and rail travel
- Open up North Street for bus access
- Work with others to ensure public transport timetabling and service quality meets the needs of all
- Supporting Net Zero
- Increased provision of delivery / collection hubs
- Increase electric vehicle charging spaces
- Future proof for mobility as a service

Overall Vision



Figure 49 - Overall masterplan vision

Proposed Phasing

Phase 1 – 2020-2025

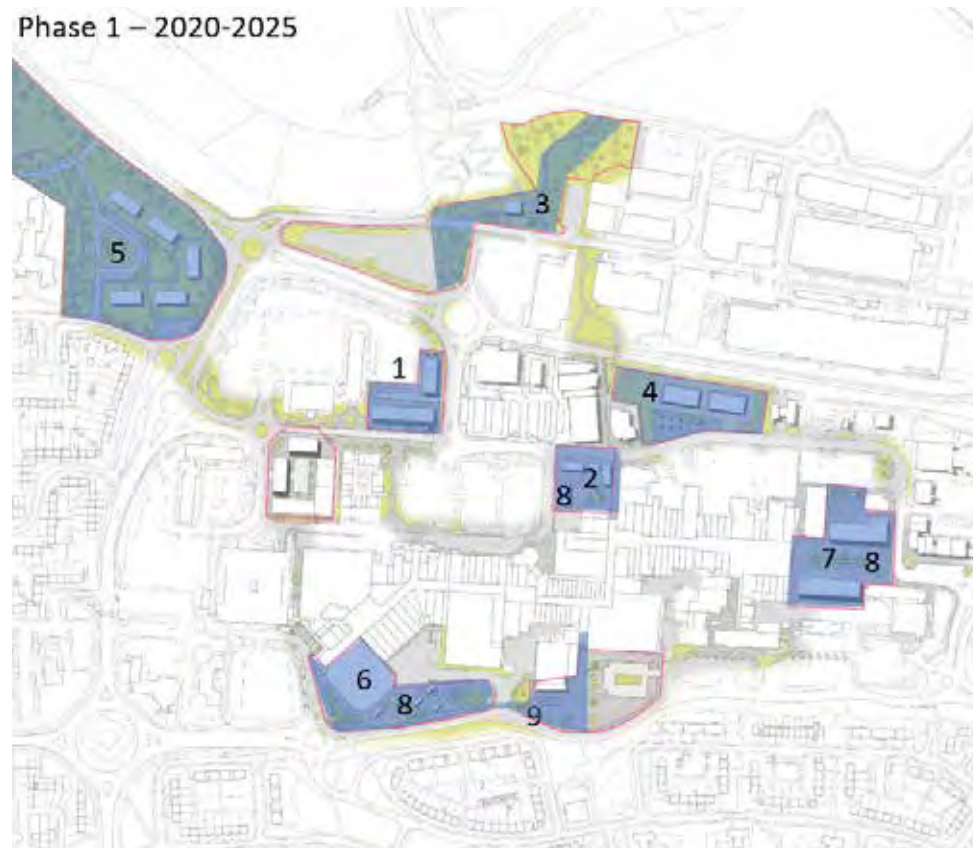
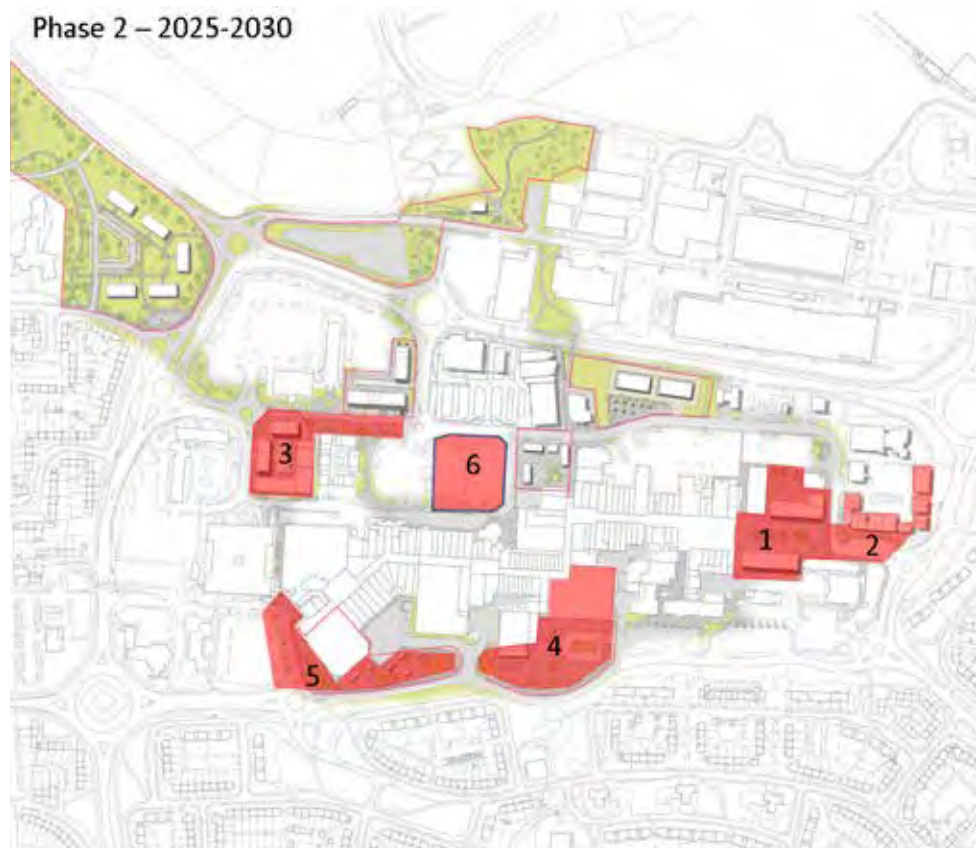
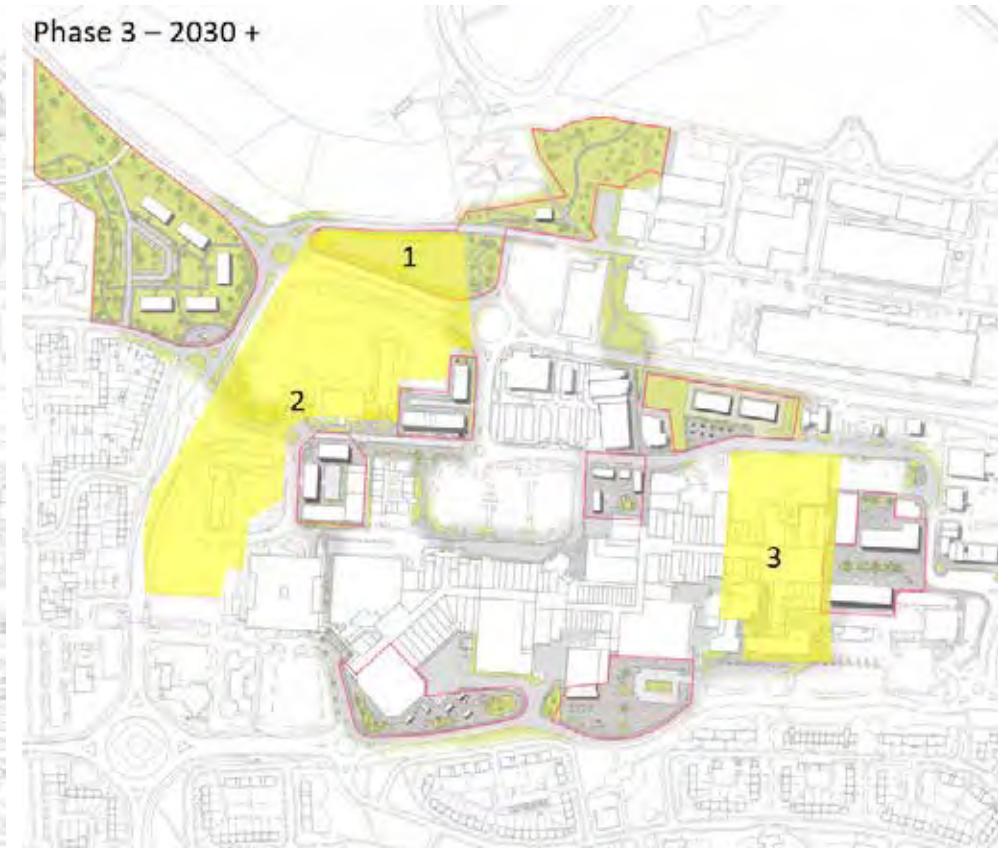


Figure 50 - Proposed phasing diagrams

Phase 2 – 2025-2030



Phase 3 – 2030 +



2020 - 2025

1. Demolish and redevelop Kingdom House – Mixed uses
2. Deliver town square and re-cladding at Falkland Gate
3. Deliver links to “View over the park” and Tullis Russell site
4. Develop drive-thru units
5. Redevelop former police station site
6. Re-purpose unit at Marchmont Gate
7. Demolish Albany Gate buildings, lay out new public realm
8. Potential for pop-up temporary uses
9. Church Street pedestrian / cycle improvements

2025 - 2030

1. Redevelop Albany Gate – Mixed Uses
2. Modernisation of existing parade of shops at Central Ave/North Street
3. Redevelop parade of shops on North Street, potential to open up for bus access
4. Regenerate Dunnes unit/ Kino cinema area
5. Deliver improvements at Marchmont Gate – potential new restaurants and public realm upgrades
6. Potential for new retail units – Falkland Place/North Street (*SEE PAGE 32*)

2030 onwards

1. Redevelopment of Fullerton Road Carpark
2. Modernise/ redevelopment of Fife House Estate & Rothesay House
3. Modernise /redevelop Lyon Square, Post Gate and bus station
4. Full implementation of parking strategy, transport objectives and interventions

Proposed Transport & Movement Improvements - *please refer to Appendix 4 for possible concepts*

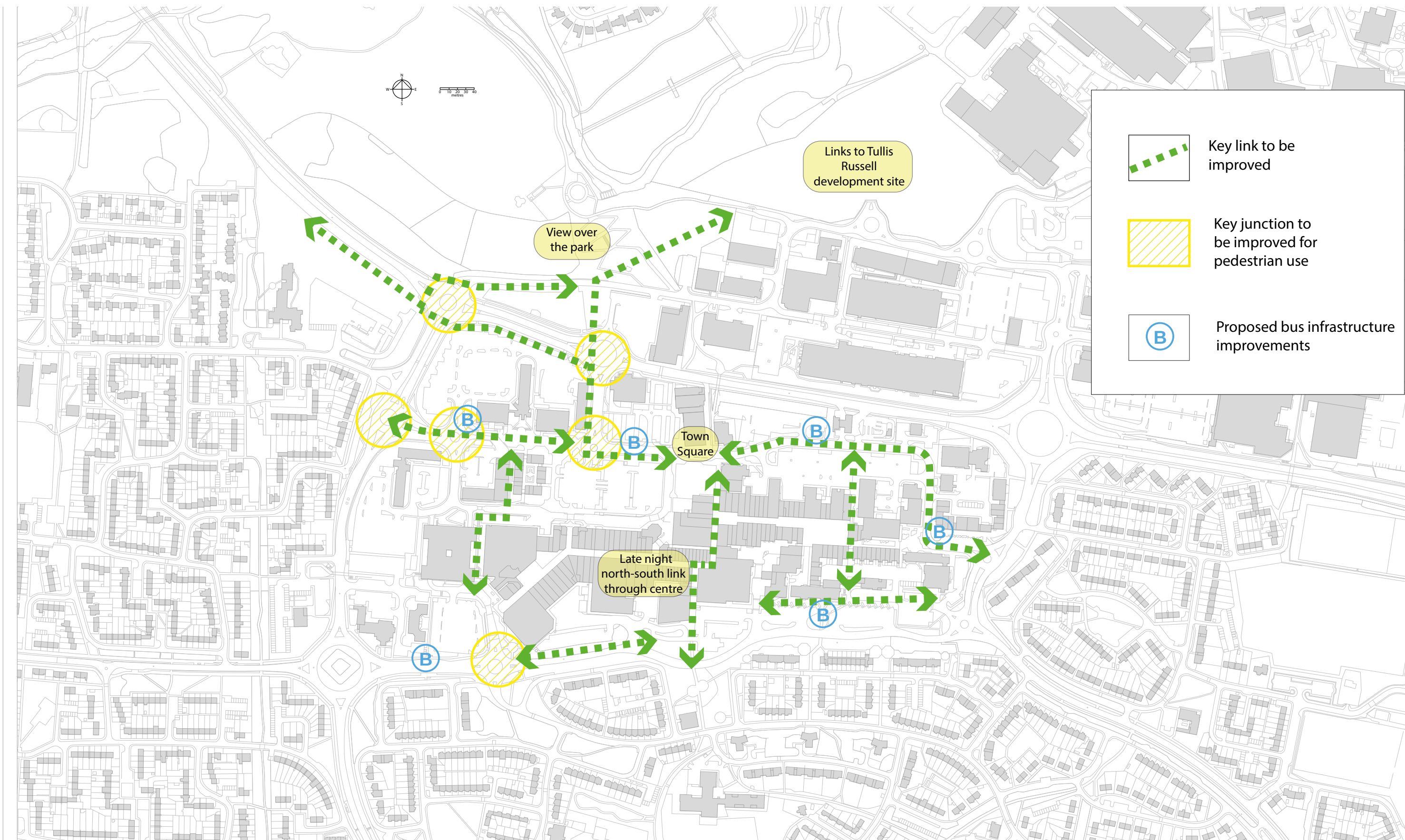


Figure 51 - Plan of potential improvements to transport and movement networks in the town centre

Transport Strategy Proposed Interventions and Phasing

Action	2020-2025	2025-2030	2030-onwards
Undertake a Transport Assessment to assess the impacts, with a particular focus on traffic flow and junction capacity.			
Undertake parking surveys.			
Working from home hubs			
Mixed land use planning to reduce the need to travel out-with Glenrothes			
Increased EV charging provision			
Resilience planning to electricity generation for EVs			
Sustainable ethos embedding through planning, construction and operation			
Future proof for Mobility as a Service			
Behaviour change campaigns			
Signalising key junctions in the town centre			
Reduce the speed limit of Leslie Road			
Wayfinding improvements			
Asses the suitability of existing town centre routes for Equalities Act compliance			
Work with others to reduce anti-social behaviour			
Seek consistency in key active travel infrastructure across Opportunity Sites			
Engage with Sustrans to ascertain potential funding sources for walk / cycle improvements			
Park & Ride strategy for Markinch Railway Station and Glenrothes Bus Station			
Open up North Street for bus access including consideration to traffic impacts, rat-running, wayfinding and bus service routing			
Improve appearance of existing MSCP			
Work with KSC to change opening times of MSCP to support evening activities			
Increase number of Parent & Child spaces in the town centre			
Establish Parking Group			
Make better use of underutilised spaces in evenings and weekends			
Rationalise existing at grade car parking into multi-storey format in proximity to Glenrothes Bus Station			
Monitor potential overspill parking into residential areas			
Remove instances of overspill parking into residential areas			



The “West End” and Fife Council Estate Modernisation and Rationalisation Opportunities

The Fife Council estate going forward will continue to age and the buildings and car parking provisions at present make inefficient use of the land available. There would be merit in the Council planning for the next 20+ years a phased redevelopment strategy for its landholding within this section of the town centre to optimise its estate. Any redevelopment should seek to make better use of the available land, maximise use of the district heat network and improve the overall functionality and sense of place in this part of the town centre more generally. Any consideration to ongoing rationalisation and efficiency savings should consider the co-location of various public services in order to maximise use of the buildings. They should also be of a quality design standard with supporting public realm improvements and seek to create active street frontages and mixed ground floor uses to generate activity throughout the day and evening. A number of authorities in Scotland and the UK have been consolidating their functions across the public sector into modern, flexible and efficient buildings offering a range of services to the local community. The most ambitious of these has been The Civic Centre in West Lothian, located in parkland on the edge of the town centre in Livingston. This amalgamates the Council Headquarters with other organisations serving the area including:

- Police Scotland;
- Sheriff Court and Justice of the Peace Court;
- Crown Office and Procurator Fiscal Service;
- Scottish Children’s Reporter Administration;
- Scottish Fire and Rescue Service; and
- the Health and Social Care Partnership.

