



# Invertiel and Linktown Strategic Development Framework

May 2010





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# INTRODUCTION AND CONTEXT

## CONTEXT

The study area is located on the south western edge of Kirkcaldy Esplanade and has grown incrementally over recent years to accommodate the current range of land uses from retail, car sales, garage maintenance services, to a petrol filling station. Significant areas of unused/derelict land/buildings create the appearance of dereliction and the overall appearance does not provide a positive experience at this important location.

At the same time, the open space area to the south of the site plays an important recreation/leisure role within the wider area, with the Seafield Beach and parking/picnic area being a very popular facility located along the Fife Coastal Path.

Recent changes and development proposals within this area – for example, the ongoing hovercraft proposal and the closure of B&Q, combined with the emerging Local Plan and its objectives, including wider initiatives such as the Kirkcaldy South West Strategic Land Allocation – has enabled Fife Council to focus work on the function and role of the area and the opportunities that exist to regenerate it for the benefit of the existing community. Regeneration of the site would facilitate the creation of additional investment in terms of jobs, services, facilities, houses and create a ‘successful place’ at this western ‘gateway’ to Central Kirkcaldy.

## SCOPE

This study sets out a framework for the regeneration of the Invertiel and Linktown area. It identifies appropriate areas for development and key land uses and establishes core design and development principles. It is not a masterplan – it is a framework to inform more detailed masterplanning work in the future.

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## THE PURPOSE OF THIS DOCUMENT

1. Establish a strategic development framework (SDF) for the comprehensive redevelopment/regeneration for the Invertiel and Linktown area that sets out the key urban design principles that a future masterplan will be expected to comply with.
  2. Through the SDF, key land uses will be identified to help facilitate a mixed use development to meet the objectives and policies of the current and emerging Local Plan.
  3. Help facilitate a close working relationship with landowners/developers to co-ordinate an appropriately phased and integrated development that meets the objectives of key stakeholders and Fife Council.
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**Kirkcaldy plan, c.1828 - showing the emerging Bridgetown at 'Innertiel'**

**HISTORY**

Although generally referred to today as Seafield or Invertiel, the study area was known historically as Brigland then St Catherines and finally Bridgetown. Bridgetown, like nearby Linktown and Newtown, was a settlement quite distinct from Kirkcaldy.

The biggest event in the settlement’s developmental history was the foundation in 1806, of the West Bridge Flax Mill. This mill complex came to dominate the area throughout the 19th century and much of the further industrial development in the area came into existence to service this mill e.g. dye works, boiler houses, warehouses, etc. Other uses in the area included two rope works, a ship building yard as well as the mass of other small-scale industrial units comprising smithy’s, wood yards, store yards and warehouses to serve the principal industrial uses located within the area.

The area continued to thrive as an industrial suburb of Kirkcaldy during the first half of the 20th century but changing times led to the decline of the area thereafter resulting in the disjointed character the area represents today.

**LAND OWNERSHIP**

There is a fragmented land ownership pattern across the site comprising in the region of 10 principal land owners. This presents a challenge for the deliverability of new development, but not an insurmountable challenge. This Development Framework has been prepared to ensure that delivery, wherever possible, can be achieved along general land ownership patterns although some level of co-operation and partnership working will undoubtedly be required to realise the full potential of what this site has to offer. Engagement with landowners is a key ingredient of this process and it is the intention of Fife Council to work with landowners and developers to help encourage a co-ordinated approach to delivery through partnership/ joint working wherever possible.

**SITE SUMMARY**

The current study area comprises approximately 14 hectares in area. For the purposes of describing the site, it is effectively split into three distinct areas. Areas 1 and 2 are located north of the Esplanade, themselves divided north and south of the Tiel Burn. The third area is located south of the Esplanade Road, contained by Kinghorn Road and existing housing to the west, and the coastal area to the east and south.



**Area 1** principally a mixture of retail warehousing, car showroom/servicing, car tyre centre, car park/truck stop, with small areas of open space and a Fife Council office building on the corner of Links Street and Heggies Wynd.

**Area 2** contains an old bus service garage, petrol filling station and residential uses..

**Area 3** contains a bus storage/maintenance depot, car sales area, an empty DIY retail unit, health studio, print works, car park and beach area, as well as large areas of vacant, previously used land.







**Invertiel and Linktown SDF - site area showing principal areas, roads and other site features**

## POLICY SUMMARY

It is not the intention, or the role, of this document to detail or discuss every policy and/or guidance note that has informed this Framework document or what will be required when drawing up future detailed masterplans or development proposals.

However, there are several key documents that sets the basis for this framework, future masterplanning work, and delivery of any development. These are identified below in relation to the Principle of Change, Relationship to Other Key Projects, Delivery of Key Infrastructure, and to Placemaking and Urban Design Objectives.

### Principle of Change

The key policy drivers for the principle of change in the study area is the Development Plan (the Fife Structure Plan and Kirkcaldy Area Local Plan), with the emerging Mid Fife Local Plan leading on the expected range of uses to emerge from any regeneration/redevelopment opportunities.

There may be some changes to the policy guidance for the study area following the Mid Fife Local Plan Examination. Should any significant changes occur, then Fife Council may undertake to make appropriate revisions to this document.

This Development Framework should therefore be read in conjunction with the adopted Mid Fife Local Plan when published.

### Relationship to Other Key Projects

The emerging Mid Fife Local Plan sets out the land use strategy for Kirkcaldy. Within the Inveriel & Linktown area there are two significant proposals – this Strategic Development Framework and the Kirkcaldy South West Strategic Land Allocation.

Both projects are progressing under the emerging Local Plan strategy, and will form a co-ordinated development strategy for western Kirkcaldy. Fife Council will work to ensure both projects follow the Local Plan strategy, including the promotion of appropriate land uses, development principles and supporting infrastructure, to service these development sites.

### Delivery of Key Infrastructure

Where development proposals create a need for additional or improved infrastructure (for example, road junction improvements or public transport infrastructure), developers should then demonstrate how their proposals address the Financial Framework as set out in the emerging Mid Fife Local Plan. This document within the Local Plan identifies the main obligations for infrastructure and facilities which may be required as a consequence of development in Kirkcaldy and Mid Fife.

### Placemaking and Urban Design Objectives

This document sets out a strategic development framework and is based around good placemaking principles. A number of key Scottish Government and Fife Council policy and guidance documents set the context and drive the placemaking principles that are set out in this framework. These are:

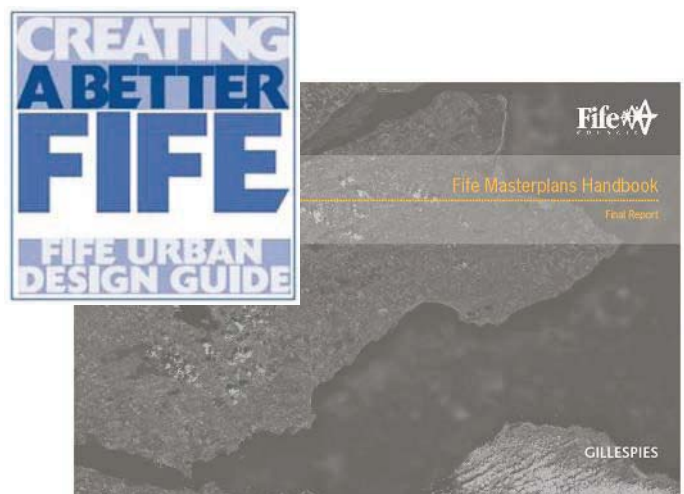
“Designing Places” – A Policy Statement for Scotland”  
Scottish Government

“Designing Streets” – A Policy Statement for Scotland,  
Scottish Government

“Fife Urban Design Guide” Fife Council

“Fife Masterplans Handbook” Fife Council

“Supplementary Designing Streets Guidance” Fife Council





# VISION, URBAN DESIGN STRATEGY AND LAND USE PROPOSALS

## VISION

As can be seen from its historical perspective, the study area established itself as a key bridgehead into Kirkcaldy. In recent times, it has developed in an incremental manner, accommodating a wide range of uses that have not been planned collectively, giving the rather disjointed appearance we can see today.

In addition, the existing urban structure does not connect well to surrounding areas, such as the coastal path network, the existing residential areas and towards Linktown, the Esplanade and Kirkcaldy Town Centre. As a principal entrance point to central Kirkcaldy, the current built form and uses do not provide the strong gateway function that a site of this prominence could offer.

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## The Vision

To 'knit' the area into the fabric and life of South and West Kirkcaldy, using the site as a stepping stone into Kirkcaldy town centre via Linktown and the Esplanade.

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## Strategy for achieving the Vision:

- 1 Form a focal point for the Invertiel and Linktown area and a 'gateway' into Central Kirkcaldy from the surrounding coast, sea and road network
- 2 Embrace the coastal area rather than turn its back on it
- 3 Expand the range of uses
- 4 Maintain a distinctive character and identity, using the historical urban form as a principle referencing tool
- 5 Create a high quality public realm, maximise connectivity to, from and through the development and improve access to sustainable transport choices

## URBAN DESIGN STRATEGY

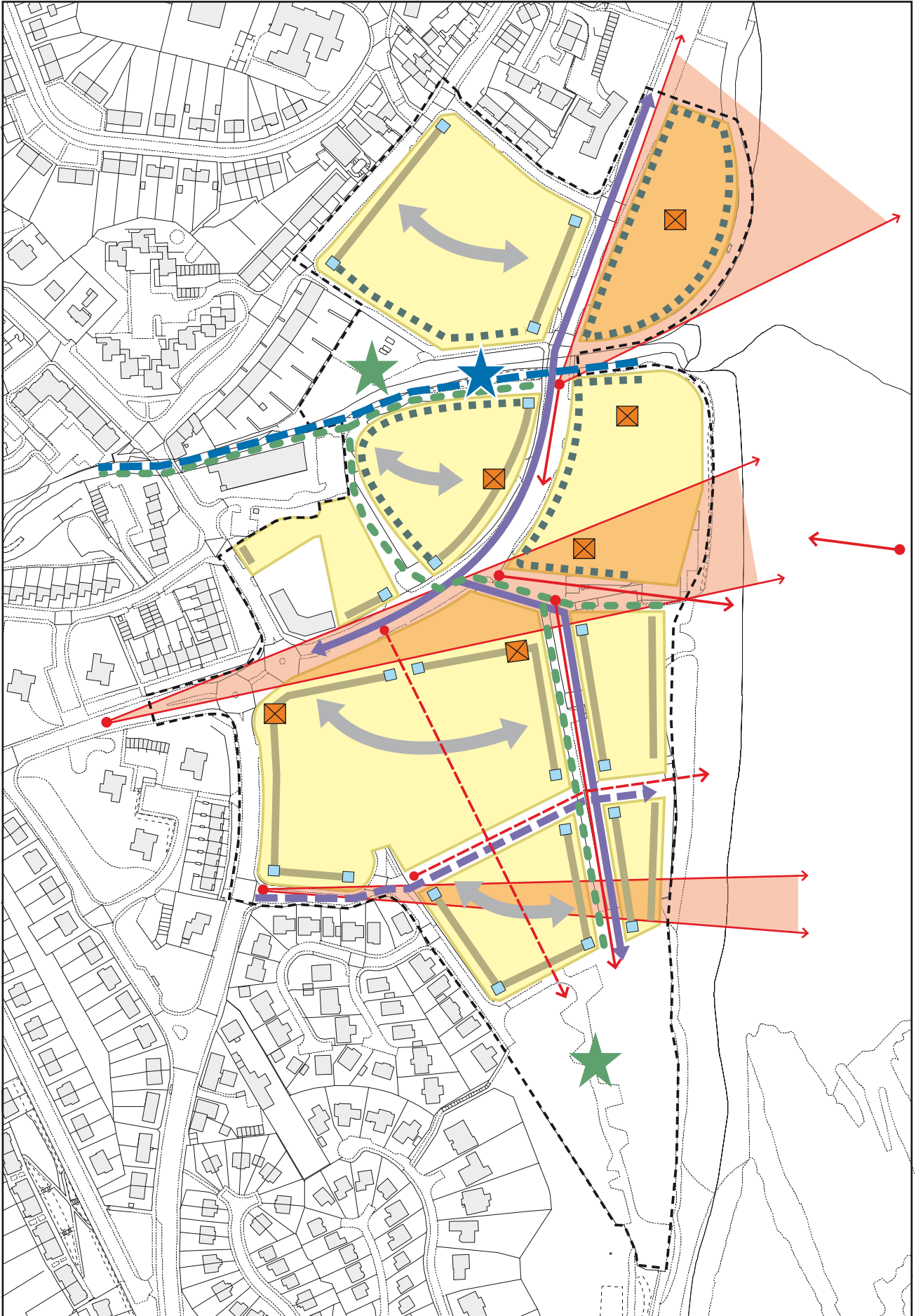
Taking the above vision and five strategic objectives, a list of key urban design principles can be articulated and these are set out in the following pages. All development proposals (including masterplans for any part of the site) will be expected to reflect these principles in their detailed design and layout proposals.

