

## G. Dunfermline

A total of 7 settlement-scale green and blue networks have been identified:

DUNGN01: Lyne Burn Green and Blue network

DUNGN02: Halbeath to Baldridgeburn Green and Blue network

DUNGN03: Tower Burn Green and Blue network

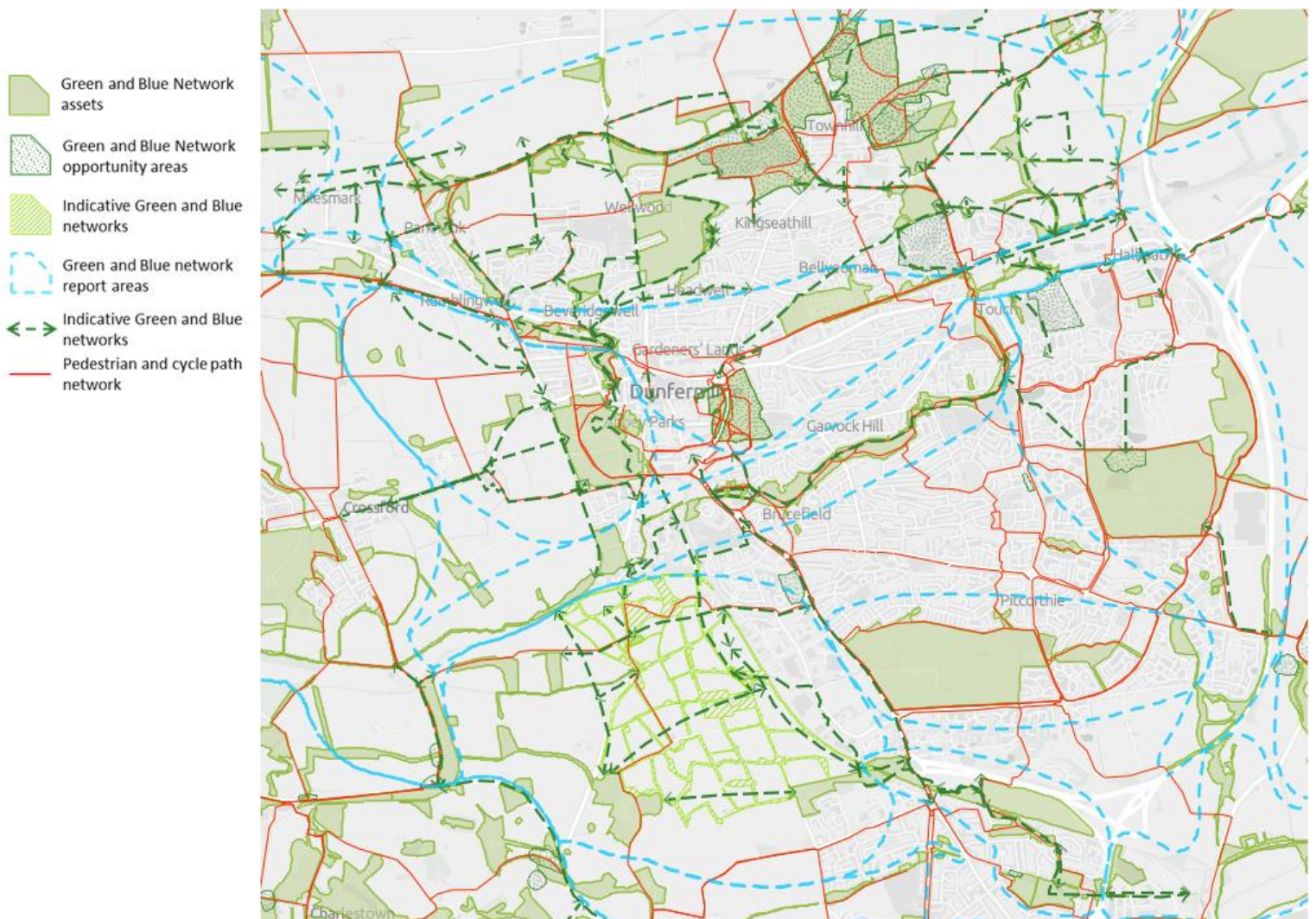
DUNGN04: East-West Railway Link

DUNGN05: Broomhall SLA Green and Blue network

DUNGN06: Pitreavie Green and Blue network

DUNGN07: Calaismuir Green and Blue network

A short description summarising their key features, functions and opportunities is provided on the following pages.