In North Lanarkshire the Council has partnered with the NHS to provide GP and medical services alongside first stop shop Council functions



Figure 52 - West Lothian Civic Centre, Livingston

within new buildings on the High Streets in Coatbridge and Airdrie and on the edge of the town centre in Wishaw. These new buildings sometimes contain other uses at the ground floor level including shops, cafés and libraries helping to create active frontages to the streets. The development of these new facilities was supported by improved public realm.

Within Corby, a former new town in Northamptonshire, considerable public and private sector partnership intervention has delivered substantial improvements to the town centre, including the new Corby Cube building



Figure 53 - Multi-functional public hubs in town centres - Airdrie & Coatbridge

which houses the main council chamber for Corby Borough Council, the local Registry Office, a public library, a 450-seat theatre and a 100-seat studio theatre. Substantial improvements were also made to the public realm around the building including new paving and public art.

Sites 1, 2, 3 and 4 are considered collectively, as a cluster in the ‘West End’ area of the town centre due to their close proximity. Redevelopment on these sites could cumulatively deliver strategic changes to the town centre built environment and could be delivered over a phased period. Development in this area would be supplemented by any ongoing rationalisation and modernisation that takes place to the Fife Council estate.



Figure 54 - Corby Cube – multi-functional public sector hub

The area has the potential to act as a transitional area of mixed uses, connecting the South Parks residential neighbourhood in the west to the consolidating retail and commercial heart of the town centre. There is also considerable potential to improve linkages and access to Riverside Park and to enhance public realm and green spaces within this area as part of a structured and programmed redevelopment. A key feature that should be retained in this area is the avenue of trees along the dualled section of Leslie Road which is a pleasant and distinguishing feature.

The mix of uses in this area would be well suited to a combination of office and residential uses. To provide for a sustainable and adaptable built environment, these should be supplemented by introducing flexible ground floor commercial space or public service uses providing active frontages at key points along the primary thoroughfares and key entrances into the town centre. The Fife Council headquarters sitting at the heart of a regenerated new town centre neighbourhood supported by other complementary uses. This will help to create a more multi-functional, welcoming, safe and resilient place than at present.

This location would be well suited for medium to high densities of development where there is a precedent established by current building heights of between two and up to seven storeys. There is also an existing pattern of outdoor streets and spaces that allows the potential to create a cohesive and well-structured long-term new development area. In order to create a cohesive built form, we would recommend building heights on average of between 3-5 storeys lowering in height towards South Parks. There could be opportunities for taller buildings to deliver new landmarks on key corners and entrance points into the town centre.

Opportunities to reduce the impacts of the current road network including for example reducing dual carriageways to single carriageways, replacing roundabouts with signalised junctions and improving active travel routes should be fully explored. Furthermore, enhancements to cycle storage, electric vehicle provisions and public transport penetration in and around North Street and Leslie Road should be fully considered to help offset and mitigate any loss of car parking. The design team believes there would be merit in re-opening the under-utilised pedestrianised section of North Street to allow for improved bus access and flow of connections. This should be done in a way that would maximise pedestrian movements whilst allowing controlled movement of vehicles.

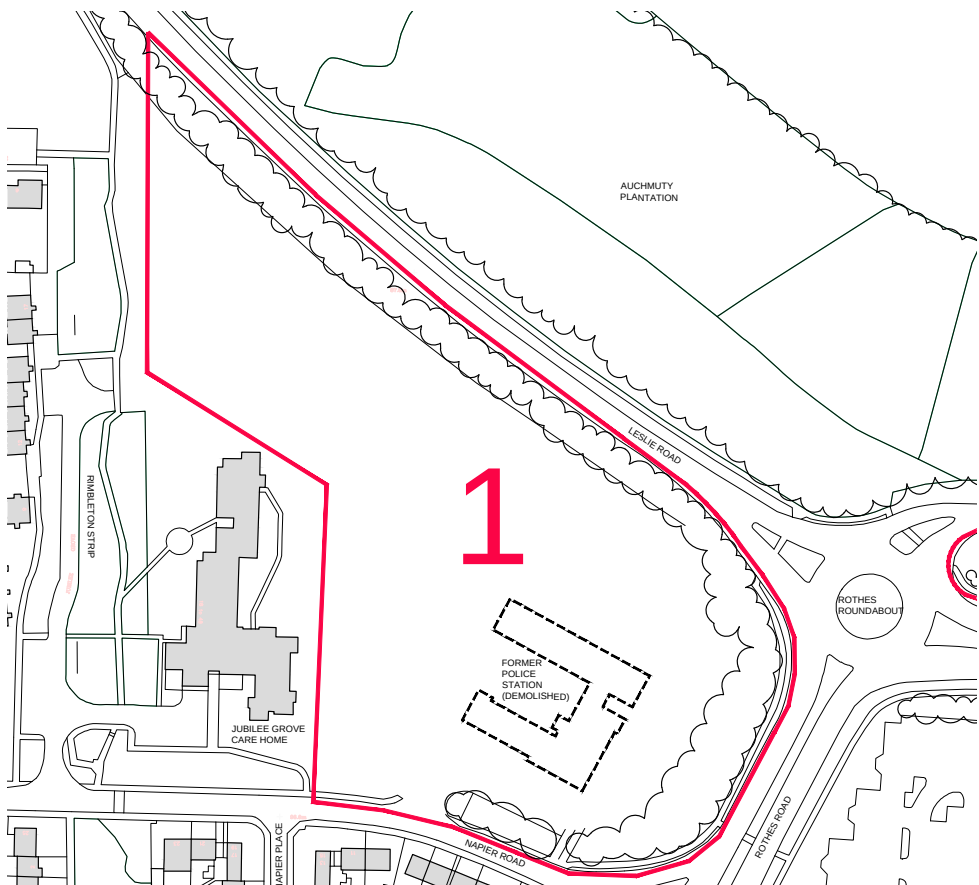
A consistent and simple but quality palette of building materials should be utilised, and every effort should be made to maximise architectural quality within this area, supplemented by existing and potential new art installations and amenity landscaped areas. The quality of place might be enhanced by utilising design codes and identifying a series of modest-scaled development plots that could be marketed to a variety of potential developers, both large and small. Given the Council has landownership control in this area, consideration could be given to holding a design competition for the redevelopment of future opportunity sites to set a quality standard in new architecture for the town centre. Each development could be required to contribute to improvements to the strategic public realm along the key thoroughfares. Opportunities to connect to the district heat network within this area should also be fully explored.

Site 1
Former Police Station, Napier Road

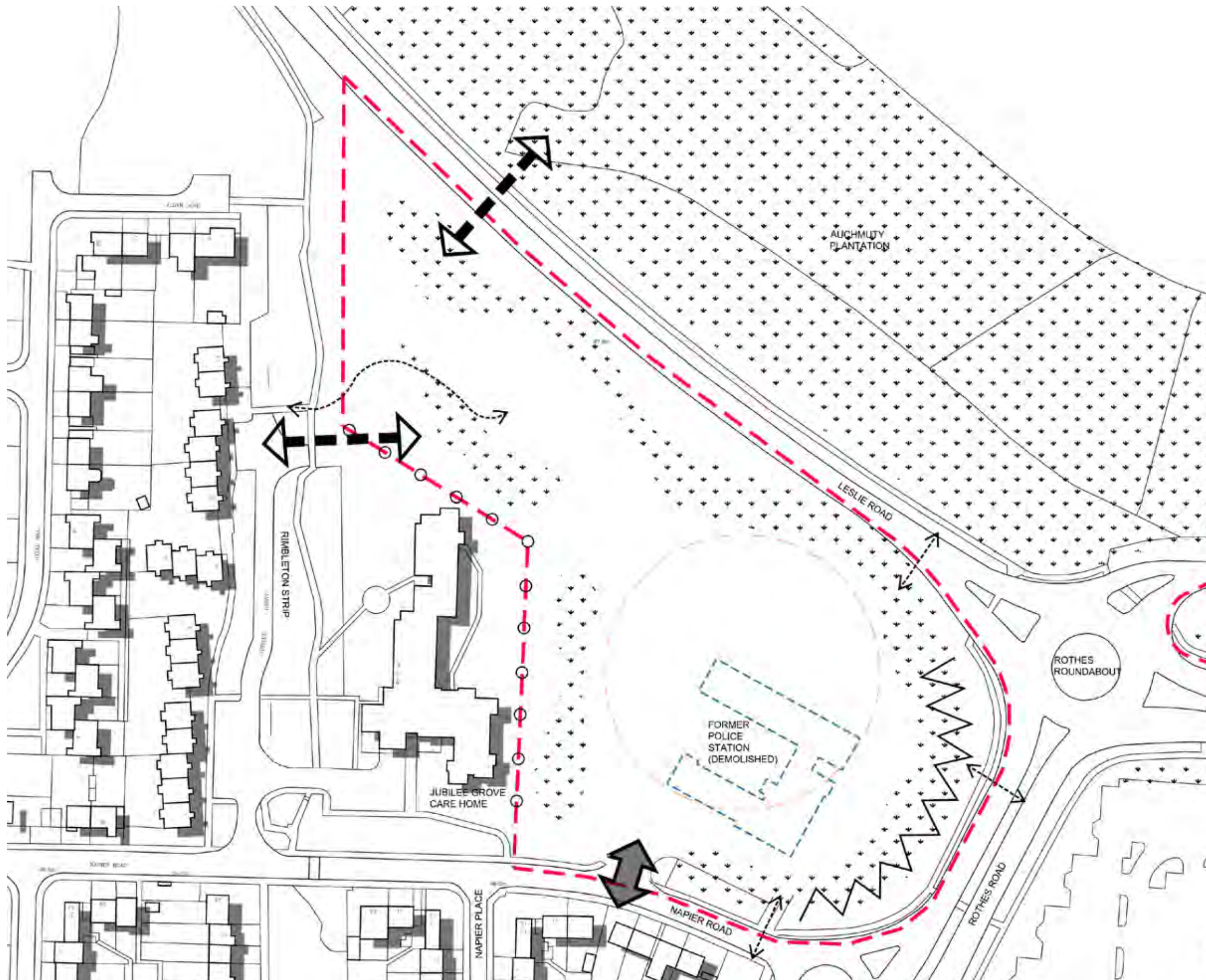
Description

- Prominent site on edge of town centre
- Adjacent to Riverside Park
- Jubilee Grove Care Home adjacent to boundary
- Site allocated for development
- Surrounding properties are terraced and semi detached houses and flats
- Site is allocated in the FIFEplan LDP 2016 (Ref: GLE015) for potential residential and/or Use Class 4 office/business uses

The site could accommodate residential uses, potentially with smaller elements of mixed-use business space. The site could help facilitate better access to Riverside Park from the town centre. The site is currently under consideration for development.



Plot Area	2287m2 (0.57 acres)
Character Area	Edge of town centre
Existing Features	Site of demolished Police Station. Many existing trees in an avenue formation within park edge setting.
Future public route through the site	Yes
Existing trees on/ adjacent to the site	Yes
Maximum building height	2 to 4 storeys rising at corners to create landmark
Land Ownership	Fife Council (In process of being sold)
Anticipated Date for Development	Short Term (2020-2025)



- 
Site Boundary
 The site boundary links residential areas to the west and south. It also connects these areas to the town centre to the east.
- 
Existing vegetation
 An extensive landscape proposal should be developed to create clear links and screen private gardens from the main roads.
- 
Potential new vehicle access routes
 New access routes can be proposed to avoid congestion and pressure on a single access.
- 
Existing vehicle access routes
 The existing access route can be retained off the minor road.
- 
Potential pedestrian access routes
 New access routes should be proposed to create fluid connections between residential areas and the town centre.
- 
Existing tree line
 The existing tree line should be retained and additional planting can be proposed to create a soft border to the boundaries.
- 
Building demolished
 The existing building has already been demolished.
- 
Building to be demolished
 No buildings are to be demolished on this site.
- Potential public spaces**
 The introduction of public spaces will allow a greater flow of spaces.



Illustrative concept of proposal

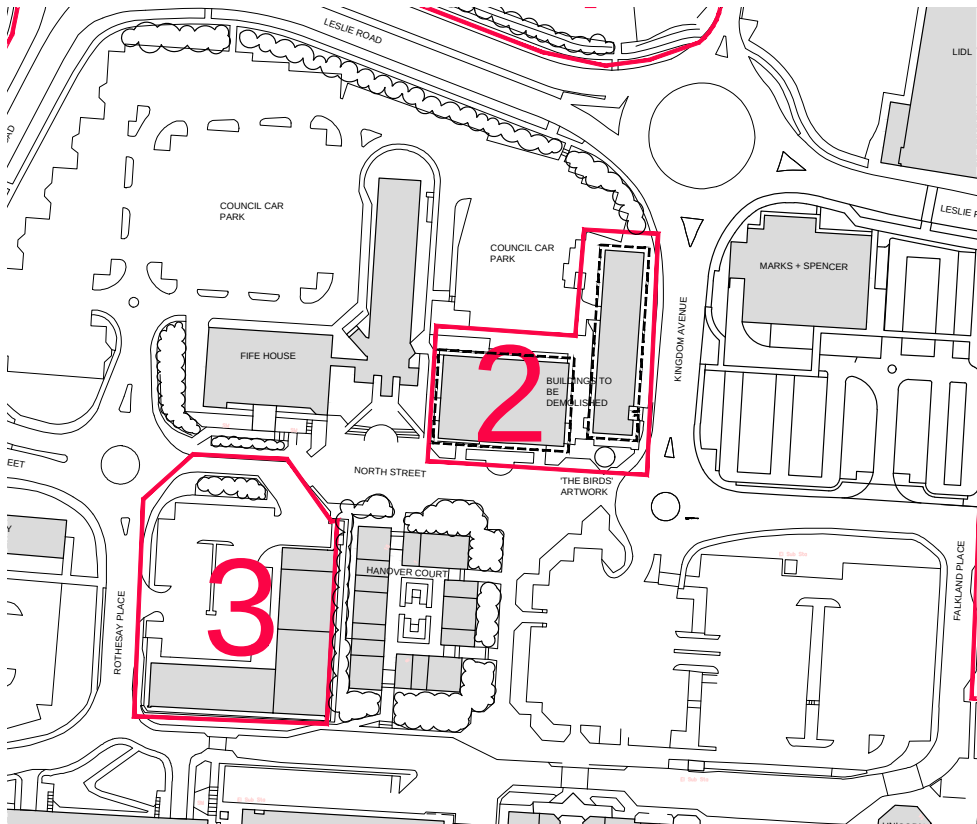
Development should	Be consistent with the West End narrative on page 40 of this document.
	Retain the natural landscape and tree boundary around the site while taking advantage of prominence with a landmark focal point to the corners of the site facing the roundabouts.
	Integrate an obvious route to Riverside Park through the site and to the town centre.
	Potential to incorporate active frontages and small business units at ground floor fronting Napier Road (not retail).
	Include parking for residents to the rear of the buildings.
	Allow a setback to Jubilee Grove Care Home.
Market Potential	Potential to create vehicular links to Jubilee Grove and potentially Leslie Road if desirable.
	Fife Council have marketed the site and have a preferred bidder.
	The preferred use would be for medium density residential consistent with the LDP allocation. The site could also potentially support some small scale office/business uses.