The Indicative Urban Design Plan on the next page articulates, in graphic form, some of the key urban principles set out in this section. This demonstrates how some of the urban design principles should influence future masterplanning work for the site.

## Existing views to and through the site.



# INDICATIVE URBAN DESIGN PLAN



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**INDICATIVE URBAN DESIGN PLAN KEY**

-  Principal Street
-  Secondary Street
-  Strategic view
-  Other principal view
-  Opportunity to exploit / create view
-  Area available / suitable for development
-  Ensure links /connections are made to principal streets
-  Principal street / building front
-  Landscape edges to streets / spaces
-  Landmark / feature building - to define principal junctions / views
-  Corner Feature- to define routes & streets & movement junctures
-  Green Corridor
-  Principal areas of open space
-  Tiel Burn Corridor
-  Strategic Development Framework Boundary



**Existing views to and through the site.**

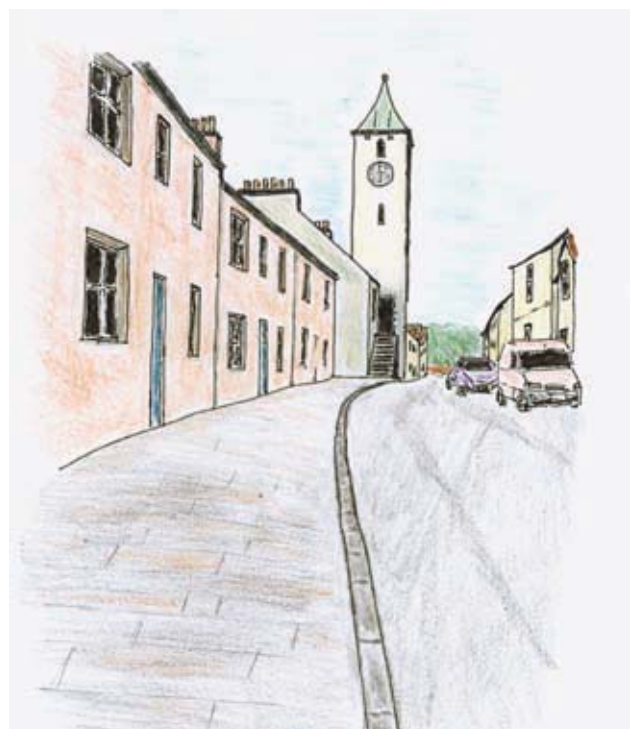




## Objective 1: Form a focal point for the Invertiel and Linktown area and a 'gateway' into Central Kirkcaldy from the surrounding coast, sea and road network

Urban Design Principle	Comments and application to Invertiel
The 'gateway' function of any development shall help identify the Invertiel area as a distinctive place and help mark the entrance to central Kirkcaldy	This document shall identify key urban design and layout principles. Detailed design/ masterplanning work shall then reflect the principles within this document to help ensure distinctive and high quality development is achieved.
A hierarchy of streets shall be defined to create a legible and distinctive land use pattern	<p>The framework identifies key street frontages and routes across the site. It also identifies where the strongest and most distinctive building frontages/streetscapes could be located.</p> <p>Principal roads such as the Esplanade and Link Street, and the coastal fringe shall present active frontages to these areas. As the primary entrances into the study area they must present the highest quality active frontages to the development and avoid, wherever possible, uses such as servicing areas, car parks, back gardens or the rear of other building types.</p> <p>To be legible, development should have a clear layout, with recognisable streets, spaces and landscaping to help people find their way.</p>
Key locations, junctions, open spaces and view points shall be defined by landmark buildings	At key points and locations across the development area, landmark buildings (tall and/or distinctive buildings or structures that stand out from the rest of the development) should be present to both assist the legibility of the development and also to help meet the objective of creating distinctive and high quality spaces and places.

**Landmark buildings can help provide distinctive places, and help people orientate themselves through a place. They can be used to terminate views and also to define particular junctions, streets or street functions.**



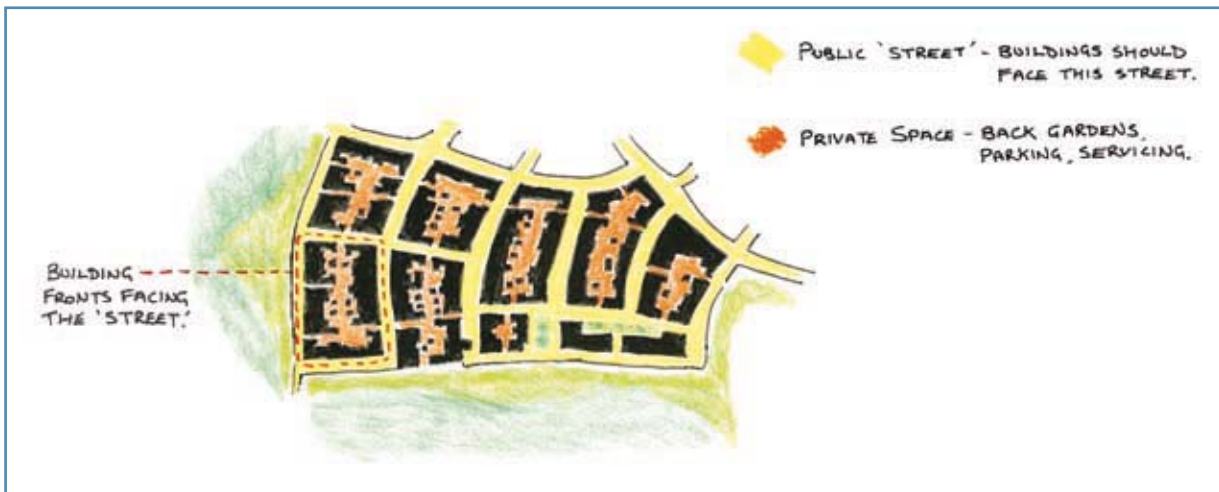
Urban Design Principle	Comments and application to Invertiel
<p>Street patterns shall utilise views into, out of and through the site to reinforce the sense of place and space</p>	<p>This framework identifies key views into, out of and through the site. These should be utilised during future masterplanning work or development proposals, to offer distinctive and imaginative streetscapes and green space to reinforce the sense of identity of any development.</p> <p>The Strategic Views identified in the Urban Design Plan shows key areas with a strong visual connection to the sea/coast. These Strategic Views should be retained. Where buildings are proposed within the visual cone of the Strategic Views shown, then the visual connection with the sea/coast should be maintained through a combination of building location, height and materials.</p> <p>Other principal views that should be maintained through the development include: the view along the Rope Walk towards Inchkeith Island – with the opportunity to create a complimentary landmark feature to the Esplanade end of the Walk; views into and through the site from the Esplanade; and views to the coastal fringe, picking out landscape features such as the Bass Rock, Berwick Law, and Largo Law.</p>
<p>The massing, height, and use of landmark buildings shall help create visually strong streetscapes</p>	<p>The framework expects a variety of building heights to be used, particularly on prominent streets such as the Esplanade, to help create visually strong streets with a sense of place and enclosure. The key principle is to focus any higher buildings on principal streets and at key junctures throughout the site.</p>



**A variety of building heights and massing along a street can add to the character of the area.**



Urban Design Principle	Comments and application to Invertiel
Active and high quality frontages shall be presented to public spaces	<p>Private spaces or building elevations shall not be presented to public areas, to enable development to maximise the activity on streets, helping to make the places and spaces visually interesting/stimulating, enhance the opportunity for people to make use of these spaces and to increase pedestrian/cyclist safety or perception of safety.</p> <p>In terms of visual aesthetics, high quality, innovative and distinctive design and architecture will be expected on principal streets. The use of standard design solutions will be resisted on these streets.</p>
Street networks and pedestrian routes should be connected	<p>As referred to above, development should be designed so that buildings look outwards to the street, rather than inwards. This approach ensures that when developments are viewed from public spaces, it is the public fronts of buildings that are seen.</p> <p>Street networks and pedestrian routes should be connected, wherever possible. This approach allows for active frontages to be present on public streets; encourages movement by walking or cycling (making a place easier to move around in); and the street pattern created as a result, allows for innovative layouts to be created which can support an appropriate mix of uses.</p>



**Connecting streets and presenting building fronts to these public spaces are important elements to creating attractive and successful places.**



## Objective 2: Embrace the coastal area rather than turn its back on it

Urban Design Principle	Comments and application to Invertiel
Active streets and spaces shall be presented to the coastal fringe.	All streets and spaces overlooking the coast shall be presented by public and active elevations of buildings. The visual aesthetics of the streetscapes overlooking the sea shall be of the highest quality offering innovative and creative architectural design solutions, and avoiding standard design solutions to this important frontage. Across the wider area, key views/routes through the site shall be directed towards the sea. This will help support the coastal fringe to be a more active, lively and well used resource for residents, workers and visitors alike.
A cross-Forth passenger service shall assist the wider regeneration objectives.	The current hovercraft proposal is an important element of the mix of land uses suitable for this area. Establishment and success of this function will allow an active use of the sea at this location, provide an important link to Edinburgh and beyond and help encourage a visitor, commuter and a potential service industry 'hub' in the Invertiel area.