Green and blue networks in Dunfermline. © Crown copyright and database rights 2024. Ordnance Survey 100023385.

## **DUNGN01: Lyne Burn Green and Blue Network**

The Lyne Burn Green and Blue Network follows the course of the Lyne Burn and forms an important strategic element linking the periphery of the settlement with the centre.

### **Key Features:**

- Important active travel route running east-west, linking the communities of Touch, Abbey view, and Brucefield and connecting to two of the four high schools in Dunfermline: St. Columbas and Woodmill
- Watercourse provides an important flooding and drainage function
- Provides useable greenspace, but quality is variable.
- An artificially straightened section of the burn has now been returned to a more natural condition.
- Contributes to landscape setting, but sometimes a hidden asset
- Significant habitat corridor through the settlement, but some missing links. There is some ancient woodland west of the settlement edge.
- McKane Park provides a water management function and is a important greenspace asset, but greenspace quality is variable
- Includes allotments at Whirlbut Street and a community garden in Touch.

### **Opportunities for Enhancement:**

- Potential to enhance habitat patches and improve connectivity through additional planting
- Investment required to enhance greenspace quality, potential also to improve contribution to landscape setting. There are ongoing proposals for future improvement works to the greenspaces around the Lyne Burn as part of the Lyne Burn Project
- Transportation currently upgrading cycleways
- Likely potential to enhance flooding and drainage function, but would require more detailed scoping
- Link to Tower Burn Green and blue network (DUNGN03) in McKane Park area
- Potential to enhance flooding and drainage function provided by McKane Park – requires further scoping
- SEPA have identified a water body restoration opportunity along the Lyne Burn within this green and blue network.

### **Development Plan Priorities:**

- Protect existing green and blue network assets.
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal DUN 060 (South of Elliot Street) – in developing the site the priority should be to:
    - To create a high quality landscape edge with the Lyne Burn incorporating active travel links and maintaining existing green and blue network connections.

## **DUNGN02: Halbeath to Baldridgeburn Green and blue network**

Key green and blue network hub serving a large proportion of north Dunfermline, stretching from Halbeath to Baldridgeburn and as far north as Townhill.

### **Key Features:**

- Existing core path network, including long cycle route along disused railway line located to the far north of the settlement linking to Clackmannan. The Fife Pilgrim Way passes through this area.
- Greenspace assets include Canmore Golf Course (not publicly accessible), Townhill Country Park and Townhill wood, but quality is variable
- Watercourse at Baldridgeburn provides a flooding and drainage function, as do the large areas of greenspace,
- Townhill Country Park and Townhill Wood are significant habitat assets. Further high quality woodland is located to the north east beyond the settlement boundary towards Kelty. Townhill Wood contains large areas of ancient woodland.
- Significant contribution to landscape setting due to scale of assets in the area

### **Opportunities for Enhancement:**

- Strong potential to better connect to existing assets, particularly Townhill Country Park: connectivity to town and wider countryside is key.
- Investment is required to enhance the greenspace quality in the north of Dunfermline, in particular Townhill Country Park; and improve its contribution to the landscape setting. Potential to use off-site contributions from nearby development sites. Significant potential to improve core path network. Opportunities to enhance the landscape setting and habitat functions provided by existing core paths, particularly those located along former railway line routes.
- The Fife NHS Greenspace Strategy identifies opportunities for enhancing biodiversity in courtyards, rooftops, verges, and lawns; and the potential to create green corridors, pocket parks, gardens and areas for food production within the grounds of the Queen Margaret Hospital.
- Potential to establish a key landscape and access link through the grounds at Dunfermline Queen Margaret Hospital, serving Bellyeoman and providing important connectivity to both the Lyne Burn Green and blue network (DUNGN01) and the East-West Former Railway Link Green and blue network (DUNGN04) – would require a discussion with the NHS Estate.
- Other cycleway improvement projects identified including along Pilmuir Street and East Baldridge Drive.
- Potential to improve the flooding and drainage function of Baldridge Burn
- Opportunity to improve habitat value and connectivity through new planting. Might be desirable to improve habitat connectivity between Townhill Country Park and wider woodlands located to the north east, but requires further scoping.
- River Basin Management Plan 3 identifies that the Tower Burn has potential for some small scale river restoration to remove unnecessary hard bank engineering. This could possibly be linked with a project addressing the fish barriers. The CSGN Habitat Networks and Opportunity Areas mapping has identified two primary opportunity areas for woodland enhancement to improve habitat connectivity within and to the north of Townhill Wood.