Site 2
Kingdom House & Data Centre

Description

- Prominent site at the entrance to the town centre
- Access and servicing to be determined
- Integration into existing built fabric required
- Level site (previously office) with minimal vegetation to boundary
- The site is not currently allocated in the FIFEplan LDP but is in the “Wider Town Centre” identified in the town centre strategy in the plan which could accomodate a broad range of potential uses.

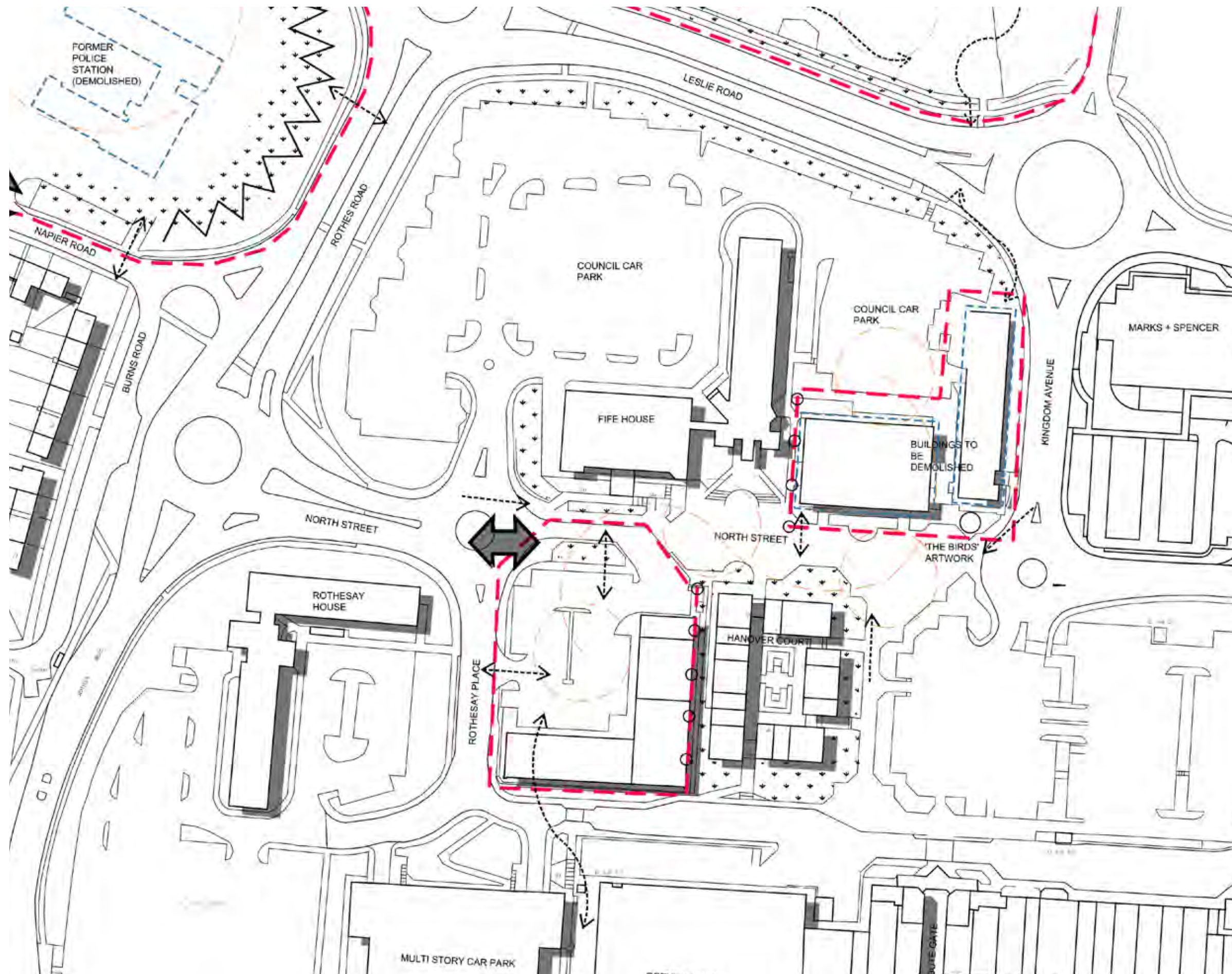
The site can accommodate a mix of residential units with commercial uses at ground floor, or a replacement public sector building. Minimal space for parking available.



Fife Council Site Development Brief



Plot Area	3219m2 (0.80 acres)
Character Area	Town Centre site, high density, adjacent to office, residential and retail uses
Existing Features	L-shaped site with current pedestrian access along one edge, parking for Kingdom House, road fronting the remaining side. Existing public art (The Birds) at the site corner.
Future public route through the site	Yes, to edge
Existing trees on/ adjacent to the site	Minimal planting
Maximum building height	5-6 storeys rising at corner of Kingdom Avenue.
Land Ownership	Fife Council
Anticipated Date for Development	Short Term (2020-2025)



- - - Site Boundary
The site boundary links the green areas to the north and the town centre to the south. This included promoting the proposed developments integration of the street level.
- Existing vegetation
Existing vegetation creates hard borders which would be beneficial to remove or lighten to allow better flow through site.
- Potential new vehicle access routes
No new access route to be provided and the promotion of greater footpaths and public spaces to be provided.
- Existing vehicle access routes
No existing access routes are included in this site.
- Potential pedestrian access routes
New access routes should be proposed to create fluid connections between residential areas and the town centre.
- Existing tree line
The existing tree line should be retained and additional planting can be proposed to create a soft border to the boundaries.
- Building demolished
No buildings have been demolished on this site.
- Building to be demolished
Proposed buildings to be demolished to incentivise a more open design principle.
- Potential public spaces
The introduction of public spaces will allow a greater flow of spaces.



Illustrative concept of proposal

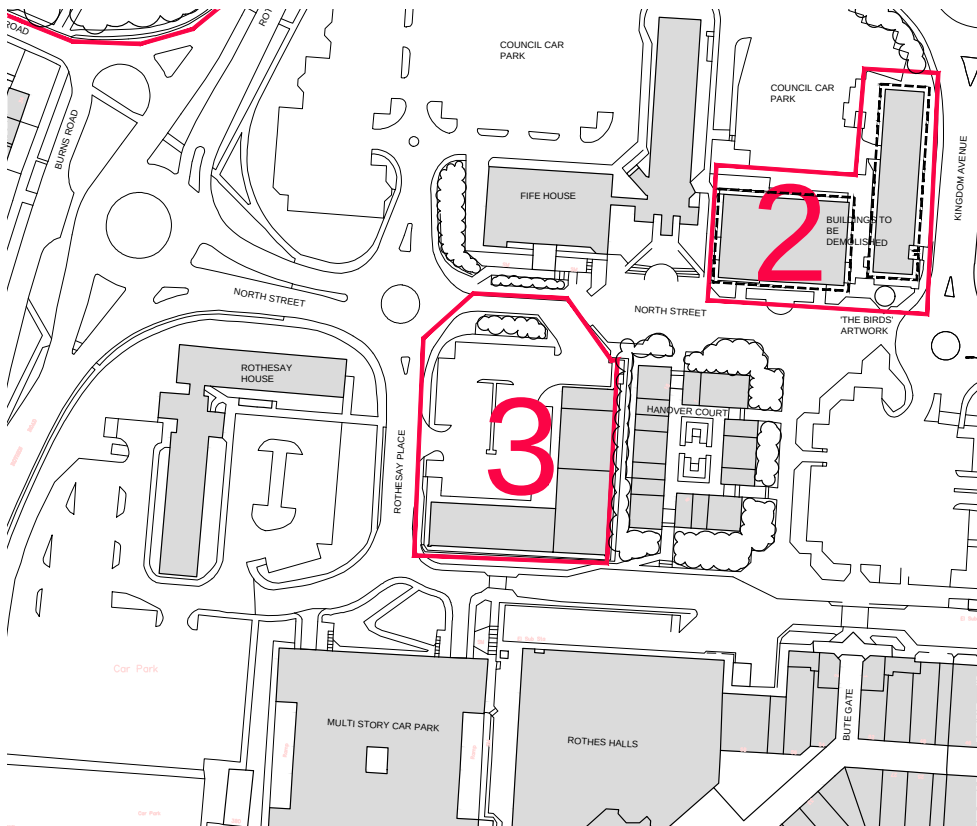
Development should	Be consistent with the West End narrative on page 40 of this document.
	Deliver frontages to both Kingdom Avenue and North Street, supporting mixed and flexible ground floor commercial uses.
	Optimise the site's corner setting and prominence to create a new landmark building.
	Be mindful of potential conflict to uses overlooking the car park to the rear.
	Careful consideration should be taken to provide access to the rear of the building from either Kingdom Avenue or North Street.
	The design should make a bold, high quality, architectural statement but be sensitive to the existing public art sculpture.
Market Potential	Residential uses (both market and affordable) could be considered for upper levels so long as this supported ground floor commercial units.
	An active south facing cafe with external seating would be suitable.
	Small business units, health care facilities or new public sector offices would also be suitable.
	Proportionate contribution to road/public realm improvements.
	A more detailed market assessment is available at Appendix 1.

Site 3
Retail Units, Rothesay Place

Description

- Prominent site requires building frontages to main roads
- Access and servicing likely from Falkland Place but is dependent on likelihood of re-opening this section of North Street to buses.
- Integration into existing built fabric
- Level site with previous retail use
- This site is identified as a development opportunity in the FIFEplan LDP (RefGLE034) and along with adjacent Hanover Court is supported for mixed uses within the “Wider Town Centre” area.

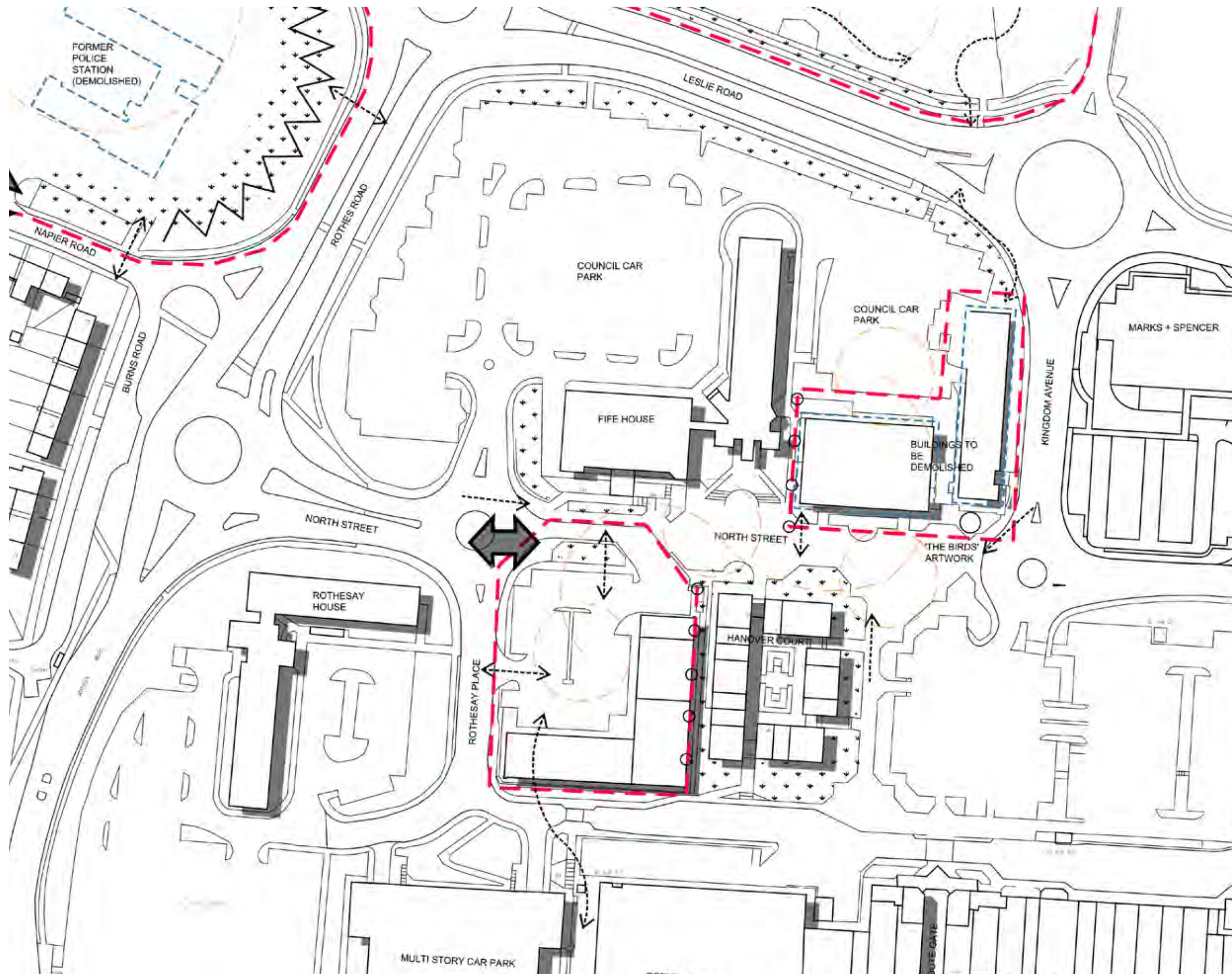
The site could accommodate small (Class 1) retail units, Class 2 uses or smaller (Class 3) food units on the ground floor with potential for residential or other uses above. Minimal parking needed. The site may need to be subject of a CPO or CSO.

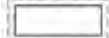


Fife Council Site Development Brief



Plot Area	4643m2 (1.15acres)
Character Area	Town centre site, adjacent to residential development
Existing Features	Existing retail parade that is largely vacant and with car parking. Turns its back on the adjacent residential site at Hanover Court. Retail format is wrong for the location.
Future public route through the site	Yes
Existing trees on/ adjacent to the site	No
Maximum building height	2 to 5 storeys rising at corner of Rothesay Place
Land Ownership	Private
Anticipated Date for Development	Medium Term (2025 onwards)



- 
Site Boundary
 The site boundary links the green areas to the north and the town centre to the south. This included promoting the proposed developments integration of the street level.
- 
Existing vegetation
 Existing vegetation creates hard borders which would be beneficial to remove or lighten to allow better flow through site.
- 
Potential new vehicle access routes
 No new access route to be provided and the promotion of greater footpaths and public spaces to be provided.
- 
Existing vehicle access routes
- 
Potential pedestrian access routes
 New access routes should be proposed to create fluid connections between residential areas and the town centre.
- 
Existing tree line
 The existing tree line should be retained and additional planting can be proposed to create a soft border to the boundaries.
- 
Building demolished
 No buildings have been demolished on this site.
- 
Building to be demolished
 Proposed buildings to be demolished to incentivise a more open design principle.
- Potential public spaces**
 The introduction of public spaces will allow a greater flow of spaces.