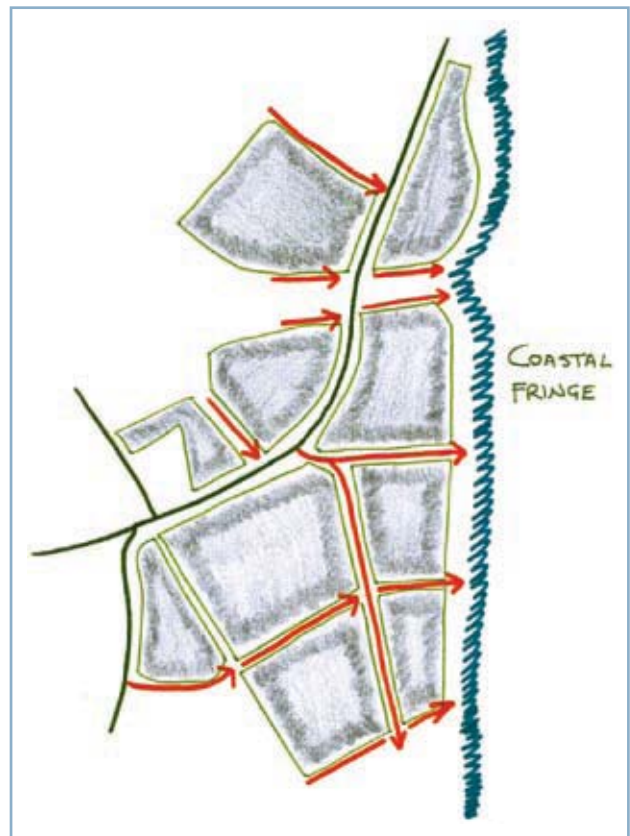


**Public and active elevations should be presented to the coastal edge, helping to integrate the coast into the 'life' of any development.**

**Principal views and routes through the site should be directed towards the coast to help ensure development faces and embraces this important site feature.**

Urban Design Principle	Comments and application to Invertiel
A network of links shall be created to connect the wider urban environment to the coast.	Within future masterplanning work or detailed development proposals, a network of vehicular, pedestrian and cycle links to the coast will be created, reflecting the approach set out within this document, connecting the existing surrounding urban structure to this coastal area both visually and physically. This will help draw people into and through the wider site, towards the coastal area, thereby increasing the use and activity both of the beach area and any services/community infrastructure provided within the wider development.
The Fife Coastal Path shall be improved where it runs through the site.	Development within the SDF area is expected to help deliver a high quality barrier-free route for the Coastal Path through the site. The route of the Coastal Path, should follow the coastline wherever possible and be established in conjunction with Fife Coast & Countryside Trust and Fife Council.

**The development framework seeks to maximise the connections available from the development and beyond, to the coast, to help make the best use of this important environmental and recreational resource. This sketch shows the potential connections to the coast from within and outwith the site.**



### Objective 3: Expand the range of uses

Urban Design Principle	Comments and application to Invertiel
Create an integrated, mixed use development.	<p>There is the opportunity to provide a mixed use development on this site, creating jobs, homes, community/cultural facilities, with supporting infrastructure such as small scale retail, café, pub facilities for example. The potential for increased provision of tourism and visitor related facilities will also be sought.</p> <p>Masterplans and subsequent development proposals will be expected to facilitate the proper integration of mixed use schemes, for example, where retail/office developments offer residential uses above the ground floor level, and where community infrastructure such as café/retail/pub can co-exist alongside residential or Class 2 business uses.</p> <p>The integration of these uses helps create living, active streets at different times of the day and evening, and helps avoid the mono-uses commonplace amongst suburban developments across Fife.</p> <p>The location of these mixed use areas should be focussed within principal streets and at key junctures, for example around squares or open spaces – i.e. the more public areas.</p>
Provide an appropriate mix of uses to help create a distinctive development.	Expanding the range of uses in a balanced and mixed manner will reinforce the distinctive character that is sought for in this area, and help create an attractive, diverse, safe and active community.
Provide an appropriate mix of uses to facilitate increased visitor numbers to the area.	An appropriate mix of uses may help draw people/custom to the area together with enhanced recreation facilities for the beach area, may help increase the time spent in the area and thus develop the tourism offer associated with the beach area and Fife Coastal Path.
The land use pattern should offer flexibility to sustain itself over the long term.	A key element of this framework is that it enables a flexible approach to the mix of uses to be delivered, and their location within the site (notwithstanding some key land uses which will be fixed - such as the hovercraft facilities). This will ensure that the vitality of the area is increased and/or maintained over time, responding to needs and market conditions over the longer term.

### Objective 4: Maintain a distinctive character and identity, using the historical urban form as a principal referencing tool

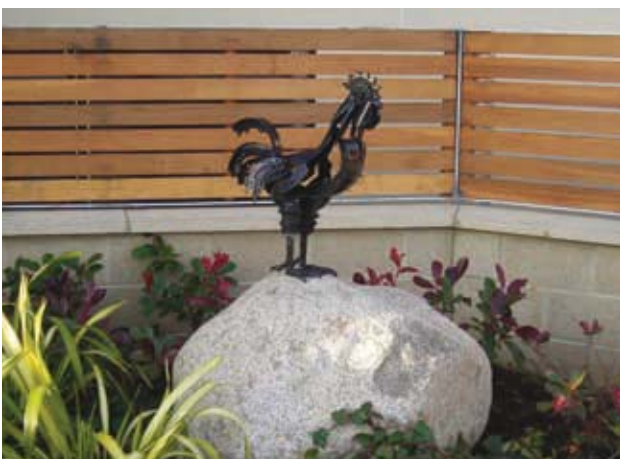
Urban Design Principle	Comments and application to Invertiel
The historical land use context shall be used to inform design and layout solutions.	<p>It is important to draw inspiration from successful places that have been created in the past. Successful places reflect their history, function, culture, movement patterns, industrial heritage, landscape and built form context. This helps provide context and understanding for the developments of today. For example Crown St, Glasgow, or Ardler, Dundee are seen as successful places, which reflect the historic land use pattern for their respective areas.</p> <p>In the case of Invertiel, through examination of the historical context earlier in this document, the key references for land use, form and layout can be drawn from the industrial uses on the site and their associated buildings (in particular the Mill buildings), the Rope Walk for movement routes, the connection with the sea through the site's relationship to the coast, the former ship building uses, the salt pans, and Seafield Tower to the south of the site.</p> <p>Masterplans and development proposals shall respect and reflect this context.</p>



**Objective 5: Create a high quality public realm, maximise connectivity to, from and through the development and improve access to sustainable transport choices.**

Urban Design Principle	Comments and application to Invertiel
All public realm proposals should offer a high quality environment for the user.	The public realm is formed by the areas around and between buildings – i.e. squares, streets and other spaces. Their design should make these spaces a pleasant and enjoyable experience for people living, working and visiting the area. They should therefore be attractive, safe, distinctive and easy to access.
Public art should be used to add quality to, and assist legibility of, future development.	Public art (including land art) should be used to define key spaces and junctures, the location of which should be identified on the relevant masterplan. References for the design of public art features should, wherever possible, respond to the site context - including historical industry/activity/buildings and the industrial/ecological connection with the sea.

**Public art can be used to add visual quality and 'life' to streets and spaces, helping to establish a sense of place. Public art can take a variety of forms and sizes: it can form part of the activity within streets and spaces; perform a more passive or decorative function; and/or be designed as part of the fabric of buildings.**



<p>All streets and spaces shall be well connected, both internally and externally.</p>	<p>Connectivity of spaces and places is an important element when designing detailed layouts.</p> <p>Developments should promote easy and convenient access to and through the site, particularly by pedestrians/cyclists.</p> <p>The development should provide for appropriate links and movement corridors to the wider area, including the Kirkcaldy South West Strategic Land Allocation nearby, the existing communities at Seafield and Linktown, the Esplanade and onwards towards Central Kirkcaldy. This will assist the integration, in terms of social and economic links, of any new development to the existing and proposed communities.</p>
<p>Make efficient use of road space/ junctions to help create quality streetscapes</p>	<p>With the site, there is potential to re-allocate existing road space, particularly along the Esplanade, for built development, landscaping and/or for dedicated cycleways. In addition, key road junctions should be improved to allow for efficient vehicular movement but primarily to maximise opportunities for pedestrians/cyclists to move to, from and through the site safely and quickly. In particular, it is expected that the existing roundabout network connecting the Esplanade, Inveriel Road, Kinghorn Road and Bridge Street will be upgraded to a signal-controlled junction to serve this purpose. When detailed masterplans are being drawn up it is important that consideration is given to development proposals nearby such as the Kirkcaldy South West Strategic Land Allocation and the traffic impact of such proposals.</p>
<p>Development should attempt to reduce reliance on the use of the car as a movement choice.</p>	<p>The form and layout of the development shall be designed to maximise the use of public transport and encourage trips to and through the site to be made by pedestrians/cyclists.</p>
<p>The design of streets shall influence driver behaviour to reduce vehicle speeds to appropriate levels.</p>	<p>Traffic calming should not rely on 'hard' measures such as speed cushions. Rather, more 'natural' forms of traffic calming should be used in the design of the streetscape – such as allowing for short stretches of forward visibility and creating visual pinch points in a street.</p>



**Pinch points and the restriction of forward visibility (through altering building lines so that buildings encroach on drivers' sightlines) are useful techniques to traffic calm naturally rather than placing reliance on 'hard' measures such as speed cushions.**



<p>The site should present a permeable street network.</p>	<p>Wherever possible, it is intended that there should be a permeable network of streets and other routes (e.g. for pedestrians/cyclists) across the site – where streets link together – rather than the use of cul-de-sacs to terminate streets.</p> <p>This permeable approach is consistent with the historic street pattern of Kirkcaldy, and will maximise pedestrian and cycle accessibility, making it easier to navigate around the site.</p>
<p>A landscape, open space and greenspace framework should set the context for a masterplan to accompany future development proposals.</p>	<p>The landscape framework promoted through masterplans or development proposals should embrace the concept of green corridors or networks to maximise the permeability of green spaces and to foster nature corridors to encourage and increase biodiversity across the site. In particular, the green network proposals should connect the coastal area to the Tiel Burn corridor whilst enhancing the quality of these spaces. Such a natural corridor could enhance the connectivity of the Tiel Burn environment to the coast, and include the use of water features as part of a programme of public art where appropriate to enhance the visual quality/experience of this area.</p>



**This image shows how the streets are connected, making it easier to move around or through, with a choice of routes - making the area 'permeable'.**



**This sketch shows an example of how a green space network could be established to connect the coast and spaces within the development site, to the Tiel Burn corridor and beyond to the wider countryside.**



**A landscape framework should set out proposals to enhance and connect existing and new open space/green areas across the site.**



**An appropriate landscape framework, combined with a permeable network of streets and spaces, can help provide safe and pleasant routes for pedestrians/cyclists, and encourage use of this sustainable travel mode to/from and through the site.**

## LAND USE PROPOSALS

It is important that major development areas such as the Invertiel and Linktown area emerge as quality places and spaces, with active streets helping to work towards a sense of community or place. One of the guiding principles for development set out in this document is to help foster a sense of place both within the site and the surrounding areas through 'connecting' these areas by a suitable mix of uses and an appropriate development framework to ensure suitable links, connections and movement opportunities are present.

This section deals with the suitable mix of uses that would help achieve the above objective.

The principal mix of land uses expected within the Invertiel area is driven by the emerging Mid Fife Local Plan. The Local Plan, through Proposal KDY39 identifies the following list of preferred uses:

- Hovercraft terminal and associated commuter parking;
- Residential;
- Small scale convenience retail store, the size of which should reflect the Council's current Retail Capacity Study;
- Class 4 office accommodation; and
- Leisure, tourism and visitor facilities including the potential for a hotel.

In addition, other land uses, infrastructure works and community/visitor facilities are identified as appropriate within the Invertiel/Linktown area, to help meet the vision and strategy of this document.

The development requirements and land uses on the site may change following the Mid Fife Local Plan Examination. This is not expected to affect the urban design principles set out in this document but, once adopted, the Mid Fife Local Plan will provide the final policy position on suitable land uses and should be read in conjunction with this Development Framework.

There are a number of proposals that Fife Council will seek to achieve in or around Seafield Beach to help provide enhanced visitor facilities, create an identity and a sense of place and distinctiveness for the beach area:

- Public toilets;
- Beach warden office;
- Café/restaurant;
- Full disabled access to beach and facilities;
- Public art;
- Boat storage/beach huts (for rent/buy);
- Boardwalks to beaches;
- Visitor interpretation facilities (to promote the areas industrial heritage and environmental qualities); and
- Visitor Car Parking.

Small scale Class 5 business uses such as workshop provision may also be appropriate to locate on the site, provided there will be no loss of amenity to neighbouring uses.