### **Development Plan Priorities:**

- Protect existing green and blue network assets
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal DUN 035 (Dunfermline SDA - Wellwood) – priorities in developing this area should be to:
    - Develop a new high quality landscape edge, incorporating active travel routes and links to the wider countryside
    - Provide a new multi-functional public park, which forms part of the wider green and blue network and integrates green space functions with active travel, habitat and SUDS provision.
  2. LDP proposals DUN 044 (Land to the north of Wellwood) – priorities in developing this area should be to:
    - Consider the layout of the housing site alongside DUN 049; these proposals should be well integrated. Ensure that the new northern link road functions as a street, with well-designed crossing points, so that it does not become a barrier to connectivity.
    - Establish new high quality greenspace as an integral part of the wider green and blue network within the site combining green space functions with active travel, habitat and SUDS provision.
    - Develop a high quality landscape edge to the east, which incorporates active travel provision and connectivity to the wider countryside and creates new habitat provision.
    - Deliver a high quality development edge to the A823.
  3. LDP proposal DUN 067 (Northern Link Road) – priorities in developing this proposal should be to:
    - Ensure that the new northern link road functions as a street, with well-designed crossing points, so that it does not become a barrier to connectivity.
    - Create a landscape and access link to Halbeath, linked to the northern expansion link road.
  4. LDP proposal DUN 043 (Halbeath) – priorities in developing this proposal should be to:
    - A landscape led development framework should capitalise on the site's landscape assets and panoramic views. Proposals should establish an appropriate landscape setting for the development, and the B912, defining the northern edge of Dunfermline and avoiding perceived coalescence with Kingseat.
    - Views of the site and from the site should be assessed early on to inform the site layout. Key views to the south should be retained both within and through the site in views from B912 when travelling downhill from Kingseat.
    - Establish a high quality linear 'wetland' green infrastructure along the route of the Buckie Burn and former railway line, which successfully integrates SUDS, biodiversity, landscape, access and greenspace provision, and which is overlooked by an active development frontage.
    - Establish new high quality greenspace as an integral part of the wider green and blue network within the site, combining greenspace functions with active travel, habitat and SUDS provision.
    - Enhance the landscape setting and habitat value along the core path route that runs east-west through the site; establish an active development frontage on to this access route.

- Establish a new high quality landscape edge along B912, which accommodates off-road active travel provision and enhances this important gateway to Dunfermline from the north-west.
- Provide high quality access links to connect to:
  - o Dunfermline Town Centre;
  - o Queen Margaret Rail Station;
  - o Halbeath and Halbeath Park and Choose;
  - o To the north, on to the B912 and to access the wider core path network north of the site;
  - o To the west, to access Robertson Road greenspace, and north into Townhill Woods and Country Park.