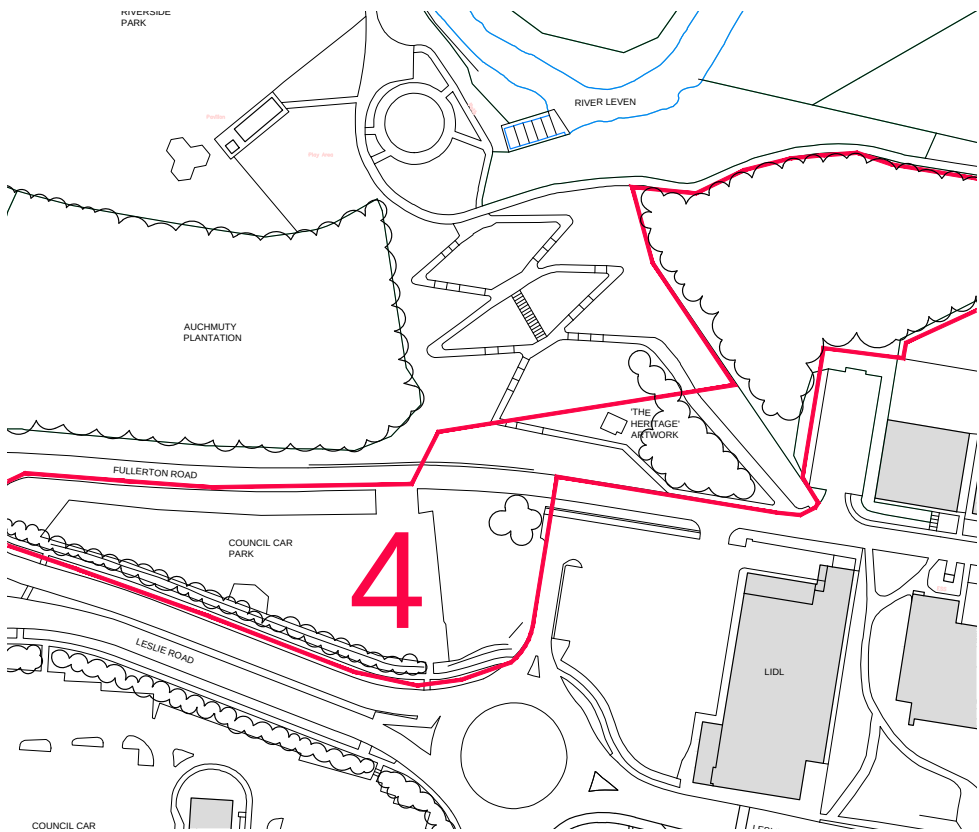
Illustrative concept of proposal

Development should	Be consistent with the West End narrative on page 40 of this document.
	Address the existing roads and buildings nearby with ground floor mixed uses.
	Incorporate a green pedestrian/cycle link through the site to allow north/south movement (see concept at Appendix 4).
	Incorporate public art feature fronting onto the roundabout corner.
	Not create adverse amenity or daylighting problems for Hanover Court.
	Incorporate trees or green open space within parking or at boundary with Hanover Court.
	Explore options to re-purpose and fill the existing parade of units which are largey vacant, should these be retained.
Market Potential	Residential (private and affordable) above Class 2 development (1000- 2000sqft), or Class 3 (cafes/restaurants) turned to form an edge to the streets compared to current development.
	The site may have better prospects for redevelopment if linked with wider redevelopment longer term at Rothesay House.
	A more detailed market assessment is available at Appendix 1.

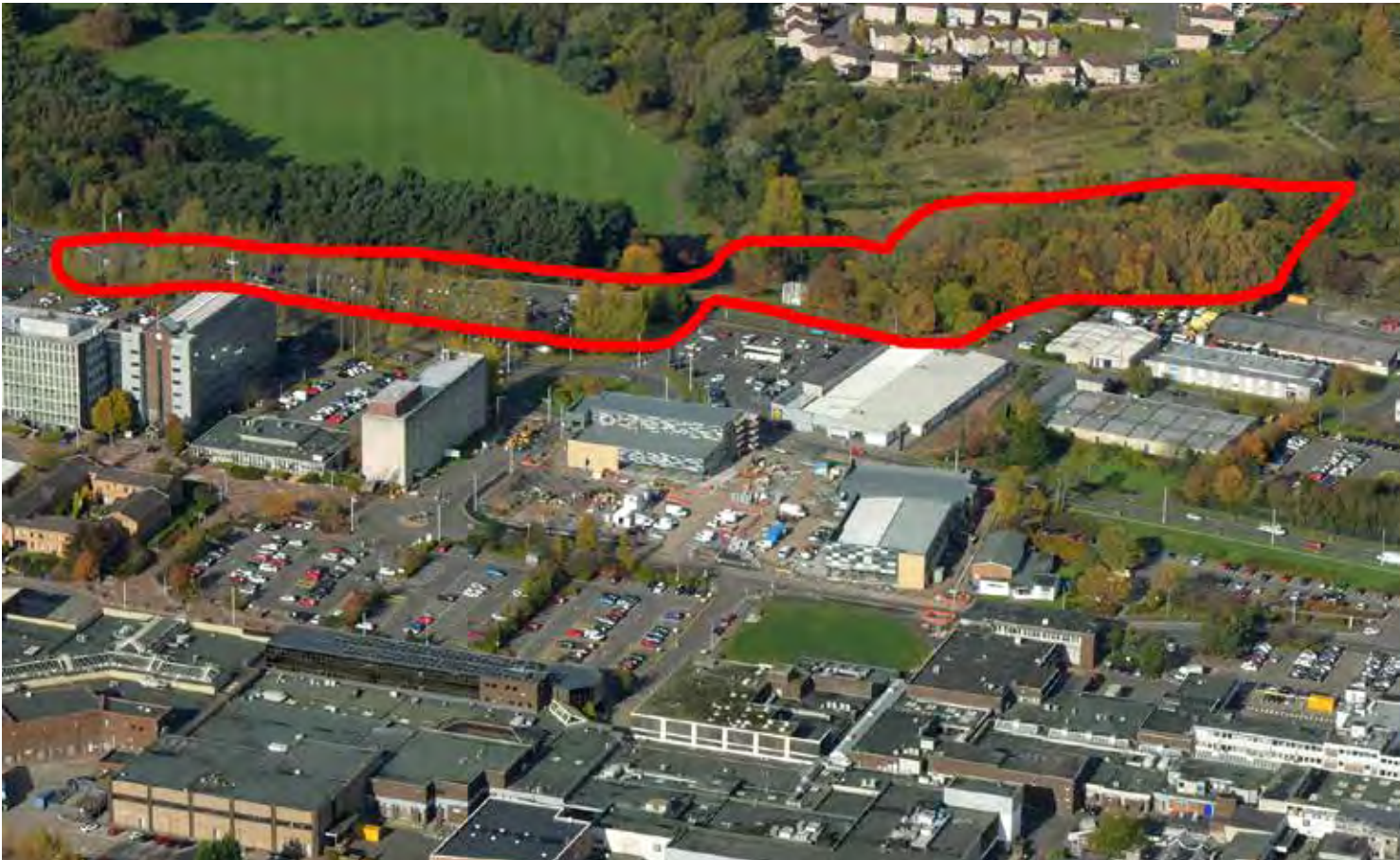
Site 4
Fullerton Road entrance to Riverside Park

Description

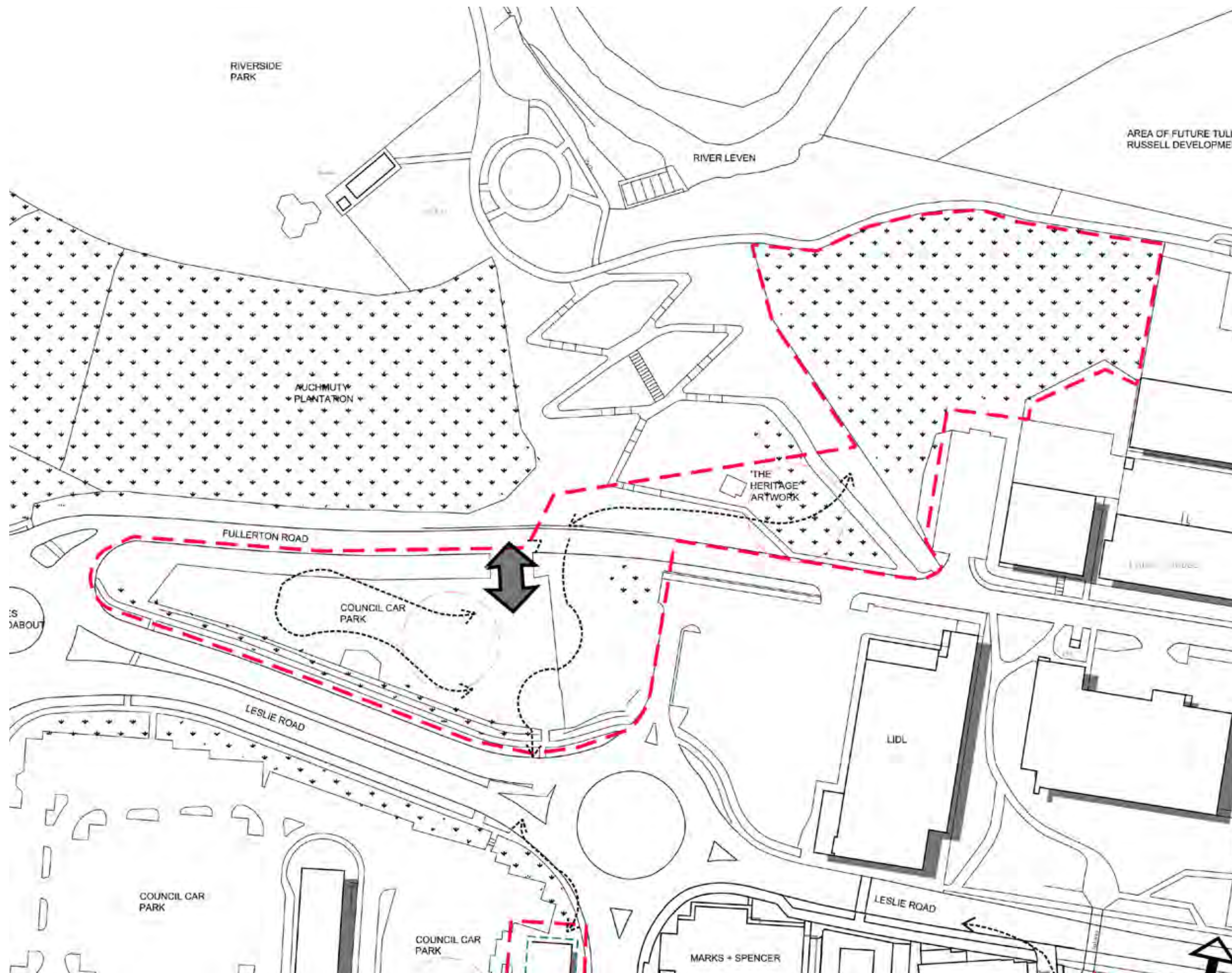
- Open parkland with expansive views
- Disconnected from direct access from the town centre
- Opportunity for viewing point
- Potential links to new residential development to the north east.
- This site is not current allocated for development in the FIFEplan LDP 2016 but sits partially within the “Wider Town Centre” area of the town centre strategy and also has an allocated core path and green space network on the Riverside Park northern side.

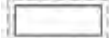


Fife Council Site Development Brief



Plot Area	15796m2 (3.9acres)
Character Area	Edge of town centre and park entrance
Existing Features	The site is visible from Fullerton Road, and currently feels cut off from the town centre to pedestrians. Artwork 'Heritage'.
Future public route through the site	Yes
Existing tress on/ adjacent to the site	Yes
Maximum building height	1 storey
Land Ownership	Fife Council (Woodland Trust)
Anticipated Date for Development	Links to park -Short Term (2020 onwards) Redevelop car park - Medium Term (2025 onwards)



- 
Site Boundary
 The site boundary links the green areas to the north and the town centre to the south.
- 
Existing vegetation
 Existing vegetation should be landscaped to create a more fluid and user friendly design.
- 
Potential new vehicle access routes
 No new access route to be provided and the promotion of greater footpaths and public spaces to be provided.
- 
Existing vehicle access routes
- 
Potential pedestrian access routes
 New access routes should be proposed to create fluid connections to the town centre.
- 
Existing tree line
 The existing tree line should be retained and additional planting can be proposed to create a soft border to the boundaries.
- 
Building demolished
 No buildings have been demolished on this site.
- 
Building to be demolished
- Potential public spaces**
 The introduction of public spaces will allow a greater flow of spaces.



Indicative concept sketch of proposal

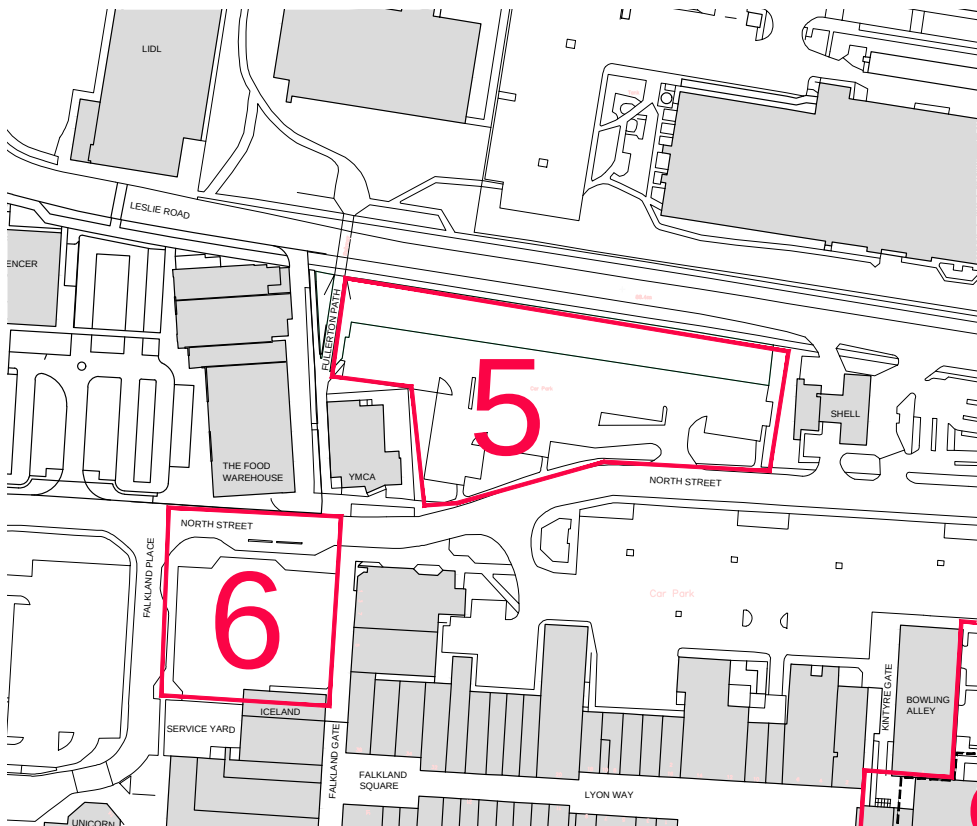
Development should	Create a quality visitor focal point, encouraging use of the park by those within the town centre as well as the nearby new residential development on the Tullis Russell site and northern neighbourhoods.
	Incorporate a viewing platform or area to capitalise on views into Riverside Park.
	Explore the opportunity for a food and drink outlet overlooking the park. This should be of a high quality design sensitive to the parkland setting. Modular formats could be considered.
	Improve connectivity to and through the site including access to the site from the town centre and the Fife Pilgrim Way route.
Market Potential	Open up some of the wooded area to the east with walkways through the trees.
	Creation of viewing platform/cafe nearby the existing public art sculpture - Short Term (2020 - 2025)
	The Fife Council overspill carpark on Flemington Road may provide a future development opportunity - Long Term (2030+)
	A more detailed market assessment is available at Appendix 1.