Enhancements to the Fife Coastal Path will also be required as part of development proposals, in particular to provide a coastal route wherever possible through the site. Where the path would deviate from the coast, a high quality, and well signposted route shall be provided. Detailed proposals should be designed in conjunction with the Fife Coast and Countryside Trust.

A recycling point shall be provided in a prominent public space which is easily accessible by car users, pedestrians and cyclists.



**Seafield Beach - future development offers the opportunity to improve beach facilities and provide high quality development facing the sea.**



# LAND USE SCENARIOS

The previous sections of this document have set the context, urban design strategy and land use expectations for the Inveriel area.

This section presents three land use scenarios (two with provision of a hovercraft service, one without) taking into account the above strategy that has emerged through this document.

## **These land use scenarios are:**

- A Mixed Use Gateway
- Employment Hub and Café Quarter
- Inveriel Local Centre

## **Urban Design Concept Plan**

An Indicative Urban Design Concept Plan accompanies the Land Use Scenarios to help identify how key urban design principles expressed earlier in this document could be implemented. This is set out on page 36.

## **A Flexible Approach**

These land use scenarios represent a number of ways of delivering the Placemaking principles established through the urban design strategy. They are not fixed positions. They are examples of how the vision, objectives and urban design principles could be implemented. In general terms, providing future proposals/masterplans meet the vision, urban design strategy and Development Plan objectives, then there is flexibility to examine land use scenarios that take a variable approach to what is presented in this section. This flexible approach to delivery of detailed land scenarios, masterplans and/or future development proposals will allow alternative approaches to be supported that may, for example, be more appropriate for the market conditions of the time, or represent alternative aspirations of landowners.

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## **SCENARIO 1 – A MIXED USE GATEWAY**

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### **Site Concept**

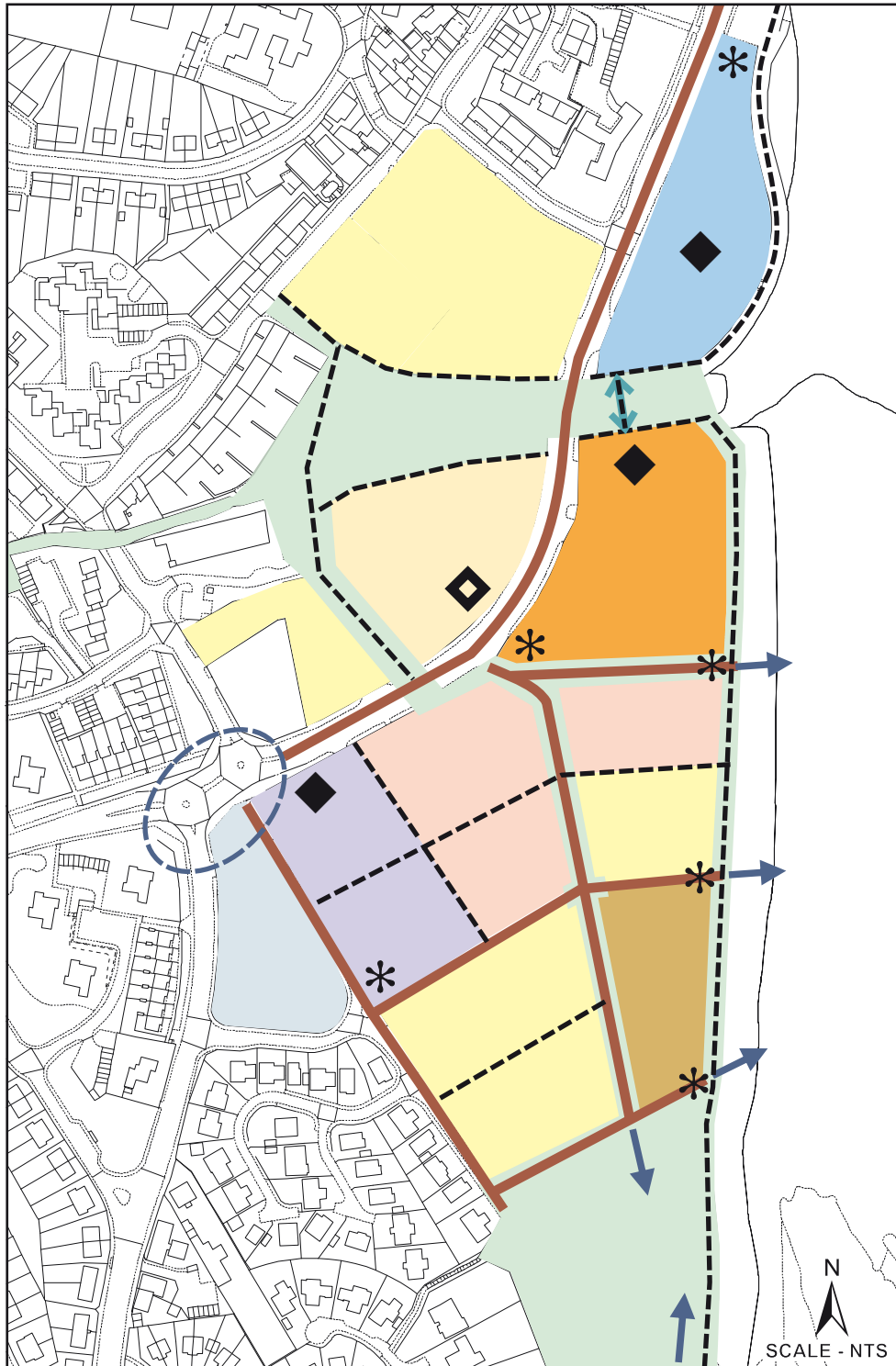
The proposal is built around the principle of establishing a high quality gateway to Central Kirkcaldy, as well as fully connecting the development to south and west Kirkcaldy and the Linktown area.

This approach is based on the provision of a wide mix of uses across the site – offering a range of functions/services: from employment, a transport hub, a gateway from the sea, a high quality convenience shopping environment, a leisure/visitor destination and a hub for connecting to wider area via footpaths, cycleways and vehicular movement.

This concept is designed to ensure there are strong pedestrian/cycle links to:

- Linktown and beyond to Central Kirkcaldy;
- Southwards to the Seafeld beach area and beyond to the Fife Coastal path; and
- Westwards to the Kirkcaldy South West Strategic Land Allocation.

## Land Use Scenario 1 - A Mixed Use Gateway



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|---|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #9999cc; border: 1px solid black;"></span> RETAIL (FLATS ABOVE)  | <span style="display: inline-block; width: 10px; height: 10px; background-color: black; border: 1px solid black;"></span> LANDMARK BUILDING   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9933; border: 1px solid black;"></span> HOVERCRAFT & ASSOCIATED INFRASTRUCTURE  | <span style="display: inline-block; width: 10px; height: 10px; background-color: white; border: 1px solid black; border-radius: 50%;"></span> LANDMARK BUILDING - BOOKEND TO ROPEWALK |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc99; border: 1px solid black;"></span> OFFICE/LIGHT INDUSTRY (WITH FLATS ABOVE ALONG PRINCIPLE ROUTES)   | <span style="display: inline-block; width: 15px; height: 15px; border: 2px dashed black; border-radius: 50%;"></span> JUNCTION RE-CONFIGURATION                                       |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff99; border: 1px solid black;"></span> RESIDENTIAL   | <span style="display: inline-block; width: 10px; height: 10px; background-color: white; border: 1px solid black; border-radius: 50%;"></span> FOOTBRIDGE                              |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #99ff99; border: 1px solid black;"></span> GREEN SPACE CORRIDOR/OUTDOOR LEISURE, BEACH & ASSORTED FACILITIES   | <span style="display: inline-block; width: 10px; height: 10px; background-color: white; border: 1px solid black; border-radius: 50%;"></span> PRINCIPAL VIEW                          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #99ccff; border: 1px solid black;"></span> EMPLOYMENT, COMMUNITY USE, RESIDENTIAL OPPORTUNITY  | <span style="display: inline-block; width: 10px; height: 10px; background-color: white; border: 2px solid brown;"></span> PRINCIPAL STREET  |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #cc9933; border: 1px solid black;"></span> COMMUNITY/VISITOR SERVICES eg PUB, RESTAURANT, ART SPACE/STUDIOS AND/OR VISITOR SERVICES (WITH POTENTIAL FOR FLATS ABOVE) | <span style="display: inline-block; width: 10px; height: 10px; border: 2px dashed black;"></span> PRINCIPAL FOOTPATH  |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc33; border: 1px solid black;"></span> HOVERCRAFT CAR PARKING (INC. OFFICE/LIGHT INDUSTRY)   | <span style="display: inline-block; font-size: 1em;">*</span> PUBLIC ART  |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #99ccff; border: 1px solid black;"></span> HOTEL   |   |

.....

## **SCENARIO 2 – EMPLOYMENT HUB AND CAFÉ QUARTER**

.....

The proposal is again built around the gateway function to Central Kirkcaldy, with strong connections from the development to south and west Kirkcaldy, together with Linktown.

This approach is based on the provision of a mix of uses across the site – offering a range of functions/services: from employment, a transport hub, a gateway from the sea, a high quality convenience shopping environment, a leisure/visitor destination and hub for connecting to wider area via footpaths, cycleways and vehicular movement.

This concept is designed to ensure there are strong pedestrian/cycle links to:

- Linktown and beyond to Central Kirkcaldy;
- Southwards to the Seafield Beach area and beyond to the Fife Coastal path; and
- Westwards to the Kirkcaldy South West Strategic Land Allocation.

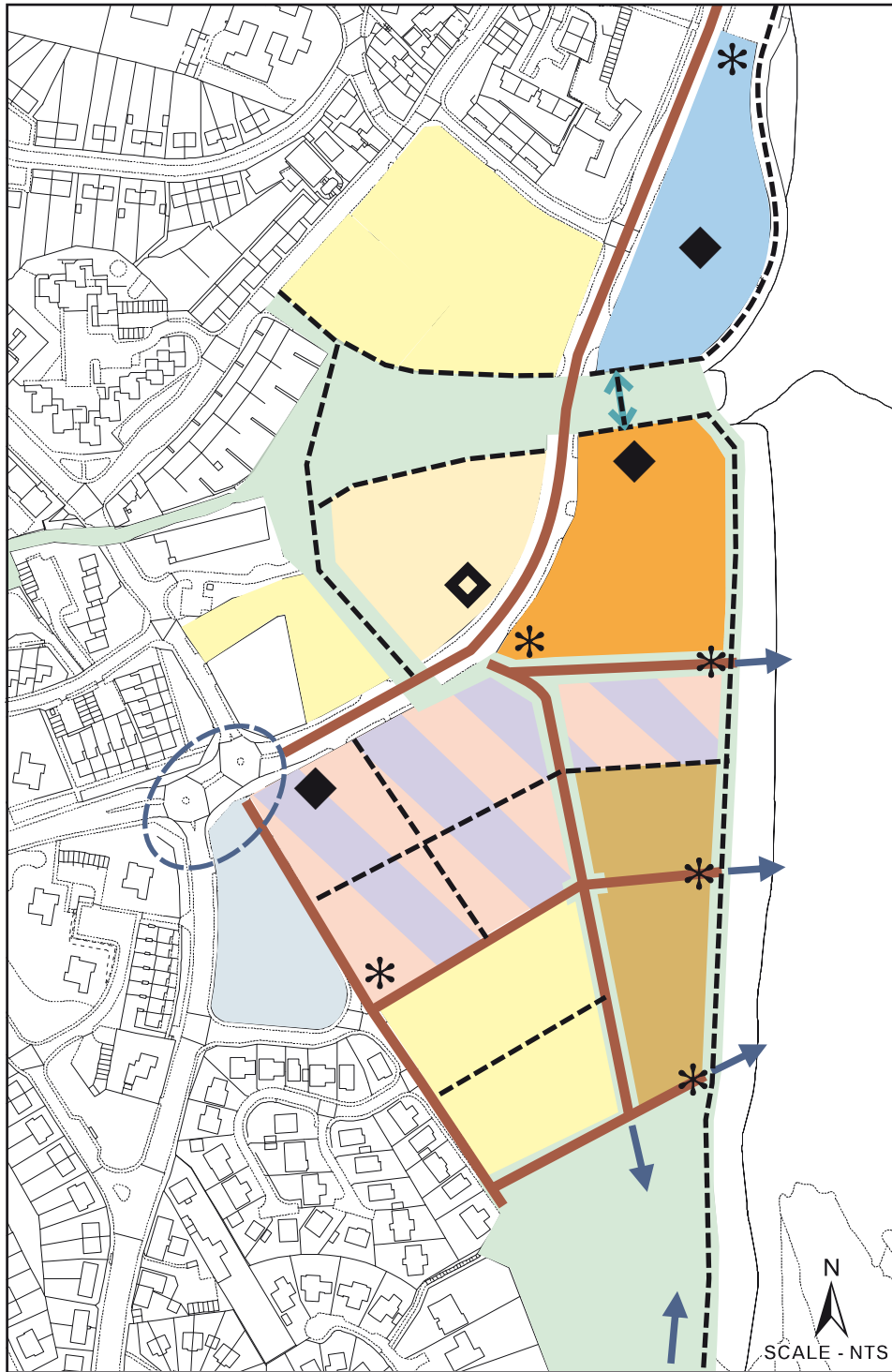
There is more of a focus on building an employment base with this scenario, reflecting the proximity to an important and potentially lucrative transport hub.