5. LDP proposals DUN 040 and DUN 041 (Craigluscar Road/Carnock Road and North Dunfermline (Swallow Drum)) – priorities in developing this proposal should be to:

- Consider DUN 040, DUN 041 and DUN 042 together and consider alongside outline submitted for Wellwood site.
- The development strategy for the area should capitalise on the existing landscape assets. Views of the sites and from the sites should be assessed early on to inform the site layout; with key views to the south being retained both within and through the sites.
- Establish a strong landscape framework along the northern boundary of DUN 041, to create an appropriate setting for the developments, and the wider settlement; incorporating access provision, connectivity to the wider countryside and new habitat creation.
- Establish a high quality linear green infrastructure along the route of the Baldrige Burn, integrating SUDS, biodiversity, landscape, access and greenspace provision, and which is overlooked by an active development frontage.
- Provide an east-west green and blue network that continues the route of the existing core path which uses the route of the former railway line west. Establish an active development frontage on to this access route.
- Establish new high quality greenspace as an integral part of a strong green and blue network through the sites, combine greenspace functions with active travel, habitat and SUDS provision.
- Deliver good north-south links through the sites and provide connections to the wider countryside. Include a north-south connection that links to Swallowdrum Road, as an important core path route that links south.
- Ensure good active travel and recreational network provision throughout the sites.
- At the western end of DUN 041, establish a high quality development frontage along the A907, reflecting the semi-rural character of the approach to Dunfermline from the west and enhancing this important gateway to Dunfermline from the west.
- At the western end of DUN 041, deliver a safe active travel connection across the A907 to provide a link to Lundin Road which connects to the West Fife Way NCN route, as a key active travel route that connects into the town centre.

5. LDP proposal DUN 042 (Carnock Road) – priority in developing this proposal should be to:

- Deliver good north-south links through the site providing connections to the wider countryside and to nearby greenspaces.

6. LDP proposal DUN 039 (North Dunfermline (Colton)) – priorities in developing this proposal should be to:

- Develop a new high quality landscape edge between the proposed housing and the proposed golf course and leisure uses. This should incorporate recreational access through the site into the countryside and habitat provision.
  - Consider the layout of the housing site alongside DUN 044; these proposals should be well integrated. Ensure that the new northern link road functions as a street, with well-designed crossing points, so that it does not become a barrier to connectivity.
  - Establish new high quality greenspace as an integral part of the wider green and blue network, combining greenspace, with access, habitat and SUDS provision. Provide a high quality development frontage on to the green and blue network.
  - High quality access links should be established to the Country Park from the proposed housing.
  - Proposals for the whole site should enhance the wider landscape setting of the Country Park.
7. LDP proposal DUN 046 (Chamberfield) – priorities in developing this proposal should be to:
- Create high quality landscape and access links into Townhill Country Park and consider the appropriateness of an off-site contribution to enhance the quality of nearby greenspaces.
8. LDP proposal DUN 038 (Kent Road) – priorities in developing this proposal should be to:
- Create high quality landscape and access links into Townhill Country Park and consider the appropriateness of an off-site contribution to enhance the quality of nearby greenspaces.
9. LDP proposal TWH 001 (Townhill Power Station Site) – priorities in developing this proposal should be to:
- Enhance the landscape setting and habitat function provided by existing core path.
  - Deliver an east-west green and blue network route linking the core path along the disused railway and paths around Townhill Loch.
  - Deliver a high quality landscape edge along the boundaries with the country park incorporating habitat enhancements, sustainable urban drainage and access functions.
10. LDP proposal TWH 002 (Townhill Loch Car Park) – priorities in developing this proposal should be to:
- Deliver new high quality green and blue network connection into Townhill Country Park incorporating landscaping, habitat enhancement and sustainable urban drainage provision.
  - Enhance the route and setting of the existing core path along the north eastern boundary, develop a high quality development frontage onto this path.

### **DUNGN03: Tower Burn Green and Blue Network**

The Tower Burn Green and blue network follows the route of the Tower Burn, providing an important link north-south, through the historic core of Dunfermline

#### **Key Features:**

- Provides an important connection between the East-West Railway Link (DUNGN04), to Dunfermline Town Centre and Pittencrieff Park, though the quality of the route experience through the Glen Bridge Car Park is poor.
- The Tower Burn and Pittencrieff Park provide a water management function and are also important greenspace assets
- The Tower Burn makes a significant contribution to landscape setting, but is sometimes a hidden asset.