Site 5
Carpark to the rear of YMCA

Description

- Easy access to the site from North Street
- Prominent as can be seen from Leslie Road through trees
- Pedestrian access required
- Parking required

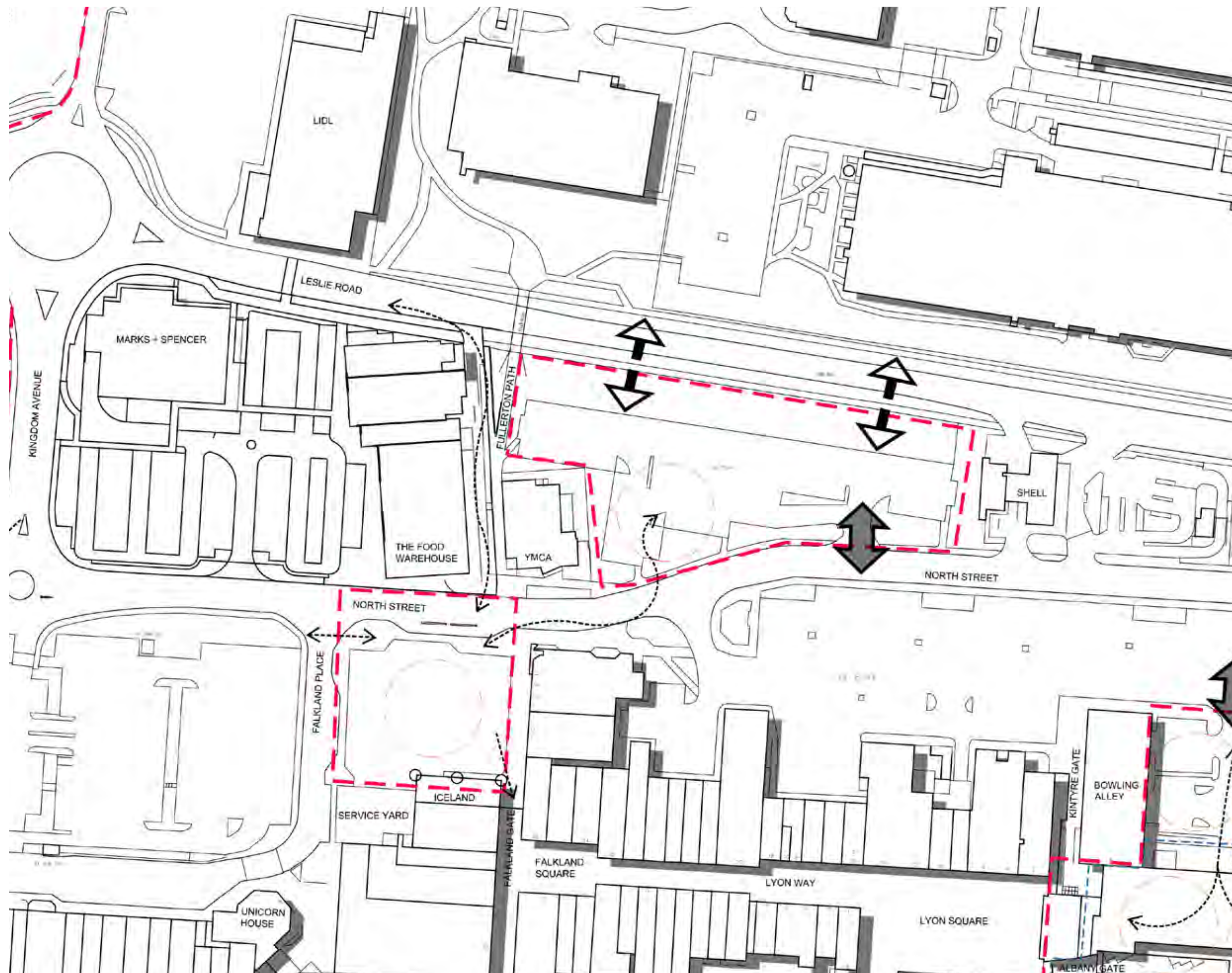
The site has planning permission for two restaurant units with drive-thru facilities.
The site is identified within a larger a development opportunity in the FIFEplan LDP 2016 (Ref:GLE029) and falls within the town centre “Core” area in the town centre strategy of the plan supporting mainly use classes 1,2,3 and 11.

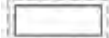


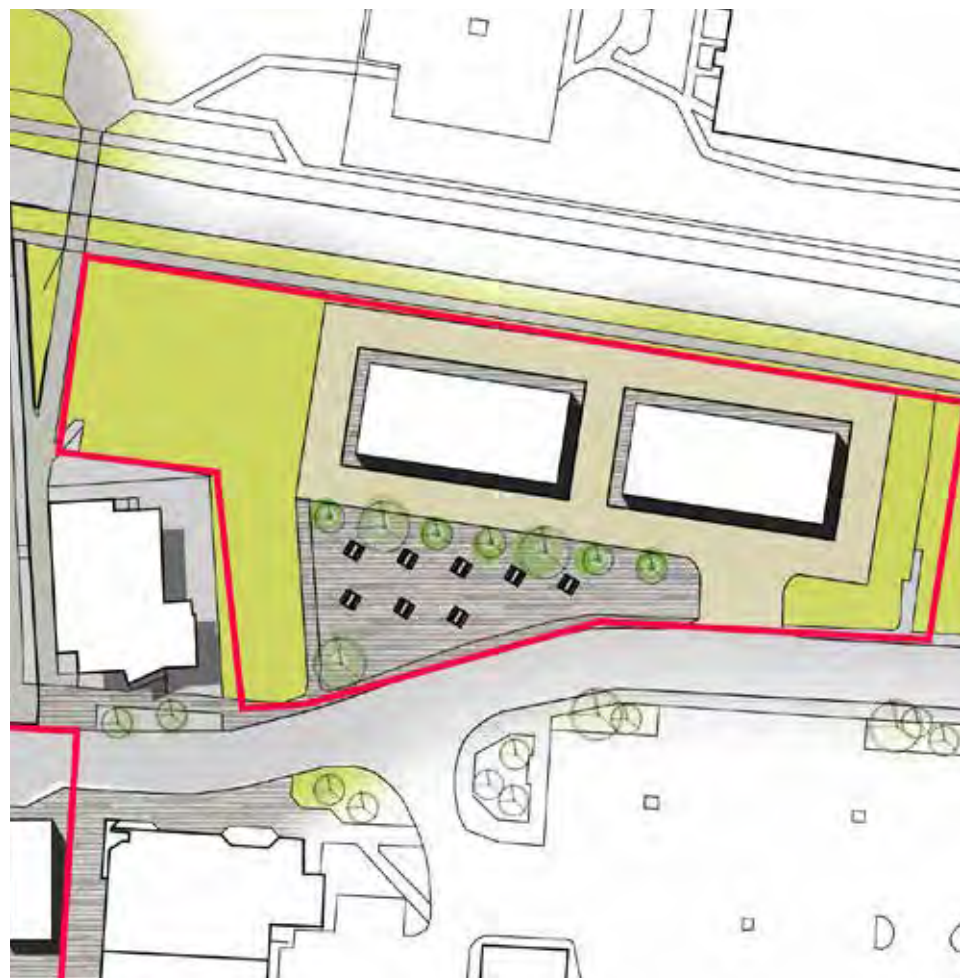
Fife Council Site Development Brief



Plot Area	5868m2 (1.45acres)
Character Area	Town centre, boundary site
Existing Features	Trees to the edge of the site boundary, used as a overflow parking area for Fife Council.
Future public route through the site	Yes
Existing tress on/ adjacent to the site	Yes to boundary
Maximum building height	1- 2 storeys
Land Ownership	Kingdom Centre (Mars Pension Fund)
Anticipated Date of Development	Short Term (2020-2025)



-  Site Boundary
The site boundary links green areas to the north and the city centre to the south.
-  Existing vegetation
Existing vegetation will be removed and new landscape design proposed to promote better pedestrian routes.
-  Potential new vehicle access routes
New access routes could be proposed to allow for traffic to be diverted outwith the core area.
-  Existing vehicle access routes
-  Potential pedestrian access routes
New access routes should be proposed to create fluid connections to the town centre.
-  Existing tree line
The existing tree line should be retained and additional planting can be proposed to create a soft border to the boundaries.
-  Building demolished
-  Building to be demolished
-  Potential public spaces
The introduction of public spaces will allow a greater flow of spaces.



Development should	Ensure a connection to other uses within the town centre to encourage pedestrian footfall as well as vehicular access. This is important to encourage more activity during the evening economy.
	Deliver well designed, good quality buildings and materials.
	Include attractive outdoor seating areas, ideally fronting North Street.
	Provide suitable numbers of parking spaces but without over provision.
	Deliver a quality landscape to edge of Leslie Road, North Street and within the site.
	Ensure there is a good link towards the bowling alley to support the evening economy.
Market Potential	Restaurant/cafe units with drive-thru facilities (Approved)
	The site could potentially accomodate small scale retail or leisure uses.



Illustrative concept of proposal

Site 6
Former Glenrothes House / Falkland Gate Site

Description

- Useful space for public events with daytime sunshine possible
- Needs further improvement
- Level site with previously office use

The site has the potential to become a major focal point for the town centre as a high quality public square that can accommodate pop-up uses and events. Foundations of the former office block (now demolished) remain on this site and will need to be addressed with any new works.

The site is identified within a larger development opportunity in the FIFEplan LDP 2016 (Ref:GLE029) and falls within the town centre “Core” area in the town centre strategy of the plan supporting mainly use classes 1,2,3 and 11. Public realm and entrance improvements to the Kingdom Centre are support for this site.



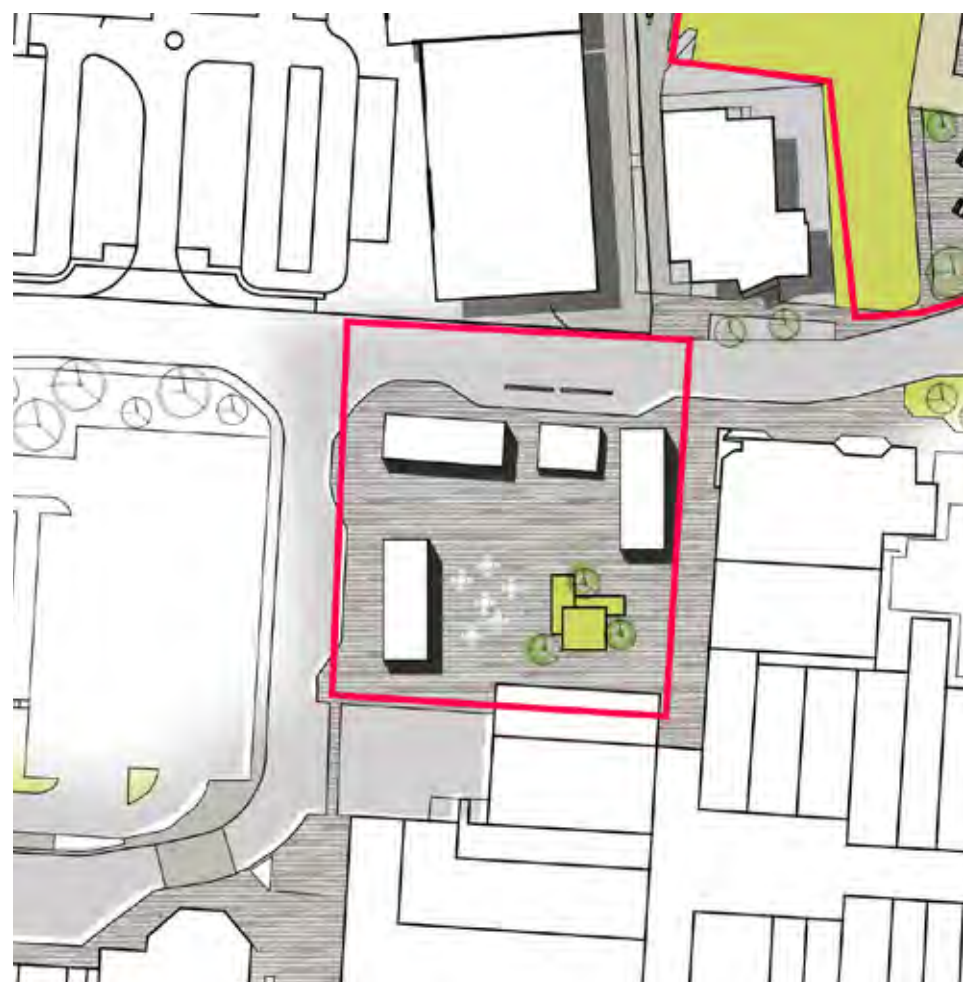
Fife Council Site Development Brief



Plot Area	2923m2 (0.72acres)
Character Area	Town centre public square
Existing Features	Site has become a semi-formal green public space after previous buildings were demolished. Enclosed on 3 sides, large Glenrothes mural.
Future public route through the site	Yes
Existing trees on/ adjacent to the site	No
Maximum building height	1 storey
Land Ownership	Kingdom Centre (Mars Pension Fund)
Anticipated Date for Development	Short Term (2020 onwards)



- - - Site Boundary
The site boundary links key plots from all sides creating a central meeting point.
- Existing vegetation
Existing vegetation will be removed and new landscape design proposed to promote better pedestrian routes.
- ↔ Potential new vehicle access routes
New access routes could be proposed to allow for traffic to be diverted outwith the city core.
- ↔ Existing vehicle access routes
- - - Potential pedestrian access routes
New access routes should be proposed to create fluid connections to the town centre.
- ~ ~ ~ Existing tree line
- Building demolished
- Building to be demolished
- Potential public spaces
The introduction of public spaces will allow a greater flow of spaces.