Offices/light industry is proposed to form the predominant streetscape uses along the Esplanade, with a small number of convenience retail units on the ground floor.



Fewer residential units are proposed, but an increase in community facilities - i.e. café, restaurant, pub, art space/galleries, small artisan workshops – could all help engender and sustain a sense of community whilst enhancing facilities for visitors.



## Land Use Scenario 2 - Employment Hub & Cafe Quarter



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- |   |   |  |   |
|---|---|--|---|
|  | MIXED USE EMPLOYMENT 'HUB' CLASS 4/RETAIL   |  | LANDMARK BUILDING                       |
|  | HOVERCRAFT & ASSOCIATED INFRASTRUCTURE  |  | LANDMARK BUILDING - BOOKEND TO ROPEWALK |
|  | RESIDENTIAL   |  | JUNCTION RE-CONFIGURATION               |
|  | GREEN SPACE CORRIDOR/OUTDOOR LEISURE, BEACH & ASSORTED FACILITIES   |  | FOOTBRIDGE                              |
|  | EMPLOYMENT, COMMUNITY USE, RESIDENTIAL OPPORTUNITY  |  | PRINCIPAL VIEW                          |
|  | COMMUNITY/VISITOR SERVICES eg PUB, RESTAURANT, ART SPACE/STUDIOS AND/OR VISITOR SERVICES (WITH POTENTIAL FOR FLATS ABOVE) |  | PRINCIPAL STREET                        |
|  | HOVERCRAFT CAR PARKING (INC. OFFICE/LIGHT INDUSTRY)   |  | PRINCIPAL FOOTPATH                      |
|  | HOTEL   |  | PUBLIC ART                              |

## KEY SITE FEATURES – SCENARIOS 1 AND 2

- The Rope Walk is formed as the focal point or ‘backbone’ of the development – connecting Central Kirkcaldy, via the Esplanade, to Inveriel and Seafield Beach with its enhanced facilities.
- The view southwards along Rope Walk should be retained – offering a long and impressive view of sea terminated by Inchkeith Island.
- Active frontages along Rope Walk are created to provide high quality streetscape to this important route.
- Landmark buildings and/or public art form a northern feature to Rope Walk – this feature would be used to terminate the Rope Walk with a high quality viewpoint, much like role Inchkeith Island plays in a southerly direction.
- Seafield Beach area is enhanced as a principal focus for open space, leisure and culture, both for visitors, existing and new residents.
- A network of cycle/pedestrian links and routes are provided to the surrounding areas, including Kirkcaldy South West Strategic Land Allocation, Seafield, Fife Coastal Path, and onwards to Linktown and Central Kirkcaldy.
- Any higher density, mixed use development that is proposed should be focussed on principal streets to encourage the creation of a strong gateway, draw people into the area and provide interesting development along these streets. Views of the sea, to reinforce connection with the coastal area, should be retained along this route. In particular, strategic views to the sea should be retained. Where buildings are proposed within the visual cone of the identified Strategic Views, then the visual connection with the sea/coast should be maintained through a combination of building location, height and materials.



**Rope Walk - with its important view to Inchkeith Island - should be an integral part of any redevelopment proposal**



**Seafield Beach - a high quality environment for residents and visitors which offers the opportunity to play an even more important landscape and recreational role within any re-development proposals.**

- Feature buildings are provided at key locations across the site, including the Esplanade. The Rope Walk - with its important view to Inchkeith Island - should be an integral part of any re-development proposal for Seafield Beach - a high quality environment for residents and visitors which offers the opportunity to play an even more important landscape and recreational role within any re-development proposals.
- There is the potential to extend the Rope Walk to service the area of open space to the south.
- A green corridor shall be created alongside enhancements to existing areas. This shall link the Fife Coastal Path, Seafield Beach area and Tiel Burn corridor running northwards, towards the wider countryside and the Kirkcaldy South West Strategic Land Allocation.
- The Tiel Burn corridor, with its connection to the coast, shall be enhanced through the use of appropriate landscaping, alongside land art and/or water features as part of the public art contribution.



**The use of colour and good quality materials can provide an interesting and distinctive public realm.**



**Feature buildings at prominent locations can help provide distinctive streetscapes and improve the legibility of a development.**





**Opportunities should be taken to improve key junctions, allowing greater pedestrian/cyclist movement into the site. This can be linked to public realm improvements along principal streets such as the Esplanade.**



- Hovercraft car parking shall be set behind a mixed use office/residential on the northern side of the Esplanade with retail/café units on the ground floor. A safe and convenient pedestrian crossing shall be provided across the Esplanade to serve the hovercraft facility.
- The hovercraft service and associated infrastructure shall present a high quality building and landscape setting to define the viewpoint from Inveriel Road along the Esplanade as well as the important view from central Kirkcaldy southwards along the Esplanade.
- High quality frontage development shall be provided on the coastal fringe (i.e. embracing the sea).
- Strong pedestrian and cycle links to the coastal fringe shall be formed throughout the site.
- Safe pedestrian/cycle links to land south of Esplanade from Link Street area shall be provided, helping to connect the existing Linktown area into the fabric of the new development.
- Active uses overlooking the Seafield Beach area and open space shall be provided – including residential, community uses, café, and/or pub/restaurant.
- A 'Hub' of office/light industry immediately adjacent to Hovercraft facilities is proposed. This can be seen as a desirable location for employment uses - adjacent to key transport hub. Its location here would also help shield residential development from noise/disturbance.
- The existing car/lorry park presents a longer term opportunity to provide enhanced tourist/visitor infrastructure with a landmark building (such as a hotel) with strong vertical emphasis in its design to define the southern edge of the Esplanade.

**The northern end of the Rope Walk present an opportunity to define this important view with a feature building and/or public art.**



- Junction improvements – a signal-controlled junction is recommended to replace the existing roundabout configuration to the west of the site.
- A new foot/cycle bridge over the Tiel Burn is proposed, providing a segregated route onto the Esplanade cycle/pedestrian route, as well as a better quality environment serving the wider Fife Coastal Path.
- The proposed building line along the Esplanade could potentially encroach onto current road space, subject to an appropriate Transport Assessment for this site and the wider Strategic Land Allocation area being supportive. This approach could offer the opportunity to create a high quality 'street', which could include narrower street widths in places to enhance elements of the streetscape along the Esplanade area.
- General public realm improvements are proposed along the Esplanade route to reflect its prominence as the primary route into Kirkcaldy.
- An appropriate bus service and infrastructure should be provided to serve the Hovercraft service and its link to the Kirkcaldy bus station.
- The site of the former bus painters, to the west of the hovercraft site, should provide an active and robust building front to the Esplanade, of height and massing to provide a strong building feature that would sit prominently behind the hovercraft terminal when viewed from the coast/sea. This is an important arrival point to Fife and development here should provide a positive visual experience.

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### **SCENARIO 3 – INVERTIEL LOCAL CENTRE**

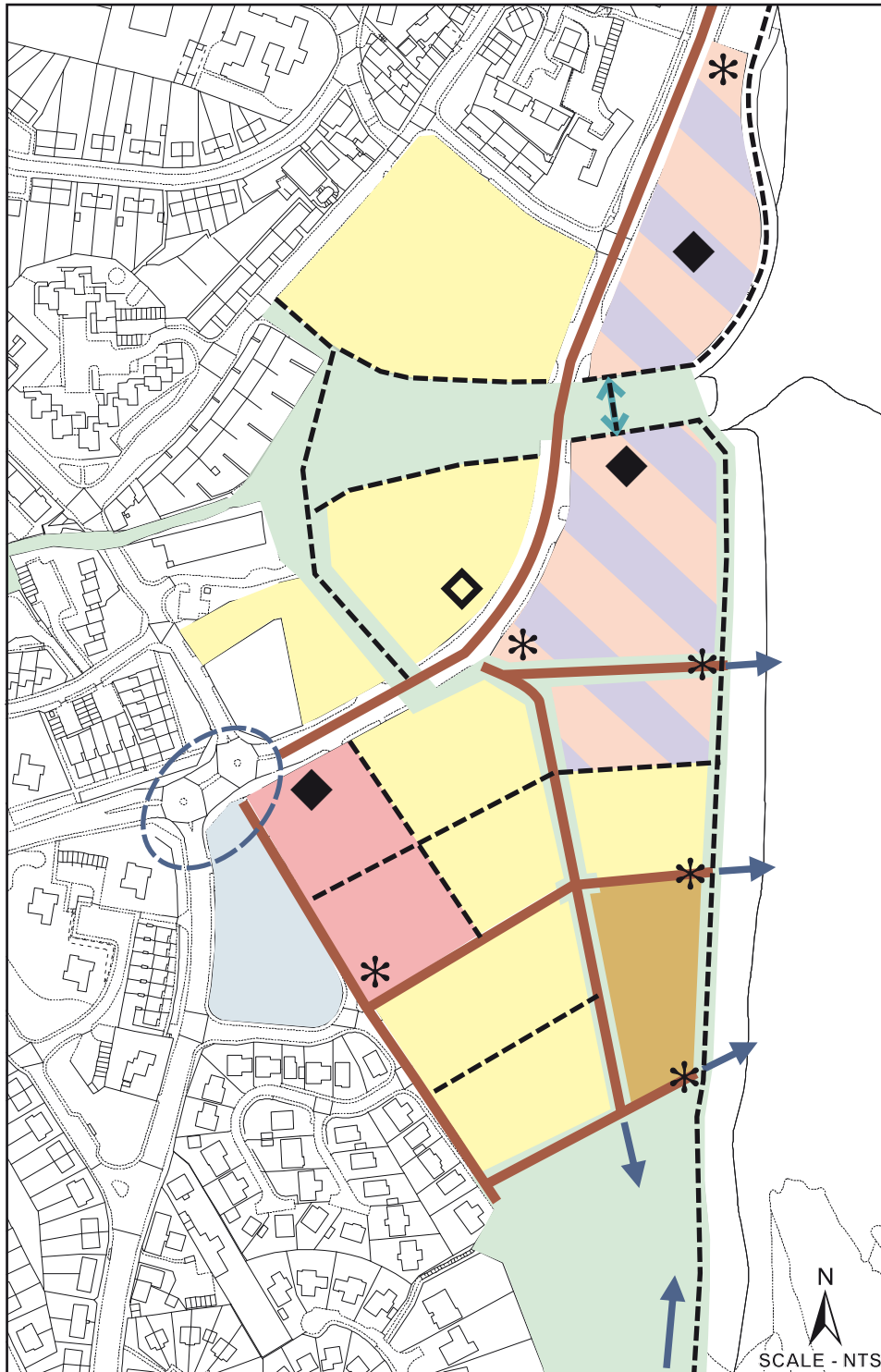
.....