- The land to the west of Dunfermline is designated as green belt and south of the A994 is a Local Landscape Area.
- Tower Burn provides an important habitat corridor through the settlement, albeit with some gaps.
- Pittencrieff Park is a key greenspace asset for Dunfermline and includes areas of ancient woodland.

#### **Opportunities for Enhancement:**

- Opportunity to connect to nearby green and blue networks and improve active travel function through establishment of a new multi-use access route into Pittencrieff Park at the south western corner
- Investment required to enhance greenspace quality, potential also to improve contribution to landscape setting and habitat value
- Opportunity to enhance Tower Burn habitat through woodland management, and potential to improve habitat connectivity with Lyne Burn Green and blue network (DUNGN01) and the wider countryside
- Opportunity to enhance public realm/landscape setting of green and blue network through Glen Bridge Car Park
- Three options are being considered to deliver a multi-use off road connection from Crossford to Dunfermline..
- River Basin Management Plan 3 identifies that the Tower Burn has potential for some small-scale river restoration to remove unnecessary hard bank engineering. This could possibly be linked with a project addressing the fish barriers.
- Community aspiration to enhance the green area along the disused railway line from William Street to Buffies Brae and along Wooer's Lane to the Glen Bridge car park to provide more useful greenspace, enhanced habitats and improved walking and cycling paths.

#### **Development Plan Priorities:**

- Protect existing green and blue network assets
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal DUN 068 (Western Distributor) – priorities in developing this proposal should be to:
    - Create active travel routes and green and blue network links between Baldridgeburn green and blue network (DUNGN02) and McKane Park in conjunction with planned improvements to transport infrastructure.
  2. LDP proposal DUN 035 (Dunfermline SDA - Berrylaw) – priorities in developing site should be to:
    - Locate new greenspace so that it connects to and enhances the setting of the green and blue network, integrate green space with active travel, habitat and SUDS provision.
    - Develop a new high quality landscape edge with the green belt, which incorporates active travel routes and connectivity to the wider countryside

#### **DUNGN04: East-West Railway Link**

Travelling east-west through the heart of Dunfermline, providing an important linking element and key active travel route of strategic importance.

### **Key Features:**

- Key strategic access route and linking element running east to west along a former railway corridor. Passes close to the town centre and interconnects with the Lyne Burn Green and blue network (DUNGN01), Tower Burn Green and blue network (DUNGN03), Halbeath to Baldridgeburn Green and blue network (DUNGN02).
- Significant cycleway, connecting Dunfermline to Alloa
- Provides an active travel route to Dunfermline Queen Margaret Train Station
- Important associated greenspaces include the northern section of Tower Burn, Dunfermline Public Park, Dunfermline Cemetery
- Habitat function is limited along route, due to constrained size, but provides some habitat connectivity to larger sites. Dunfermline Cemetery is of notable habitat value, along with smaller patches of woodland located at the western (Milesmark) and eastern (Halbeath) ends of the green and blue network

### **Opportunities for Enhancement:**

- Dunfermline Public Park requires investment to improve greenspace quality
- Opportunity to improve wider connectivity, particularly at eastern end, along Bellyeoman to Halbeath section
- Deliver active travel connection between Queen Margaret Station and Halbeath Retail Park
- Deliver on-street cycleway improvements in and around the town centre including a link along Robertson Road to Queen Margaret Hospital.
- Potential to provide improvements to the West Fife Way
- Include a north-south connection that links to Swallowdrum Road, as an important core path route that links south
- River Basin Management Plan 3 identifies that the Tower Burn has potential for some small-scale river restoration to remove unnecessary hard bank engineering. This could possibly be linked with a project addressing the fish barriers.
- Active travel opportunity to provide a shared use path to finish connecting Cowdenbeath to Dunfermline. No specific route has been identified.
- Community aspiration to enhance the green area along the disused railway line from William Street to Buffies Brae and along Wooer's Lane to the Glen Bridge car park to provide more useful greenspace, enhanced habitats and improved walking and cycling paths.