Development should	Encourage the development of the square to be a more formal urban amenity space, with seating, lighting and improved public realm allowing for a range of events and pop-up uses. Consider opportunities for play space for young children.
	Ensure the space feels enclosed.
	Enhance links across North Street and Falkland Place.
	Screen off service yard to south towards Iceland and improve the look of surrounding buildings.
	Allow for a pedestrian route through the site to encourage connectivity within the town centre.
Market Potential	Include public art for example dancing fountains with lighting effects to bring a sense of quality and activity to the space.
	Farmers Markets and other seasonal events
	Pop up units for retail or food outlets, between 1 and 2 levels
	Cycle hire pop up unit to supplement existing cycle storage/racks



Illustrative concept of proposal

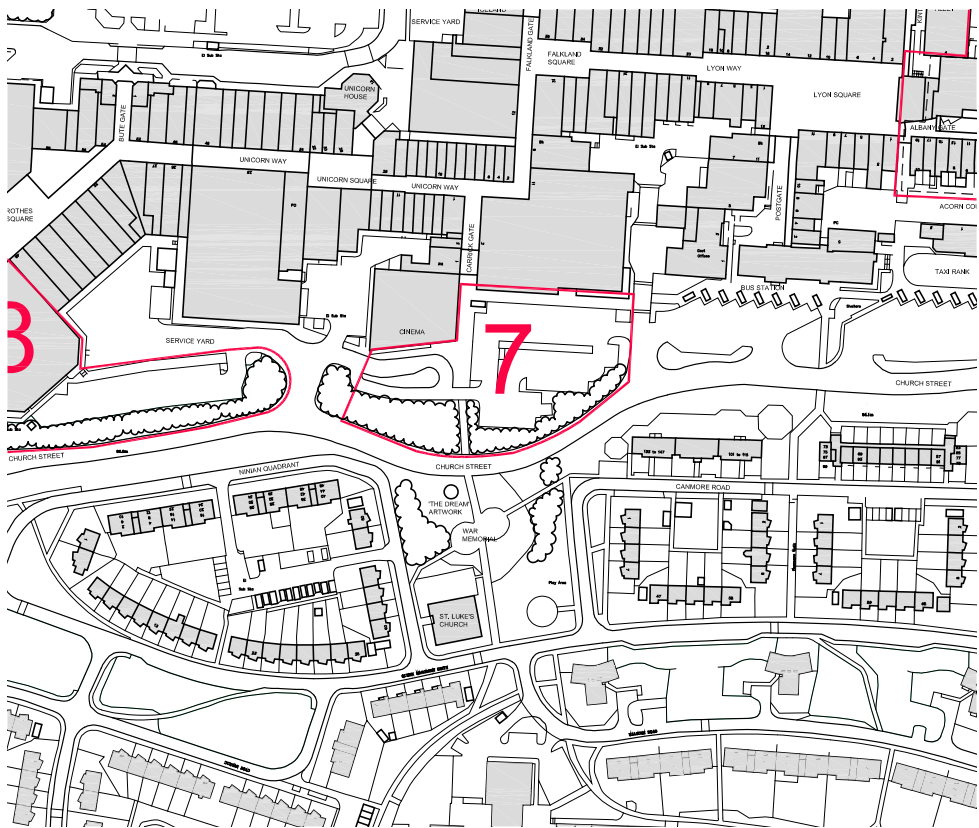
Site 7
Site in front Kino Cinema

Description

- Open parking to the edge of the Shopping Centre entrance
- Access to Kino Cinema and Club 3000 Bingo
- Views from site to the War Memorial
- Church Street bounds the site on one edge
- Access through the site for pedestrians is required

The site may accommodate additional development to enable the entrance to the shopping centre, bingohall and cinema be more prominent and welcoming.

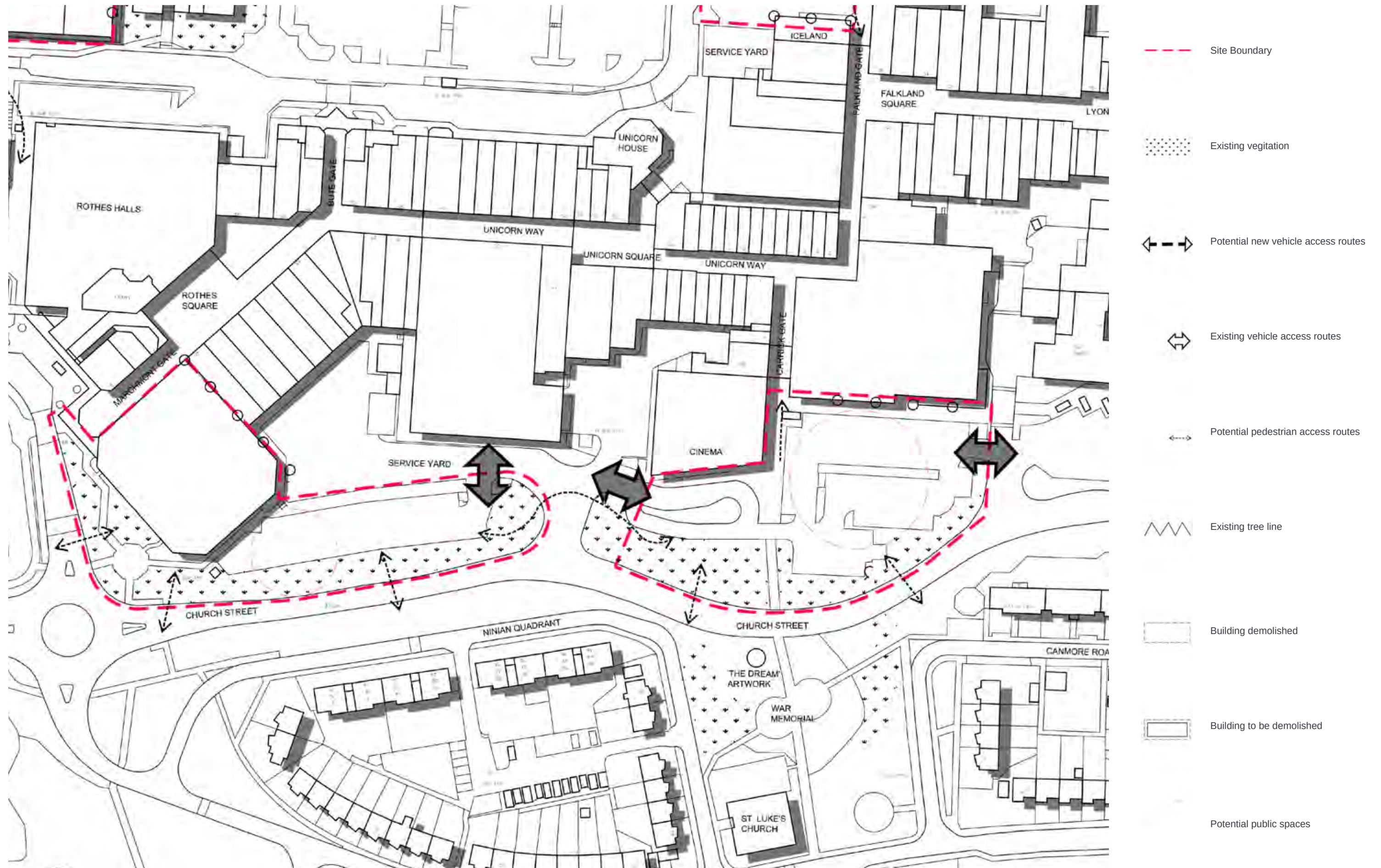
The site is not identified as a development opportunity in the FIFEplan LDP, however it sits within the “Wider Town Centre” area of the plan’s town centre strategy which would support a broad range of potential uses on this site.



Fife Council Site Development Brief



Plot Area	5931m2 (1.47acres)
Character Area	Town Centre, edge of shopping centre, parking area
Existing Features	Currently used as a car park
Future public route through the site	Yes
Existing trees on/ adjacent to the site	Yes, large trees on boundary
Maximum building height	No higher than existing shopping centre
Land Ownership	Mixed (Kingdom Centre, Kino Cinema, Club 3000 Bingo, Dunnes stores)
Anticipated Date of Development	Medium Term (2025 onwards)





Development should	Provide disabled access to the existing Kino Cinema which is currently constrained due to its existing position on the first floor.
	Seek to improve the entrance to the cinema, restaurant, pub and bingo hall as the existing entranceways are not in keeping with the scale or nature of the businesses.
	Improve the aesthetic appeal of the entrance to the shopping centre.
	Consider reducing parking provision to enhance public space, however improving spaces for disabled and families with young children.
	Open up views to and from the war memorial.
Market Potential	A modern glazed facade/entrance feature in front of the existing buildings could be introduced to modernise and provide additional functionality to the facilities that are there. This entrance area requires a lift or escalator to gain access to the cinema on the upper floor. (Medium Term 2025-2030)
	Consideration should be given to additional pop up type development for small businesses. (Short term 2020-2025) Potential for restaurant in the Dunnes car park area (medium term 2025-2030)



Illustrative concept of proposal

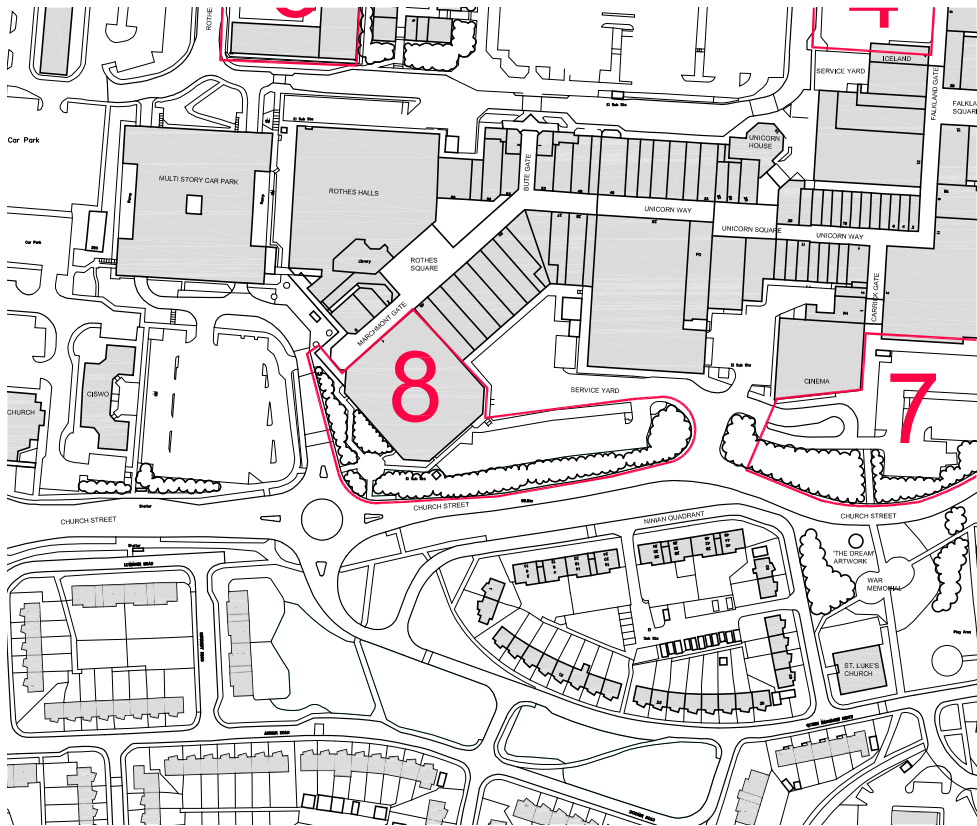
Site 8
Public Realm at Marchmont Gate

Description

- Prominent site adjacent to roads and parking
- Close connections to the Rothes Halls
- Vacant anchor store offers potential opportunities
- Existing tree lined boundary

The site can accommodate additional pop up units and small scale development within parking area.

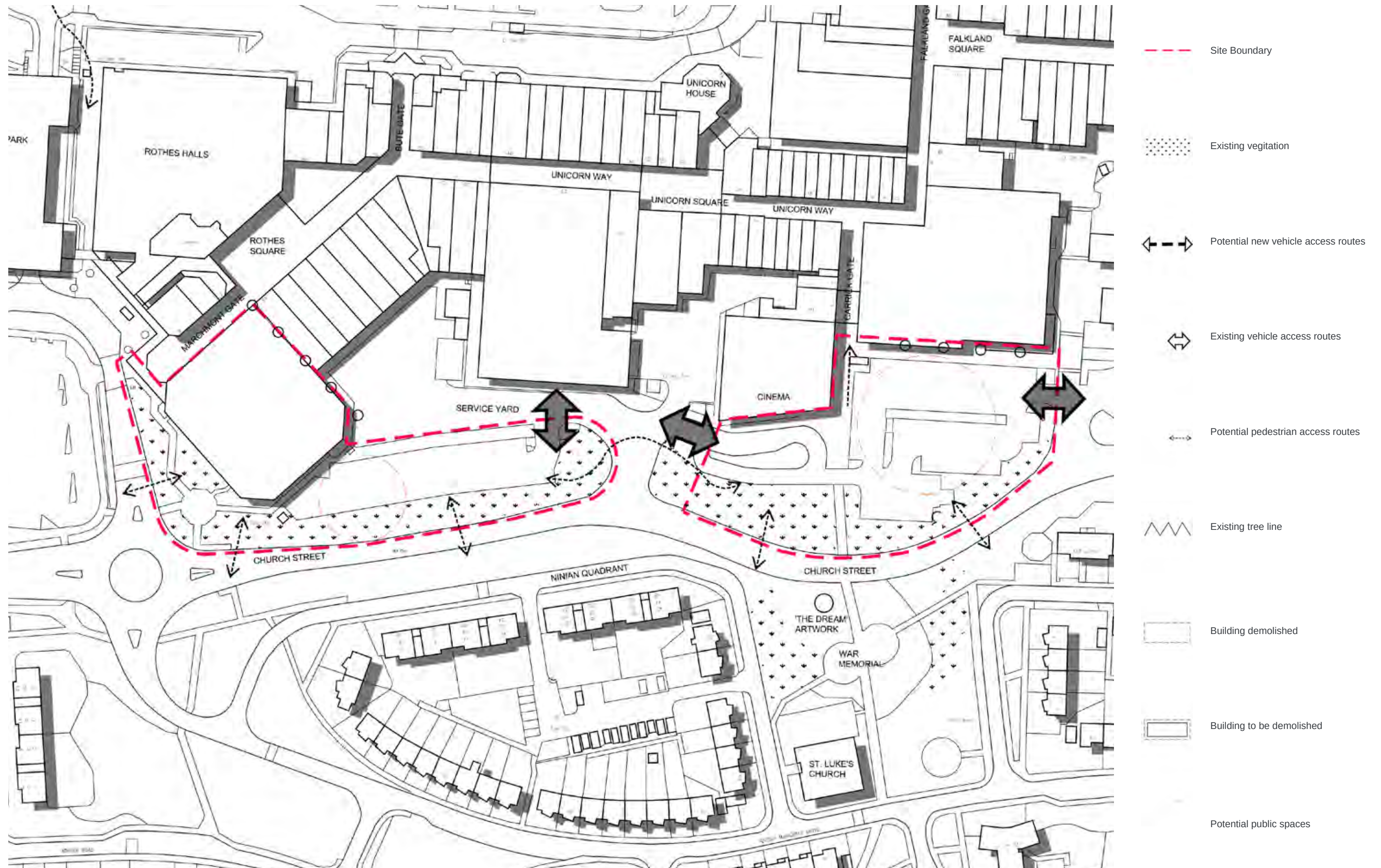
The site is identified as a development opportunity in the FIFEplan LDP 2016 (Ref:GLE032) and falls within the town centre “Core” area in the town centre strategy of the plan but also the “wider town centre” area, meaning there is potential for a broad range of uses to be supported by public realm improvements.