Whilst physically this is in an important gateway location - in terms of the function of the area without a hovercraft service - it will no longer be the transport hub, the gateway from the sea, or the focus for significant visitor numbers. The function would be more akin to a local centre. However, the opportunity is still present to develop a business 'hub' – light industry, offices and some small scale workshop use - to create an employment 'centre'. Convenience retail would provide an important service for existing and proposed residents.

This land use scenario places more focus on delivering residential development to secure integration of the Invertiel area into Seafield and Linktown.



### Land Use Scenario 3 - Invertiel Local Centre



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- |  |   |  |   |
|--|---|--|---|
|  | BUSINESS 'HUB' CLASS 4/SMALL SCALE RETAIL/ CLASS 5 WORKSHOPS  |  | LANDMARK BUILDING - BOOKEND TO ROPEWALK |
|  | RETAIL WITH FLATS ABOVE   |  | JUNCTION RE-CONFIGURATION               |
|  | RESIDENTIAL   |  | FOOTBRIDGE                              |
|  | GREEN SPACE CORRIDOR/OUTDOOR LEISURE, BEACH & ASSORTED FACILITIES   |  | PRINCIPAL VIEW                          |
|  | EMPLOYMENT, COMMUNITY USE, RESIDENTIAL OPPORTUNITY  |  | PRINCIPAL STREET                        |
|  | COMMUNITY/VISITOR SERVICES eg PUB, RESTAURANT, ART SPACE/STUDIOS AND/OR VISITOR SERVICES (WITH POTENTIAL FOR FLATS ABOVE) |  | PRINCIPAL FOOTPATH                      |
|  | LANDMARK BUILDING   |  | PUBLIC ART                              |

## KEY SITE FEATURES – SCENARIO 3

- The Rope Walk formed as the focal point or 'backbone' of the development – connecting Central Kirkcaldy, via the Esplanade, to Inveriel and Seafield Beach with its enhanced facilities.
- The view southwards along Rope Walk should be retained – offering a long and impressive view of sea terminated by Inchkeith Island.
- Active frontages along Rope Walk created to provide high quality streetscape to this important route.
- Landmark buildings and/or public art form a northern feature to Rope Walk – this feature would be used to terminate the Rope Walk with a high quality viewpoint, much like role Inchkeith Island plays in a southerly direction.
- Seafield Beach area enhanced as a principal focus for open space, leisure, culture, both for visitors, existing and new residents.
- A network of cycle/pedestrian links and routes are provided to the surrounding areas, including Kirkcaldy South West Strategic Land Allocation, Seafield, Fife Coastal Path, and onwards to Linktown and Central Kirkcaldy.
- Any higher density, mixed use development that is proposed should be focussed on principal streets to encourage the creation of a strong gateway, draw people into the area and provide interesting development along these streets. Views of the sea, to reinforce connection with the coastal area, should be retained along this route. In particular, strategic views to the sea should be retained. Where buildings are proposed within the visual cone of the identified Strategic Views, then the visual connection with the sea/coast should be maintained through a combination of building location, height and materials.
- Feature buildings are provided at key locations across the site, including the Esplanade. The Rope Walk - with its important view to Inchkeith Island - should be an integral part of any re-development proposal for Seafield Beach - a high quality environment for residents and visitors which offers the opportunity to play an even more important landscape and recreational role within any re-development proposals.

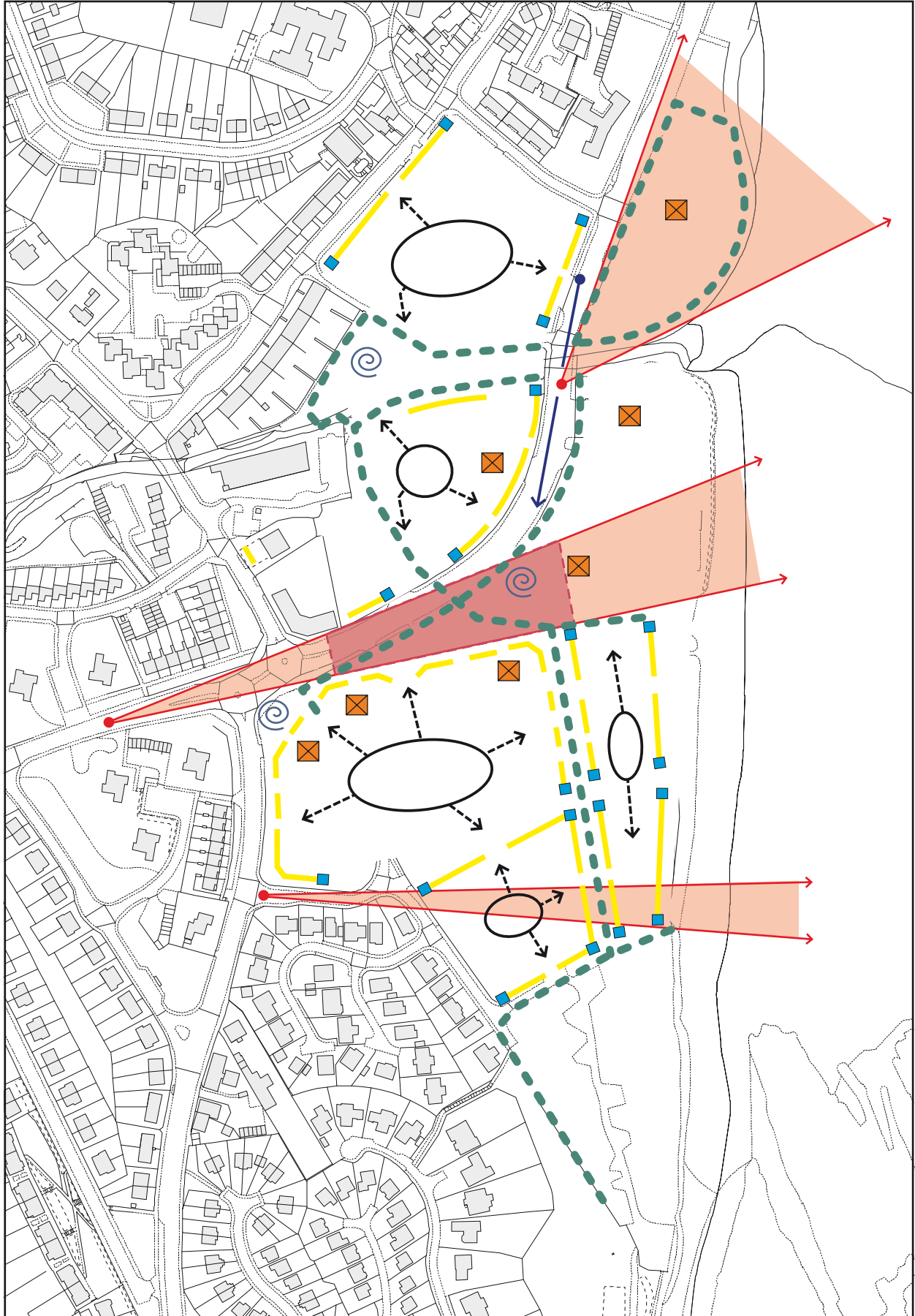


**Good quality architectural detailing can enhance the quality of streetscapes.**

- There is the potential to extend the Rope Walk to service the area of open space to the south.
- A green corridor shall be created with enhancements to existing areas. This shall link the Fife Coastal Path, Seafield Beach area and Tiel Burn corridor running northwards, towards the wider countryside and the Kirkcaldy South West Strategic Land Allocation.
- The Tiel Burn corridor, with its connection to the coast, shall be enhanced through the use of appropriate landscaping, alongside land art and/or water features as part of the public art contribution.
- High quality frontage development shall be provided on the coastal fringe (i.e. embracing the sea).
- Strong pedestrian and cycle links to the coastal fringe shall be formed throughout the site.
- Safe pedestrian/cycle links to land south of Esplanade from Link Street area shall be provided, helping to connect the existing Linktown area into the fabric of the new development.
- Active uses overlooking the Seafield Beach area and open space shall be provided – including residential, community uses, café, and/or pub/restaurant.
- A 'Hub' of office/light industry is proposed, based around offices, light industry and/or small workshops.
- Junction improvements – a signal-controlled junction is recommended to replace the existing roundabout configuration to the west of the site.
- General public realm improvements are proposed along the Esplanade route to reflect its prominence as the primary route into Kirkcaldy.
- A new foot/cycle bridge over the Tiel Burn is proposed, providing a segregated route onto the Esplanade cycle/pedestrian route as well as a better quality environment serving the wider Coastal Path.
- The proposed building line along the Esplanade could potentially encroach onto current road space, subject to an appropriate Transport Assessment for this site and the wider Strategic Land Allocation area being supportive. This approach could offer the opportunity to create a high quality 'street', which could include narrower street widths in places to enhance elements of the streetscape along the Esplanade area.












# INDICATIVE URBAN DESIGN CONCEPT PLAN FOR LAND USE SCENARIOS



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**INDICATIVE URBAN DESIGN CONCEPT PLAN KEY**

-  Building 'front'
  
-  Corner Feature
  
-  Service areas, car parking, garden ground, courtyard development opportunities, pedestrian/cyclist connections
  
-  Landmark or gateway feature building
  
-  Greenspace / public art / water feature
  
-  View along street terminated by feature building
  
-  Principle areas of landscaping/tree planting
  
-  Strategic views (with visual 'cone')
  
-  This darker zone is a visually sensitive area. Future proposals should maintain view through to the sea. Opportunity here to create a plaza environment with a sensitively designed feature building incorporated (e.g. Café). Buildings to the south should overlook this plaza with active frontages. Plaza could combine hard & soft landscaping & connect to adjacent green spaces / corridors.



# PHASING – WORKING TOWARDS DELIVERY

This Strategic Development Framework identifies a broad vision and an urban design strategy for the Inveriel area which provides an important tool for helping to deliver regeneration and the creation of high quality places and spaces.

## **Risks, Issues and Variables**

The implementation and timing of delivery for all development land in the framework area is subject to a range of issues and risks such as landowner aspirations, market capacity, commercial viability and planning consent. In addition, there are a number of variables in relation to land uses across the site, masterplanning exercises, design and development costs, all of which reinforces the need for a collaborative process to work towards delivery of development.

## **A Collaborative Process**

Engagement and dialogue with landowners, developers and other interested parties is an important aspect to develop this framework and move towards the creation of masterplans and subsequent delivery of development.

To date, there has been some discussion with landowners, developers and/or their agents, as well as a public consultation process following publication of the Draft Development Framework.

It is anticipated that regular dialogue will continue in the future so that the wide range of interested parties could, wherever possible, work together towards common goals, within the overall objective of securing the necessary regeneration of this area as set out in this document.

To help facilitate this, Fife Council will seek to establish an Inveriel Forum, comprising interested parties. This Forum will seek to assist and support the development and regeneration process for the Inveriel area. There may also be a role of the Forum to liaise and co-ordinate, wherever possible, with landowners/developers of the Kirkcaldy South West Strategic Land Allocation.