### **Development Plan Priorities:**

- Protect existing green and blue network assets
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
3. LDP proposal DUN 067 (Northern Link Road) – priorities in developing this proposal should be to:
    - Create a landscape and access link to Halbeath (extend the active travel route east), linked to the northern expansion link road.
  4. LDP proposal DUN 045 (Rosegreen, Carnock Road) – priorities in developing this area should be to:



- Deliver a high quality pedestrian and cycle route north-south through the site, to provide access from the A907 through the development on to the West Fife Way NCN (which runs along the southern boundary of the site). Develop a high quality landscape frontage on to the West Fife Way route and locate new greenspace so that it connects to and enhances the setting of the route. Consider the potential to incorporate SUDS and habitat provision.
- Establish a high quality development frontage along the A907, which reflects the semi-rural character of the approach to Dunfermline from the west.
- Incorporate views through the site towards the tree-covered ridgeline, south of the West Fife Way, into the design and layout of the site as key features.
- Establish a high quality development edge along the eastern and western boundaries of the site appropriate to the semi-rural character of the area.

### **DUNGN05: Dunfermline Strategic Development Area (Broomhall) Green and Blue Network**

Strategically important area for the establishment of a green and blue network 'hub' as a key mechanism in helping to integrate the development of the Dunfermline Strategic Development Area (Broomhall) (LDP proposal DUN 046) with its wider setting and adjacent communities

#### **Key Features:**

- Area has a distinct landform of rounded, undulating east-west aligned ridges offering key views north to the historic core of the town, and south towards the Forth bridges
- Landscape has a strong sense of containment and high scenic quality, which positively contributes to the setting of the town. The landscape to the south and west of the strategic development area are part of the Dunfermline green belt and designated as a local landscape area.
- Important scenic gateway to Dunfermline from the south west, albeit interrupted by the gasholders located immediately to the south of the existing urban edge.
- Existing landscape features provide some notable habitat value including areas of ancient woodland and a larger area of neutral grassland north of Pattiesmuir.
- The area has poor connectivity with the rest of the town, with key barriers including a railway line running along the northern boundary and the busy Grange Road and a second railway line running north-south, located towards the east of the area.

#### **Opportunities for Enhancement:**

- River Basin Management Plan 3 identifies that the Brankholme Burn has potential for river restoration particularly in Rosyth Public Park. Opportunities may arise through planning developments or change in land use. Smaller scale restoration works could be undertaken at a few locations. Any works would need to consider that this is a very low energy system that would lend itself well to wetland creation..
- Opportunity to transform St Leonard's playing fields into a community park.

#### **Development Plan Priorities:**

- Protect existing green and blue network assets
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal DUN 035 (Dunfermline SDA - Broomhall) – priorities in developing site should be to:

- The development strategy for the area needs to capitalise on the site's existing landscape assets and scenic value.
- Provide high quality landscape and access links:
  - To the north, establishing a key link to Lyne Burn Green and blue network (DUNGN01) and Tower Burn Green and blue network (DUNGN03); and opening up access to Dunfermline town centre through Pittencrieff Park
  - To Rosyth and rail station to the south east
  - To Pattiesmuir to the south, and
  - To the east to Pitreavie Green and blue network (DUNGN06)
  - To the Lyneburn Green and blue network (DUNGN01)
- Develop a new high quality landscape edge with the green belt, which incorporates active travel provision and connections to the wider countryside and new habitat provision.
- Establish new high quality greenspace as an integral part of the wider green and blue network within the site, combining green space functions with active travel, habitat and SUDS provision.
- Create high quality gateway to Dunfermline from the south
- Deliver shared-use footways north-south along Limekilns Road and Grange Road.