Fife Council Site Development Brief



Plot Area	6839m2 (1.69acres)
Character Area	Town centre, exposed at edge of shopping centre, parking
Existing Features	Public realm exists around the site, with parking and access to service yard
Future public route through the site	Yes
Existing trees on/ adjacent to the site	Yes to boundary
Maximum building height	2 storeys
Land Ownership	Private
Anticipated Date of Development	Short Term (2020 onwards)





Development should	Include a new external entrance to the large unoccupied anchor unit
	Encourage leisure and/or food and drink uses with active uses to take up the former unoccupied anchor unit
	Thin out landscape buffer and improve the public realm bridging links towards the cinema
	Improve Entrance to the Rothes Halls
Market Potential	Include small units/shipping containers within parking area Short Term (2020-2025)
	Potential for bistro pub or restaurant, cafe, cycle hire (Medium term - 2025-2030)



Illustrative concept of proposal

Glenrothes East End

The “East End” area, the primary entrance / gateway to the town from the A92 for road and bus travellers, contains most of the ageing and dilapidated buildings in the town centre. It acts as a transitional area of mixed uses between the Auchmuty residential neighbourhood to the east and the Kingdom Centre, containing most of the Class 2 (Financial, professional and other services) and hot food takeaways in the town centre. The parade of units along North Street/Central Avenue is currently fully occupied and appears to be trading well. The roads network and layout of the units create natural passing traffic and flows of footfall. We observed higher levels of footfall at lunchtime created by the proximity to Auchmuty High School to the east. This is the only part of the town centre with on-street parking which is more typical of other towns and cities than large parking area.

Looking forward, there is a growing need for modernisation and refurbishment, particularly frontages of the parade of units along North Street/Central Avenue. The Studio 8 facility has recently benefited from some external enhancements and there would be merit in looking at re-cladding or new rendering and other shop front enhancements, perhaps introducing more colour and variety in materials. This should be supported by an upgrade to the car parking and public realm in front of the parade, including reducing or removing the barriers, including defensive planters, around the pedestrian crossings.

Any redevelopment within this area would be well suited for medium densities where there is a precedent established by current building heights and massing averaging at two to three storeys and formed into rows. The exception being the Golden Acorn Hotel which rises to almost 7 storeys on the corner of Woodside Road to the south. This part of the town centre has perhaps the most established existing pattern of outdoor streets and spaces, organised into perimeter blocks that provide a cohesive and structured built form compared with the rest of the town centre. In order to continue to create a cohesive built form, we would recommend building heights on average of between 2-4 storeys for new builds but potentially rising on sites adjacent to the Golden Acorn.

Important evening/leisure facilities are also located in this area and any redevelopment would create an opportunity to develop a concentration of such activities. The Golden Acorn and the Probowl facility would benefit considerably from the removal of the vacant units at Albany Gate, particularly the old department store unit,

allowing for better inter-connectivity and visibility to one another. If this was supported by an enhanced public realm and green spaces it would allow natural synergies and better flow of footfall to occur. The removal of the vacant units would also create redevelopment opportunity sites. In the short term this might include temporary uses, for example utilising re-purposed shipping containers to help demonstrate the demand in the area.

In providing for a permanent redevelopment solution, a complementary mix of uses should be considered, including for example a combination of small (Class 2 and 4 use) offices. Other possible uses that would be beneficial could include public sector

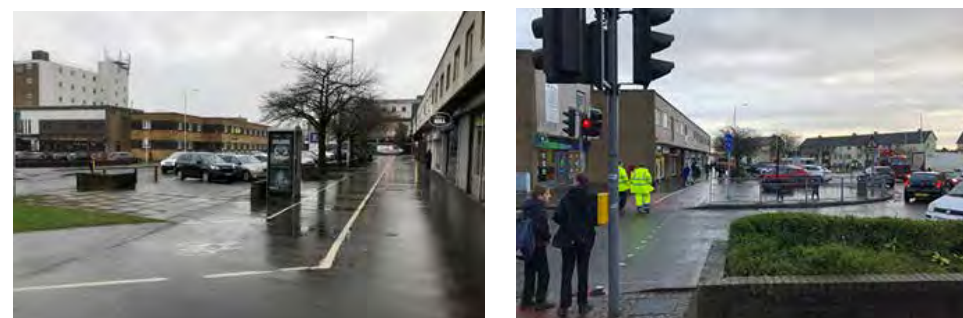


Figure 56 - Existing public realm and crossing

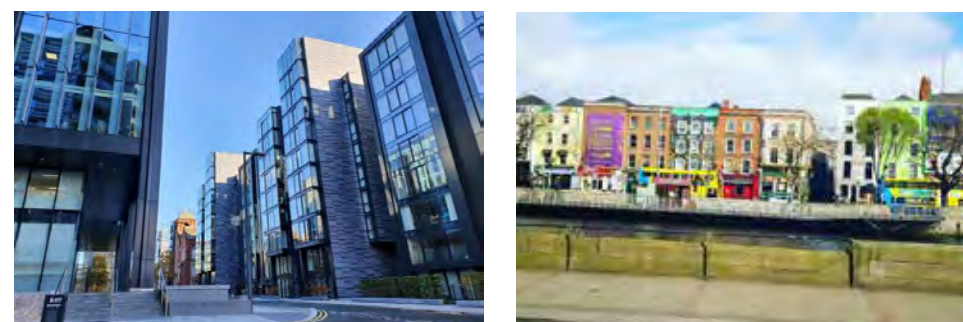


Figure 57 - Examples of use of modern palette of materials and a splash of colour to create interest

uses, a GP facility to replace older facilities in the town, or a creative hub as was suggested by stakeholders to support artists and creative sector industries. There is a good opportunity to provide residential units, close to the bus station for ease of commute to surrounding towns and cities. These should be supplemented by flexible ground floor commercial units, food and drink or service type uses providing active frontages along the primary thoroughfares and key entrance points. This will breathe new life into this section of the town centre helping to improve the balance of uses, remove the dereliction and create a safer, more welcoming and resilient place.



Figure 58 - Example temporary uses and Pennywell All Care Centre

A consistent and simple but quality pallet of building materials should also be utilised for any new buildings drawing influences from brick and render on surrounding buildings. Every effort should be made to maximise the architectural quality of this area, supplemented by existing and any potential new art installations. Albany Gate itself creates an opportunity for an enlarged and enhanced public square marked by the “Town Clock” tower and any new built form. New development would be required to contribute to improvements to the strategic public realm along the key thoroughfares. Conflicts with servicing areas at the Kingdom Centre would need to be carefully considered to reduce conflict between visitors and pedestrians and service vehicles.

Opportunities to reduce the impacts of the current road network to improve active travel routes should be fully explored. Also there is a requirement to explore opportunities to improve the bus station environment, and to expand on its use. The transport assessment produced by AECOM has also recommended provision for multi-storey car parking in this section of the town centre adjacent to the bus station which could allow for overall rationalisation, and reduction of car park sprawl.

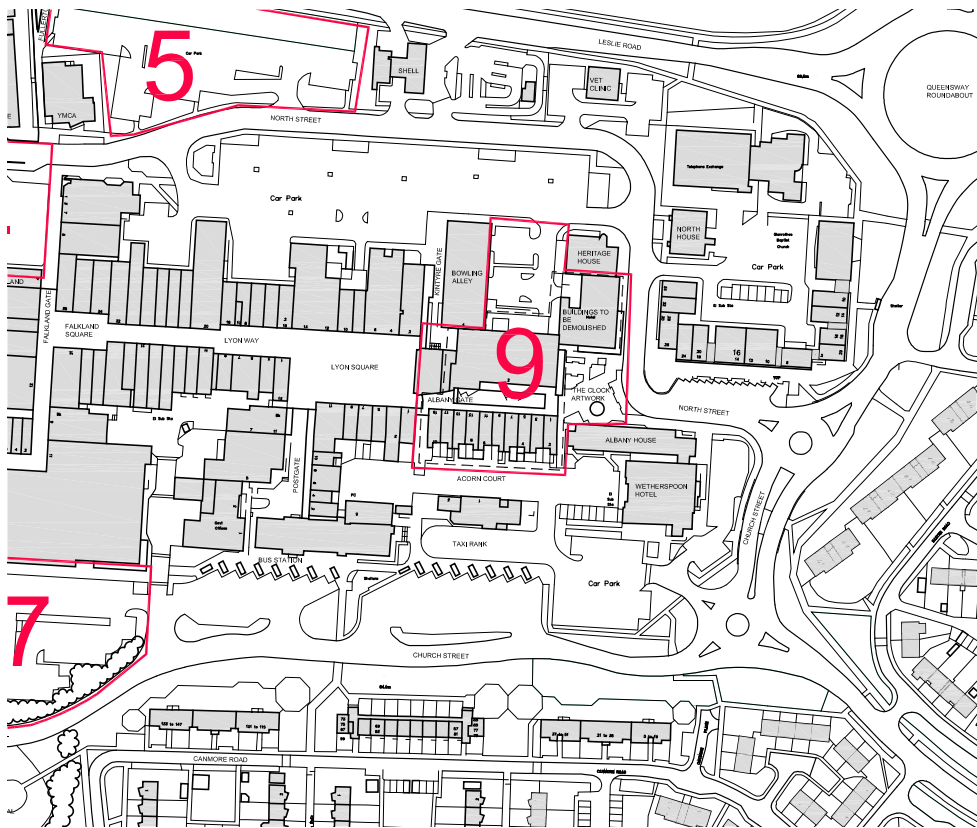
Site 9
Albany Gate

Description

- Level changes
- Adjacent to Ten Pin Bowling entrance
- Service Yards adjacent

The site can accommodate a mix of uses in this location including new retail, leisure, food and drink and residential. Opportunity to improve and modernise this end of the Shopping Centre.

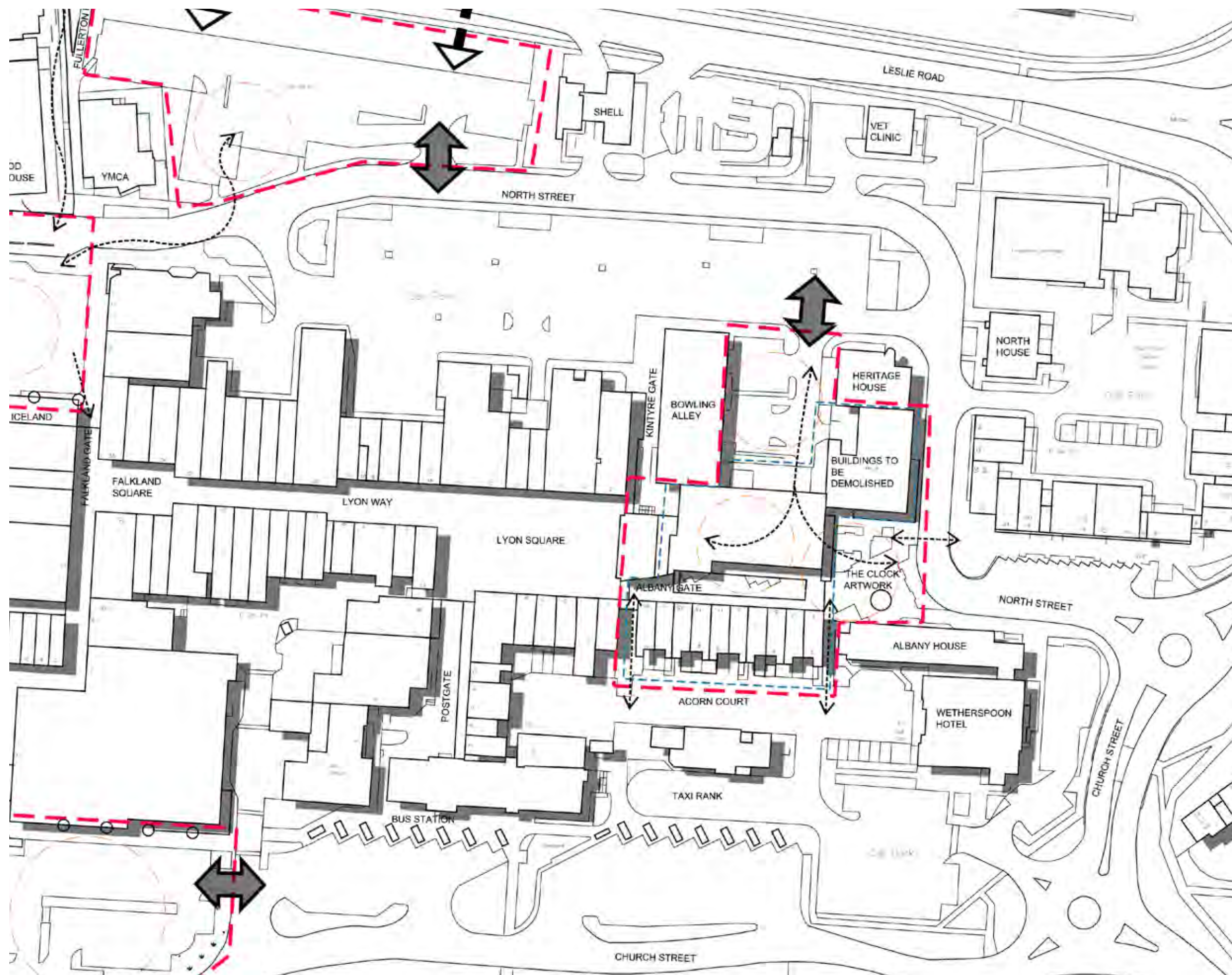
The site is identified within a development opportunity in the FIFEplan LDP 2016 (Ref:GLE031) and falls mainly within the town centre “Core” area in the town centre strategy of the plan supporting mainly use classes 1,2,3 and 11. Adjacent areas are located in the “secondary shopping” area and “wider town centre” area suggesting there could be potetial for a range of different uses in this area.



Fife Council Site Development Brief



Plot Area	6563m2 (1.62acres)
Character Area	Town centre, rear of buildings and run down feel
Existing Features	Some complex level changes and minimal public edge. Many of the buildings are need of demolition due to age. Town clock within the public open space. Public art on side of former co-op department store
Future public route through the site	Yes
Existing tress on/ adjacent to the site	Yes, minimal small bushes
Maximum building height	3 - 5 storeys
Land Ownership	Kingdom Centre (Mars Pension Fund)
Anticipated Date of Development	Medium Term (2025 onwards)



- Site Boundary
- Existing vegetation
- Potential new vehicle access routes
- Existing vehicle access routes
- Potential pedestrian access routes
- Existing tree line
- Building demolished
- Building to be demolished
- Potential public spaces



Development should	Be consistent with the East End narrative on page 65 of this document.
	Provide ground floor commercial units to accommodate a range of potential uses. Opportunity for residential or other uses above ground floor level.
	Improve the public access and approach to the ten pin bowling alley and support an improved entrance and access into Lyon Square in the Kingdom Centre.
	provide high quality paving and public realm alongside good quality and bold new build architecture and materials.
	Safeguard the town clock and maximise its prominence
Market Potential	Retail or office or restaurants at at ground floor with potential residential above. Medium Term (2020 - 2025)
	Demolition of existing department store and units and potential temporary/pop-up uses (Short-term 2020-2025)
	A fuller market assessment is available to view in Appendix 1.