## **Phasing**

The Indicative Phasing Plan identifies three general phases for progressing development on site, working on 5-10 year timescales.

The phasing plan, particularly the initial phase, is reflective of discussions to date with landowners, developers or their agents who have been active in promoting their site(s) for development and could therefore deliver development on site in the short term.

Subsequent engagement with remaining landowners and their agents is important to continue any momentum generated through the work and proposals that may come forward in the initial period of this development scheme.

## **Flexibility**

As with most complex development sites, any variable can change and the framework must be adaptable to reflect changing circumstances. It is therefore recognised that, providing development proposals meet the urban design strategy set out in this document, and the land use proposals are consistent with the Development Plan, then the phasing, location and land uses proposed may be flexible to respond to any changing circumstances.



## Site Development - Indicative Phasing Plan



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- 1** SHORT TERM (1-5 YEARS)
- 1-2** PUBLIC REALM IMPROVEMENTS/INFRASTRUCTURE PROVIDED THROUGHOUT PHASES 1&2
- 2** MEDIUM TERM (5-10 YEARS)
- 3** LONG TERM (10-20 YEARS)

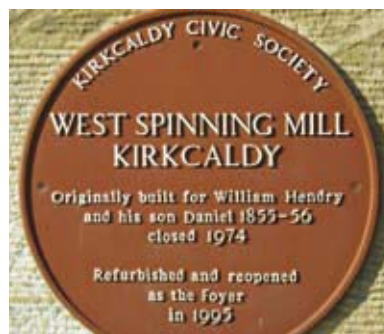


# APPENDIX: SITE CONTEXT, BUILDING HEIGHTS AND POTENTIAL SITE CONSTRAINTS

.....

The following pages provide background information and context to the information set out within the main body of this document. This is based on three themes:

- 1. Site analysis and the emerging development context** – which provides information to help set the context for the urban design strategy and the land use scenarios.
  - 2. Building Heights** – this examines how the overall strategic objectives can be met by promoting a range of appropriate building heights across the development area.
  - 3. Potential Site Constraints** – which provides a brief summary of some potential constraints that will need to be examined and considered by landowners and/or developers as they progress detailed development proposals for any part of the site.
- .....



**West Spinning Mill, Kirkcaldy - the historical context of an area can help provide important references for future development.**



## 1. SITE ANALYSIS AND THE EMERGING DEVELOPMENT CONTEXT

The following set of drawings provides an analysis of existing land uses and key site features which helps to set the context for the design strategy. Included is an analysis of movement and potential movement patterns to, from and through the site which helps conceptualise the structure of the framework and identify an emerging block pattern and hence developable land parcels. Existing greenspaces are identified, as is the opportunity to create a greenspace network, linking key areas of open space together both within and outwith the study area. Analysis of potential movement patterns and transport nodes can help define the development and urban design strategy.

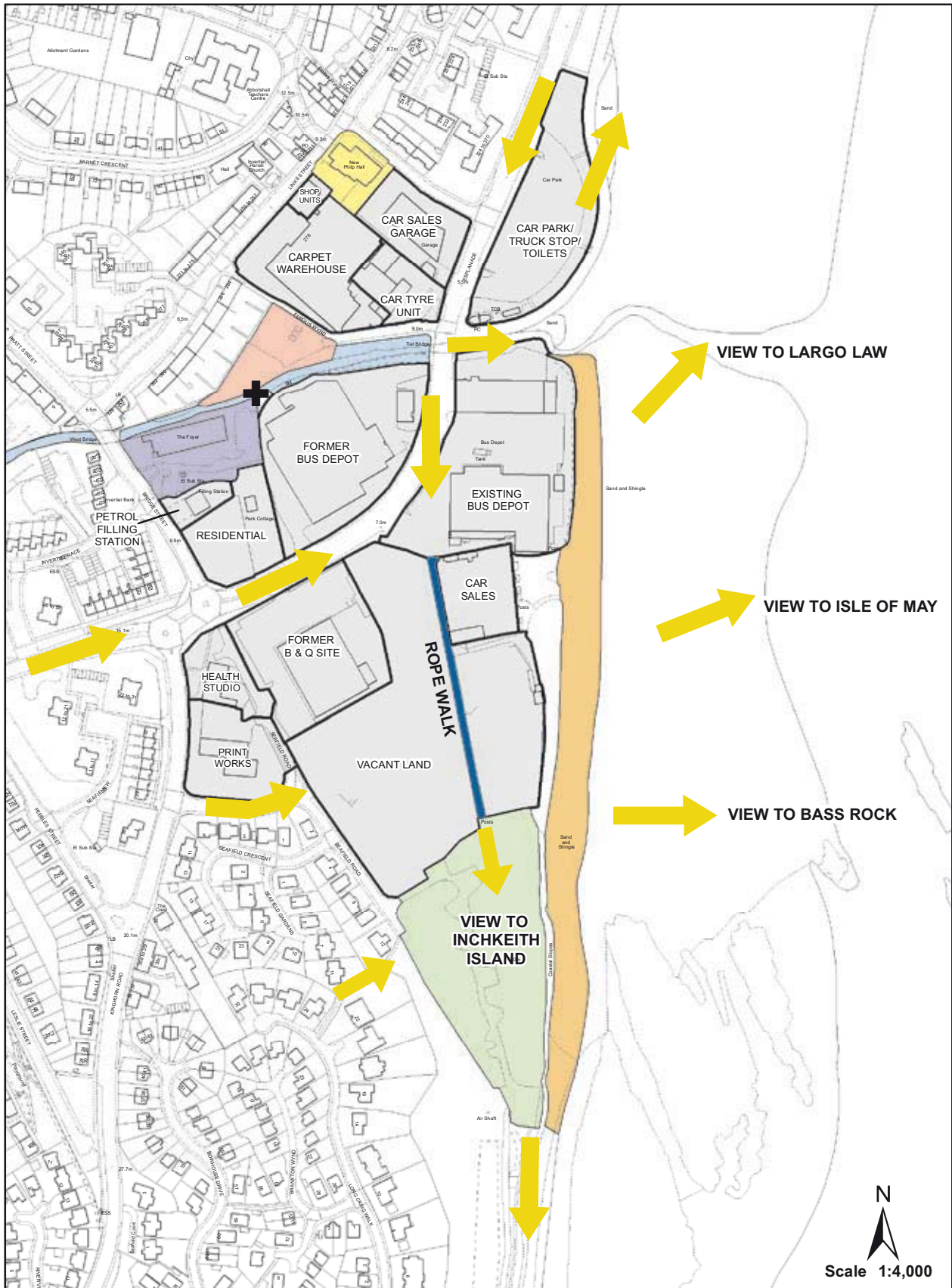


**Greenspace networks provide important movement, recreation and wildlife corridors.**






**Analysis of potential movement patterns and transport nodes can help define the development and urban design strategy.**







# Site Analysis and Key Site Features



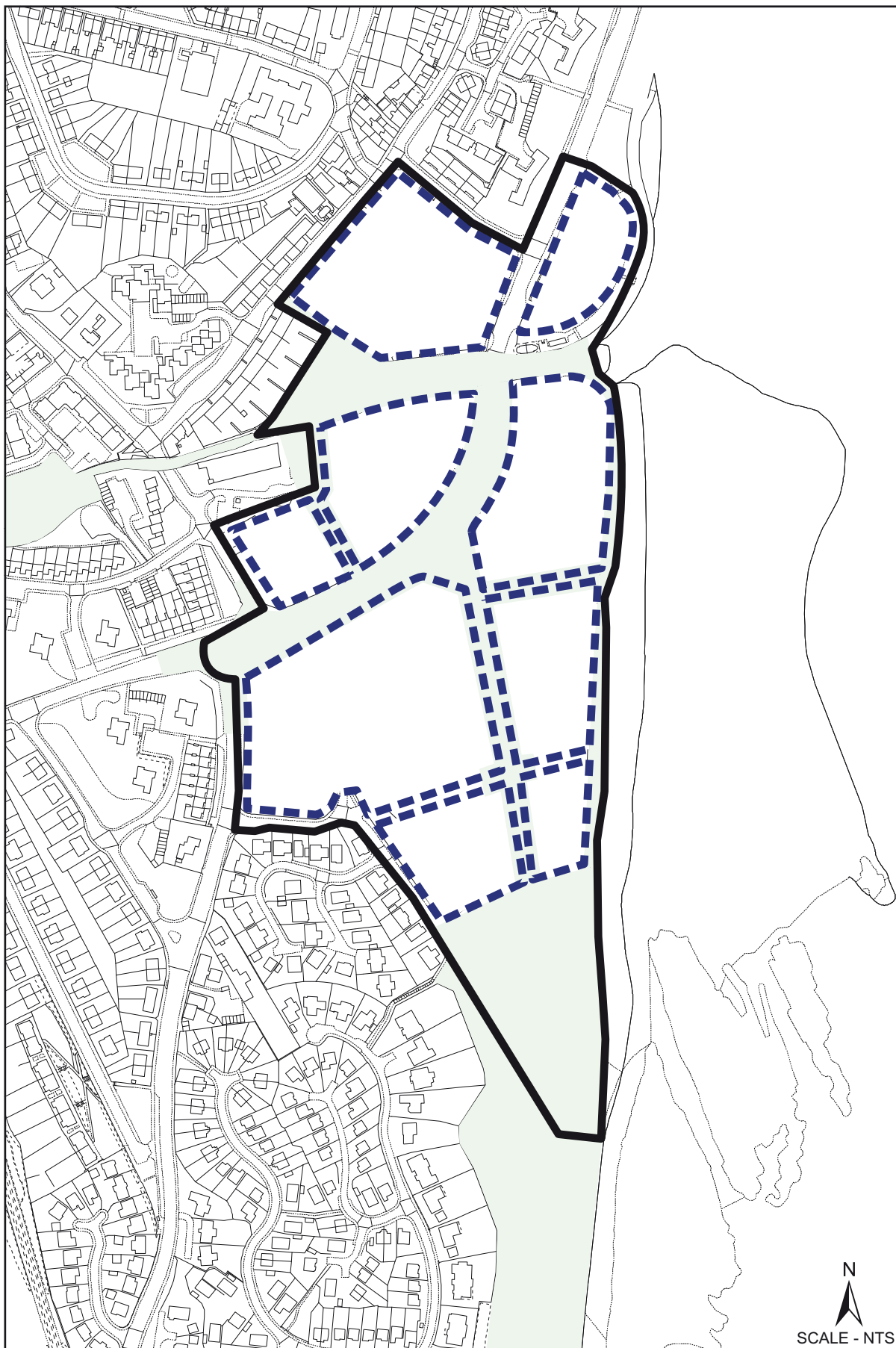
## VIEWS / KEY SITE FEATURES

-  KEY VIEWS INTO/OUT OF & THROUGH SITE
-  INVERTIEL BURN CORRIDOR
-  BEACH/SEAFRONT
-  CAR PARKING, GRASSY AREAS, PICNIC AREA
-  ROPE WALK

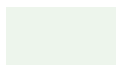
-  MILL BUILDING & CURTILAGE (RESIDENTIAL)
-  PUBLIC CAR PARK AMENITY SPACE
-  FOOTBRIDGE
-  PHILP HALL - FC LOCAL OFFICE - POTENTIAL COMMUNITY USE