### **DUNGN06: Pitreavie Green and Blue Network**

Green and blue network spanning east-west across the southern portion of Dunfermline

#### **Key Features:**

- Forms part of the existing core path network and links to Calaismuir Green and blue network (DUNGN07)
- Greenspace assets include Pitreavie Golf Course (not publicly accessible), Pitreavie Playing Fields, and North Wood (which requires investment to improve quality)
- Makes an important contribution to landscape setting, particularly of Pitcorthie
- Some habitat value, but limited connectivity. Notable assets include North Wood which includes ancient woodland, and Dover Heights
- Flooding and drainage function limited, but large greenspaces provide some drainage function

#### **Opportunities for Enhancement:**

- Investment is required to enhance greenspace quality, potential also to improve contribution to landscape setting and habitat value
- Pitreavie Golf Club - likely to be some potential to improve the landscape setting and biodiversity value of the golf course – would require more detailed scoping and discussion with the Golf Club
- Potential to strengthen active travel connection with Dalgety Bay, capitalising on existing active travel route and extending the green and blue network's connectivity – would require more detailed scoping
- Deliver active travel route north-south along Queensferry Road linking Dunfermline City Centre and Rosyth Station..

#### **Development Plan Priorities:**

- Protect existing green and blue network assets
- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
- 1. LDP proposal DUN 068 (Western Distributor) – priorities in developing this proposal should be to:
  - Create a high quality landscape and access link into Broomhall Strategic Development Area Green and blue network (DUNGN05).
- 2. LDP proposals DUN 010, DUN 011, DUN 012 and DUN 037 (Kingdom Gateway EF1, EF2 & EF3, and Dover Heights) – priority in developing sites should be to
  - Create a high quality landscape and access link which enables wider connectivity to Calaismuir Green and blue network.

### **DUNGN07: Calais Muir Green and blue network**

Key green and blue network hub serving the east of Dunfermline, stretching from Halbeath in the north to Duloch in the south.

#### **Key Features:**

- Forms part of the existing core path and cycle network within Dunfermline Eastern Expansion
- Connects to Crossgates via an existing active travel route
- Some strategically important greenspaces but they are generally of low quality. The previous limited connectivity has been improved to the north and west through green and blue infrastructure provision in new developments.
- Significant contribution to drainage and flooding through SUDS provision. Integration of SUDS with greenspace and the wider green and blue network is limited but has seen some improvement.
- Should contribute to landscape setting, but currently poor.
- Woodland habitat at Calais Muir Wood which is an ancient woodland. A new area of woodland have recently been planted to the north of Duloch park adjacent to the woods.

#### **Opportunities for Enhancement:**

- Investment required to enhance greenspace quality, particularly of Duloch Park and Calaismuir Wood.
- Significant potential to improve contribution to landscape setting and habitat value in association with greenspace improvements
- Significant potential to improve connectivity and quality of active travel routes. Transportation looking to provide a cycle network to better link the area. Opportunities appear to exist to:
  - Link to Lyne Burn Green and blue network (DUNGN01) along the edge of the grounds of St. Columbus High School
  - Establish a link to the Dalgety Bay off-road active travel route
- Potential to establish wider habitat connectivity with Fordell Firs – would require more detailed scoping.
- The Fife NHS Greenspace Strategy identifies opportunities for enhancing biodiversity in courtyards, rooftops, verges, and lawns; and the potential to create green corridors, pocket parks, and gardens and areas for food production within the grounds of the Lynebank Hospital and the Linburn Road Dental Access Centre and Health Centre.

## Development Plan Priorities:

- Protect existing green and blue network assets
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal DUN 059 (Halbeath Interchange) – priority in developing sites should be to:
    - Improve the core path in the area, including the potential to better align the route and enhance with public open space, new habitat formation and SUDS.
    - Deliver a north-south green and blue network route linking Dunlin Drive to Duloch Park and Calais Muir Wood. Incorporating access, greenspace, SUDS and new habitat formation.
  2. LDP proposal DUN 051 (Axis Point) – priority in developing sites should be to:
    - Create a high quality landscape and access links from Fife Leisure Park to Calaismuir Wood and beyond to North Duloch and wider link over the motorway to Dalgety Bay
  3. LDP proposals DUN 029 (a & b) (Lynebank Hospital) – priorities in developing this area should be to:
    - Deliver a north-south green and blue network route through the site, which connects from the A907 to South Larch Road and if possible Kintail Place (in the northern part of the DEX).
    - Develop a high quality development frontage on to A907; incorporate the existing stone wall and mature trees.
    - Retain the existing mature trees along the northern part of the western boundary of the site, and incorporate as part of high quality edge.