Illustrative concept of proposal

Chapter 5 Action Programme



GLENROTHES TOWN CENTRE MASTERPLAN 2020-2030 - PROPOSED ACTION PROGRAMME

PROPOSED INTERVENTION	LEAD AGENCY	PARTNER AGENCIES	STEPS	HIGH LEVEL ESTIMATED COSTS		Notes
Short term (2020-2025)						
Site 2 - Demolish Kingdom House – redevelop for mixed uses	Fife Council	Private sector partner (SME)	1. Complete demolition & clear site 2. Marketing and sale of site 3. Design and costing 4. Obtain necessary permissions 5. Construction	£	16,785,000.00	Fife Council is currently demolishing the existing Kingdom House office block.
Site 6 - Deliver town square and re-cladding of Falkland Gate/Former Glenrothes House site	Mars Pension Fund c/o AEW	Fife Council - Public Private Initiative (PPP)	1. Design and costing 2. Obtain necessary permissions 3. Construction	£	998,000.00	
Site 4 - Deliver links to “View over the park” and former Tullis Russell site, deliver destination point on park ridgeline with potential pop-up unit	Fife Council	SUSTRAN	1. Design and costing 2. Obtain necessary permissions 3. Ground works and construction	£	1,240,000.00	There are obvious links to the Riverside Park Improvement Plan with this intervention. The Council have prepared a design for a Shared Use Path between the Roundabout adjacent to Lidl and crossing Fullerton Road towards the Heritage artworks. Site is being developed by the Shopping Centre owners and has not formed part of the costings for this masterplan.
Site 5 - Develop drive-thru units	Mars Pension Fund c/o AEW	Private Developer	1. Construction	N/A		Site is being developed by the Shopping Centre owners and has not formed part of the costings for this masterplan.
Site 1 - Redevelop former police station site	Private developer	Fife Council	1. Complete sale of site 2. Design and costing 3. Obtain necessary permissions 4. Construction	N/A		Site is being sold to a private developer and has not formed part of the masterplan costings.
Site 8 - Re-purpose unit at Marchmont Gate	Mars Pension Fund c/o AEW		1. Leasing agreement 2. Obtain necessary permissions 3. Refit of unit	£	150,000.00	We area aware that discussions have been taking place with a potential new operator for this unit.
Site 9 - Demolish Albany Gate buildings and install public realm	Mars Pension Fund c/o AEW	Private Developer or PPP	1. Design and costing 2. Obtain necessary permissions 3. Demolition and site clearance 4. Layout public square and fence off development plots.	£	4,855,340.00	This would form a 1st phase for redevelopment of the site
Lease and deploy pop-up temporary uses over multiple sites	Private developer	Mars Pension Fund c/o AEW or PPP with support from Fife Council for business start-ups	1. Leasing agreement 2. Obtain necessary permissions 3. Deploy units and fit out to need		£219,000	Based upon quote from provider source at £120 per day for 20 shipping container units over a temporary 5 year period
Church Street pedestrian / cycle improvements	Fife Council	SUSTRAN	1. Design and costing 2. Obtain necessary permissions 3. Ground works and construction	N/A		Some of the improvements would be integrated into the proposals for sites 7 and 8
Medium term (2025-2030)						
Site 9 - Redevelop Albany gate – Mixed Uses	Private Developer (SME)	Mars Pension Fund c/o AEW and/or PPP	1. Design and costing 2. Obtain necessary permissions 3. Construction (could be phased per block)	£	29,825,660.00	This would form the 2nd phase where proposed permanint uses would be established, designed and built out.
East End - Modernisation of existing parade of shops at Central Ave/North Street	Fife Council	Private Owners PPP Initiative		£	750,000.00	Shop front and public realm improvements building on momentum of redeveloped Albany Gate site.
Site 3 - Redevelop site in line with proposed masterplan	Private Developer (SME)	Fife Council - Public Private Initiative (PPP)	1. Design and costing 2. Obtain necessary permissions 3. Construction.	£	15,400,000.00	It is not clear whether or not the existing parade of units would be retained or demolished by a developer. For the purposes of the masterplan and to keep costs low we have assumed retention and repurposing of the existing parade of units. Some of the costs of this site are expected to contribute to public realm improvements along North Street
Create bus access along North Street	Fife Council	Stagecoach, SUSTRAN	1. Design and costing 2. Obtain necessary permissions 3. Construction.	£	200,000.00	Transport officials would wish to see retractable bollards installed to allow only bus access if progressed. This has not formed part of the estimated costs.
Site 7 - Regenerate Dunnes unit/ Kino cinema area	Private Developer	Fife Council - Public Private Initiative (PPP)	1. Design and costing 2. Obtain necessary permissions 3. Construction.	£	1,784,000.00	Costs would be to deliver both public realm improvements, a modest extension to the front of the Kino cinema with a lift shaft to upper floor and improved entrance features and recladding of existing units. This would require a partnership approach between multiple tenants and owners in this area.
Site 8 - Deliver improvements at Marchmont Gate – potential new restaurants and public realm upgrades	Private Developer	Mars Pension Fund c/o AEW and/or PPP	1. Design and costing 2. Obtain necessary permissions 3. Construction.	£	1,795,000.00	This would include all proposed public realm works around the vacant unit and for the provision of infrastructure to support pop-up/temporary uses.
Deliver a north south link through the shopping centre	Mars Pension Fund c/o AEW	Fife Council PPP Initiative	1. Options appraisal 2. Consultation with Tenants 3. Carry out any interventions to make it workable.	N/A		This requires agreement between the shopping centre management, tenants of the shops and Fife Council
Longer term (2030+)						
Modernise/ redevelopment of Fife House Estate	Fife Council	Public Sector Joint Venture				The following interventions go beyond the masterplan period and would have to be re-considered in the future should they be forthcoming.
Modernise /redevelop Lyon Square and Post Gate	Mars Pension Fund c/o AEW	Private developer				
Full implementation of parking strategy						
Rationalise existing at grade car parking into multi-storey format in proximity to Glenrothes Bus Station	Fife Council	SUSTRAN				
Signalising key junctions in the town centre	Fife Council	SUSTRAN				
Explore potential for delivery of working from home hubs	Fife Council	Scottish Government/ Private Sector				
Site 4 - Potential for new retail units – Falkland Place/North Street	Mars Pension Fund c/o AEW					

Chapter 6 Costed Masterplan



Fife Council Glenrothes Master Planning ROM Cost Estimate | Rev B

27th July 2020

Contents

- 1.0 Executive Summary
- 2.0 Basis & Assumptions
- 3.0 Exclusions
- 4.0 Cost Summary

Report No.	Report Name	Path File	Issue Date	Parties Issued to	Prepared By	Checked By	Authorised By
1	DRAFT ROM Cost Estimate	Cost Management / Glenrothes Master planning / Estimates	16/06/2020	Client & Design Team	EW	IR	JM
2	ROM Cost Estimate Rev A	Cost Management / Glenrothes Master planning / Estimates	17/06/2020	Client & Design Team	EW	IR	JM
3	ROM Cost Estimate Rev B	Cost Management / Glenrothes Master planning / Estimates	27/07/2020	Client & Design Team	EW	IR	JM

1.0 Executive Summary

1.1 This Order of Cost Estimate has been prepared for review/discussion with Fife Council for the proposed masterplan works being undertaken in Glenrothes.

1.2 The overall total estimated Order of Cost (including Demolition, Construction works, Site Infrastructure and External works) is as follows:-

Masterplan Sites	Total £ (Excl VAT)
Site 1 - Former Police Station, Napier Road	Excluded
Site 2 - Kingdom House & Data Centre	16,785,000
Site 3 - Retail Units, Rothesay Place	15,400,000
Site 4 - Fullerton Road Entrance to Riverside Park	1,240,000
Site 5 - Car Park to rear of YMCA	Excluded
Site 6 - Former Glenrothes House Site	998,000
Site 7 - Area in Front of Kino Cinema	1,784,000
Site 8 - Public Realm at Marchmont Gate	1,795,000
Site 9 - Albany Gate	34,681,000
Total Estimated Construction Cost	£ 72,683,000

1.3 A summary of the project costs is included in Section 4.0

1.4 This document has been prepared based upon the information listed in Section 2.0. The estimate is also based on our current benchmark information from recent similar projects.

1.5 Exclusions to the Order of Cost Estimate are listed in Section 3.0; this is a provisional list and is not exhaustive - further discussion required.

1.6 A general risk allowance has been included at 25% given the early stage of the proposals. We would expect to see this reduced as design stages progress on each site.

1.7 The Order of Cost Estimate has been prepared solely for the use of Fife Council and should not be relied upon by any third party.

2.0 Basis & Assumptions

2.1 Basis

The Cost Plan is based upon the following:

- 1 Glenrothes Town Centre Masterplan 2020-2030, Rev F
- 2 Indicative split of areas, as below:

Indicative Areas (m2)				
Site Nr	Residential	Retail Units	External Hard Landscaping	External Soft Landscaping
Site 2	6,369	500	563	563
Site 3	5,636	200	813	813
Site 4	N/A	190	1,320	700
Site 6	N/A	N/A	1,754	1,169
Site 7	N/A	N/A	1,440	360
Site 8	N/A	N/A	3,871	968
Site 9	13,664	850	1,838	459

2.2 Assumptions

The following assumptions have been made in preparing this report:

- 1 The outline costs are based on a high level review of the anticipated scope of work.
- 2 At this early stage in the process we have based the high level rates on benchmarking from similar schemes and anticipated scope of works and specification. More refined costs can be prepared as the design is further progressed.
- 3 Residential and retail units and external areas are indicative only based on discussions with the HFM.
- 4 Site services infrastructure costs are indicative at this stage pending further site investigations/surveys.
- 5 Assumed works to be procured through a competitive tender process.
- 6 For the purposes of this Order of Cost Estimate, costs are based on current day pricing at 3Q 2020, with no allowance for inflation.
- 7 Allowance for Professional Fees included at 7.5% in line with discussions with HFM and Rettie.

3.0 Exclusions

3.1 The following are excluded but are known to have a cost impact and therefore if required need to be covered by separate budgets. This list is intended as a guide and cannot be relied on to be exhaustive.

- 1 VAT
- 2 Legal costs and expenses
- 3 Finance Charges
- 4 Land acquisition costs, compensation events payments and relocation of tenants
- 5 Capital allowances or other incentives/grants
- 6 Independent commissioning management fees
- 7 Client insurances
- 8 Major service diversions and upgrade / reinforcement of utilities
- 9 Section 75 agreements, including off site infrastructure and highways improvements
- 10 Archaeological survey or excavation costs including effect of discovery of artefacts or other antiquities
- 11 Costs associated with the discovery and removal of asbestos and invasive weeds (e.g. Japanese Knotweed)
- 12 Out of hours working
- 13 BREEAM assessment costs
- 14 Project collaboration tool
- 15 Effects of working condition restrictions, such as Section 61 or Environmental Management Plans
- 16 Client direct costs - internal staff, moves, specialist equipment, furniture moves etc.
- 17 Renewables/sustainability measures beyond those necessary to meet building regulations
- 18 Inflation adjustment to anticipated start on site - excluded as programme not known
- 19 Phasing of the works

3.0 Exclusions (cont'd)

3.2 The following are specific exclusions relevant to each site.

3.2.1 Site 2

- Any demolition and site preparation works are excluded, as these are assumed to be undertaken by the Council.
- It is assumed the residential development is two thirds private and one third affordable flats.
- The retail units will be shell and core only, with fit out excluded.

3.2.2 Site 3

- It is assumed the residential development is two thirds private and one third affordable flats.
- The retail units will be shell and core only, with fit out excluded.

3.2.3 Site 4

- N/A

3.2.4 Site 6

- The 'pop-up' units have been excluded from this estimate; and assumed to be provided by either the Council or the Kingdom Centre owners.
- Site utilities and infrastructure is excluded.

3.2.5 Site 7

- This estimate is based on artwork / mural installation to the cinema recladding area, and excludes any LED screens.

3.2.6 Site 8

- The 'pop-up' units have been excluded from this estimate; and assumed to be provided by either the Council or the Kingdom Centre owners.

3.2.7 Site 9

- It is assumed the residential development is predominantly affordable flats.
- The retail units will be shell and core only, with fit out excluded.
- Costs for any temporary provision of pop-up units are not included in the costs.

4.0 Cost Summary

Ref	Works		Site 2	Site 3	Site 4	Site 6	Site 7	Site 8	Site 9
			Kingdom House & Data Centre	Retail Units, Rothsay Place	Fullerton Road Entrance to Riverside Park	Former Glenrothes House Site	Area in Front of Kino Cinema	Public Realm at Marchmont Gate	Albany Gate
1.1	Demolition/ Site Prep Works		0	83,450	0	100,000	36,000	0	2,150,000
1.2	Construction Works		10,054,100	8,653,850	380,000	0	701,000	210,000	18,612,940
1.3	External Works		807,731	1,227,507	423,000	544,296	416,800	951,664	1,679,281
2	Sub Total		10,862,000	9,965,000	803,000	645,000	1,154,000	1,162,000	22,443,000
3	Main Contractors Preliminaries and OH&P	15% Allowance	1,629,300	1,494,750	120,450	96,750	173,100	174,300	3,366,450
4	Construction Estimated Total (3Q 20 prices)		12,491,000	11,460,000	923,000	742,000	1,327,000	1,336,000	25,809,000
5.1	Inflation	Excluded	Excl	Excl	Excl	Excl	Excl	Excl	Excl
5.2	Professional Fees	7.5% Allowance	937,000	860,000	69,000	56,000	100,000	100,000	1,936,000
5.3	Risk	25% Allowance	3,357,000	3,080,000	248,000	200,000	357,000	359,000	6,936,000
6	Sub Total		4,294,000	3,940,000	317,000	256,000	457,000	459,000	8,872,000
7	Total Estimated Project Cost (3Q 20 prices)		16,785,000	15,400,000	1,240,000	998,000	1,784,000	1,795,000	34,681,000

Potential Funding Sources for consideration

Potential Funding Source	More information
Scottish Government Town Centre Fund	https://www.gov.scot/policies/regeneration/town-centre-fund/
Scottish Government Capital Investment for Regeneration	https://www.gov.scot/policies/regeneration/capital-investment/
Scottish Government Vacant and Derelict Land Fund	https://www.gov.scot/publications/scottish-vacant-and-derelict-land-survey-uses-of-the-data/
Scottish Government Social inclusion and poverty reduction	https://www.gov.scot/policies/regeneration/social-inclusion-and-poverty-reduction/
MMR Scotland Fund	http://pfpcapital.co.uk/funds/mmr/
SPRUCE Fund	https://www.amberinfrastructure.com/our-funds/scottish-partnership-for-regeneration-in-urban-centres/about-spruce/
Public Private Partnerships	https://www.gov.scot/publications/scottish-public-finance-manual/public-private-partnerships/non-profit-distributing-public-private-partnerships/
Fife Environment Trust	https://www.fifeenvironmenttrust.org.uk/
Scottish Land Fund	https://www.tnlcommunityfund.org.uk/funding/programmes/scottish-land-fund



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