# Potential Green Space Network

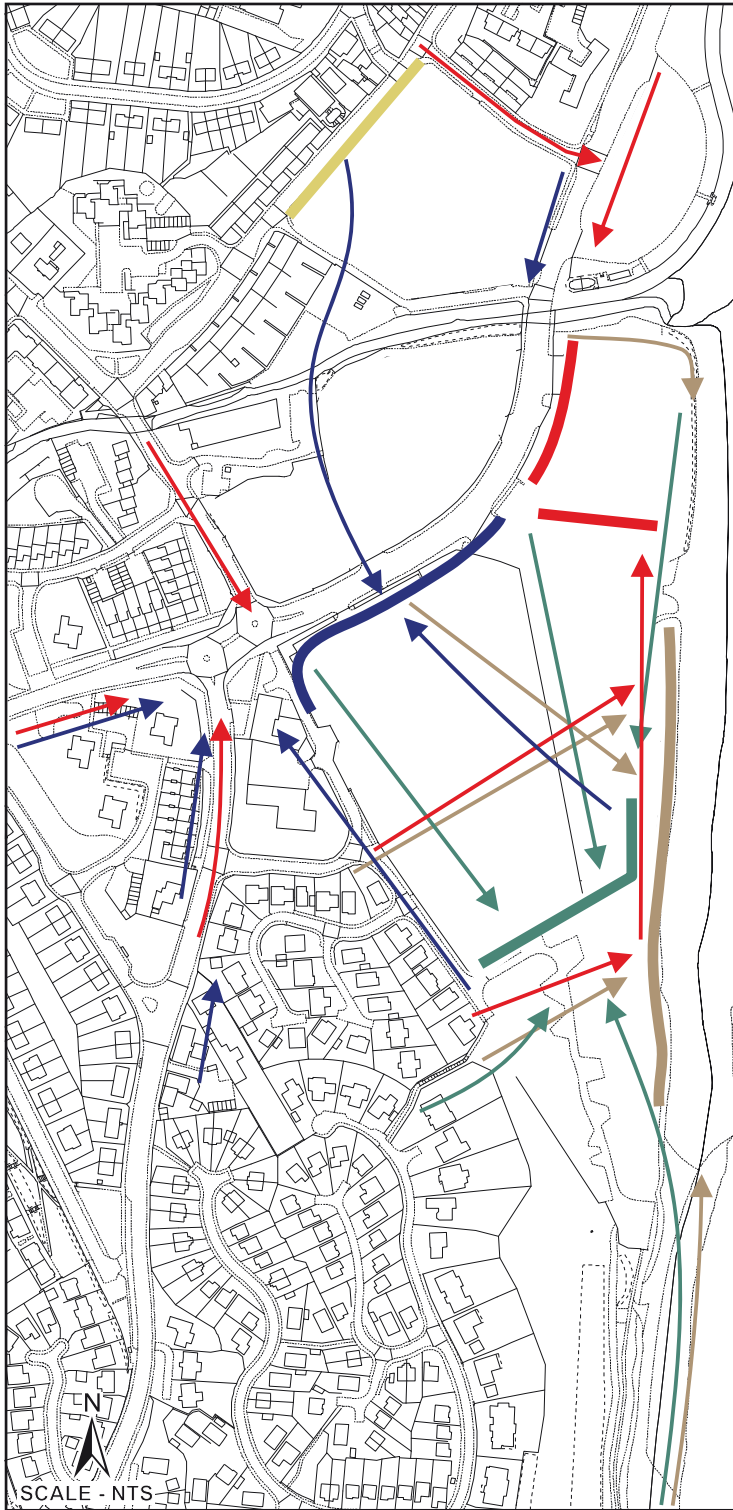


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**POTENTIAL GREEN SPACE NETWORK**

# Movement Analysis



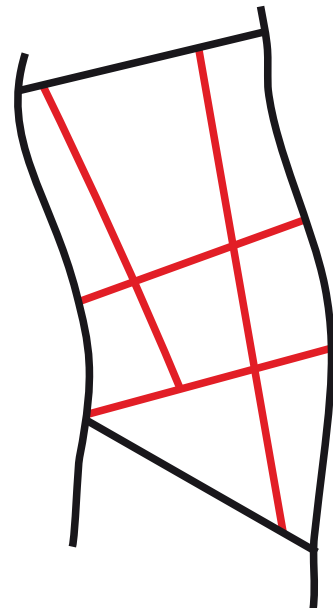
## WHY PEOPLE ARE MOVING TO STUDY AREA:

1. TO HOVERCRAFT/EDINBURGH
2. WORK
3. BEACH
4. LEISURE/RECREATION/CAFÉ/RESTAURANT
5. TO LIVE
6. TO SHOP
7. COASTAL PATH

## WHERE WILL PEOPLE BE COMING FROM :

1. SW SLA
2. ADJACENT HOUSING AREAS
3. KIRKCALDY TOWN CENTRE
4. COASTAL PATH
5. WIDER AFIELD RE. BEACH/HOVERCRAFT AREA

## SCHEMATIC



PRINCIPAL ROUTES THROUGH SITE

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## PEDESTRIAN & CYCLE MOVEMENT ROUTES TO/THROUGH SITE:

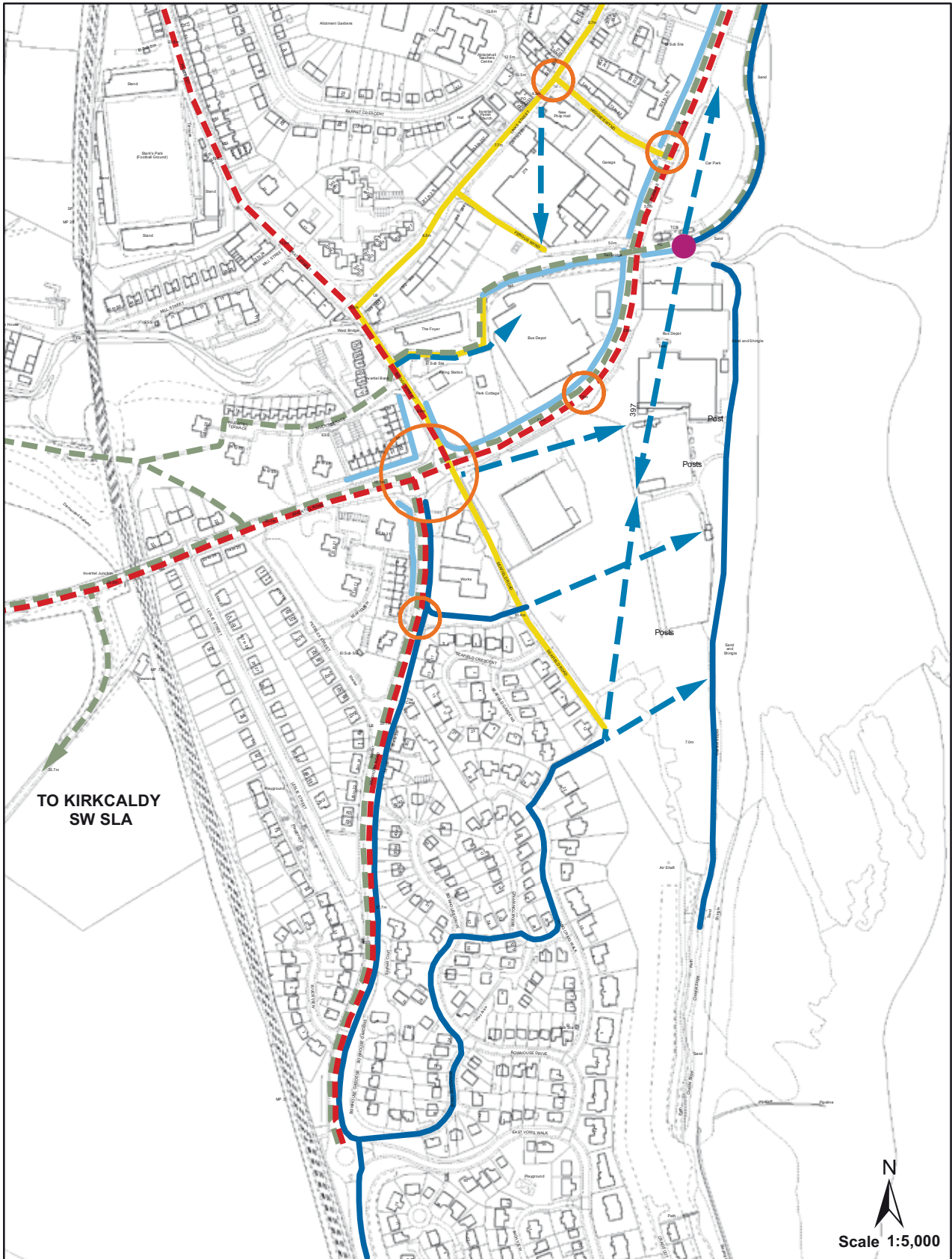
- ACCESS TO RETAIL
- ACCESS TO HOVERCRAFT
- ACCESS TO CAFÉ/RESTAURANT & OTHER VISITOR USES
- ACCESS TO BEACH

## PRINCIPAL FRONTAGE USES :

- CONVENIENCE RETAIL
- HOVERCRAFT
- CAFÉ/RESTAURANT
- BEACH
- RESIDENTIAL/COMMUNITY FACILITY



# Movement and Access Considerations



## MOVEMENT

- PRINCIPAL VEHICULAR MOVEMENTS TO/THROUGH SITE
- OTHER MOVEMENT ROUTES TO/THROUGH SITE
- PRINCIPAL PEDESTRIAN ROUTES TO SITE
- PRINCIPAL CYCLE ROUTES TO/THROUGH SITE
- PEDESTRIAN MOVEMENT BARRIERS
- ➔ PEDESTRIAN MOVEMENTS THROUGH SITE
- PRINCIPAL VEHICULAR JUNCTION
- POTENTIAL NEW FOOTBRIDGE

Development Block Pattern - Emerging from Site and Movement Analysis





## 2. BUILDING HEIGHTS

The strategy for the Inveriel area is to achieve a gateway environment, create a focal point for this edge of Kirkcaldy and facilitate the development of a distinctive and high quality development. In addition to the land use scenarios and phasing concepts as outlined in the main body of this document, there should be regard to ensuring the heights of buildings reflect their prominence on key streets, and that street junctions are appropriately defined.

In this respect, the use of higher buildings is promoted for appropriate locations across the site. To achieve the overall design quality, principal streets such as the Esplanade will be expected to provide a range of building heights to create variation, visual interest and an overall balance to any new 'street' or development created. The use of building height should respond, and be in proportion, to the adjacent street width, whilst maintaining strategic views to and through the site.

Appropriate breaks or gaps in building lines will however, be required to allow for key views to the sea/coast to be protected, thereby retaining a strong visual connection to the coastal area through new development.

It will also be the role of future masterplans and/or development proposals to identify the specific location of higher buildings and their heights, whilst following the guidance and design principles set out in this document.



**Locating prominent buildings at key junctions, and varying building heights and rooflines can help provide distinctive and legible streetscapes.**

### 3. POTENTIAL SITE CONSTRAINTS

A number of potential site constraints are present within the site area, given its location, history and previous uses. These include:

- Firth of Forth Special Protection Area
- Former shallow mine workings across the site
- Potential land contaminants
- Potential flood issues (Tiel Burn and Coastal)

Some or all of these potential constraints could have an impact upon detailed proposals across the site, for example, the location of any mineshafts on site, or other former mine workings. Future masterplans and/or land use proposals will therefore be expected to undertake the necessary research/survey work to identify the impact of, and mitigation measures required, to address any identified constraint on the site.

Further information/advice can be provided from the relevant statutory provider (such as the Coal Authority, for example), or from Fife Council Development Services.







## **FURTHER INFORMATION**

For further information on this Inveriel and Linktown Strategic Development Framework, please contact:

The urban design and masterplanning team  
Fife Council Development Services,  
Town House, 2 Wemyssfield, Kirkcaldy, KY1 1XW

Tel: 08457 555555 ext 480166

email: [urban.design@fife.gov.uk](mailto:urban.design@fife.gov.uk)

[www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning)



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