

Appendix H

Green Networks in Fife Report

Prepared by Fife Council + Scottish Natural Heritage

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Introduction

This paper sets out recommendations as to how green networks should be spatially defined and assessed for inclusion in the Fife Local Development Plan (LDP).

Section one considers the background to the green network concept, including definitions and the core principles. Section two sets out recommended priorities for green network planning in Fife and Section three sets out the approach that has been taken to date, to develop a simple, but robust green network spatial strategy for inclusion in the Fife LDP.

1. What are Green Networks?

Definitions

A 'green network' broadly speaking, is a concept that is explicitly concerned with the connectivity of areas of open space. There is no single agreed definition of the term 'green network', but the following definition was used by SESplan.

The Green Network ... comprises the network of green spaces within and around our towns and cities, linking out into the wider countryside, which underpins the region's quality of life and sense of place and provides the setting within which high quality, sustainable growth can occur.

It is made up of interconnected networks of:

- 1. Woodlands;*
- 2. Other terrestrial natural and semi-natural habitats (e.g. species rich grassland; raised bogs and heathland);*
- 3. Watercourses, wetlands and other blue spaces;*
- 4. Formal and informal greenspace in and around urban areas; and*
- 5. Active travel routes (including footpath and cycle routes).*

Although TAYplan does not mention Green Networks specifically one of its key objectives is to:

'Enhance the condition and connectivity of the networks of green spaces and watercourses within and between the region's settlements to reduce flood risk, support cycling and walking, increase tree planting and carbon capture, support bio-diversity and provide better habitats, leisure opportunities, and agricultural and economic potential.'

This objective fits with the SESplan definition of Green Networks set out above. It is therefore proposed to use the SESplan definition as the basis for identifying Green Networks across the whole of Fife.

Core Principles

The core principles of green networks are:

- **Connectivity:** Linking people and places, and providing habitats and corridors for species movement.
- **Multi-functionality:** the provision of multiple functions on individual sites through the integration of different activities and land uses, to maximise efficiency of land use.

'Connectivity' and 'multi-functionality' are also core principles within Scottish Planning Policy (SPP), being directly relevant to a number of key objectives, particularly in relation to delivering high quality sustainable places and efficient use of land.¹

¹ e.g SPP paragraphs 14, 37, 39.

2. Priorities for Green Network Planning in Fife

Early dialogue with Scottish Natural Heritage (SNH), Forestry Commission Scotland (FCS) and the Lothian and Fife Green Network Partnership (LFGNP) provided an opportunity to discuss the priorities for green networks in Fife.

The key priorities that were identified for green network planning in Fife are set out in the table below:²

	Green Network Priority/ Key Issues	Function
1	Connecting people and places	Access and Active Travel
2	Alleviating drainage and flooding problems	Climate Change
3	Providing useable greenspace for communities	Greenspace
4	Providing landscape setting and improving the quality of places	Landscape Setting
5	Providing connected habitats for wildlife	Habitat and Biodiversity

Aim at the LDP Level

Picking up on key green network drivers of SPP, the key aims of green network planning at the LDP level should be:

- to avoid fragmentation of existing networks; and
- to identify key opportunities to enhance them.³

These aims are reflected in SESplan which sets out that *‘LDPs will be a key route through which the Green Network and mechanisms for its delivery such as Forestry and Woodland Strategies will be identified’*. In addition SESplan policy 11 states that *‘LDPs will identify opportunities to contribute to the development and extension of the Green Network’*.

3. FIFEplan Approach

Our early discussions with SNH, FCS and LFGNP suggested that the Fife LDP should – in line with the new planning system – ideally include spatial proposals, as well as policies, that safeguard and protect existing areas of interconnected green networks and identify the key opportunities to enhance them.

These early discussions also identified the need for a pragmatic approach to green network mapping and spatial strategy development, particularly given the size of Fife and the number of settlements.

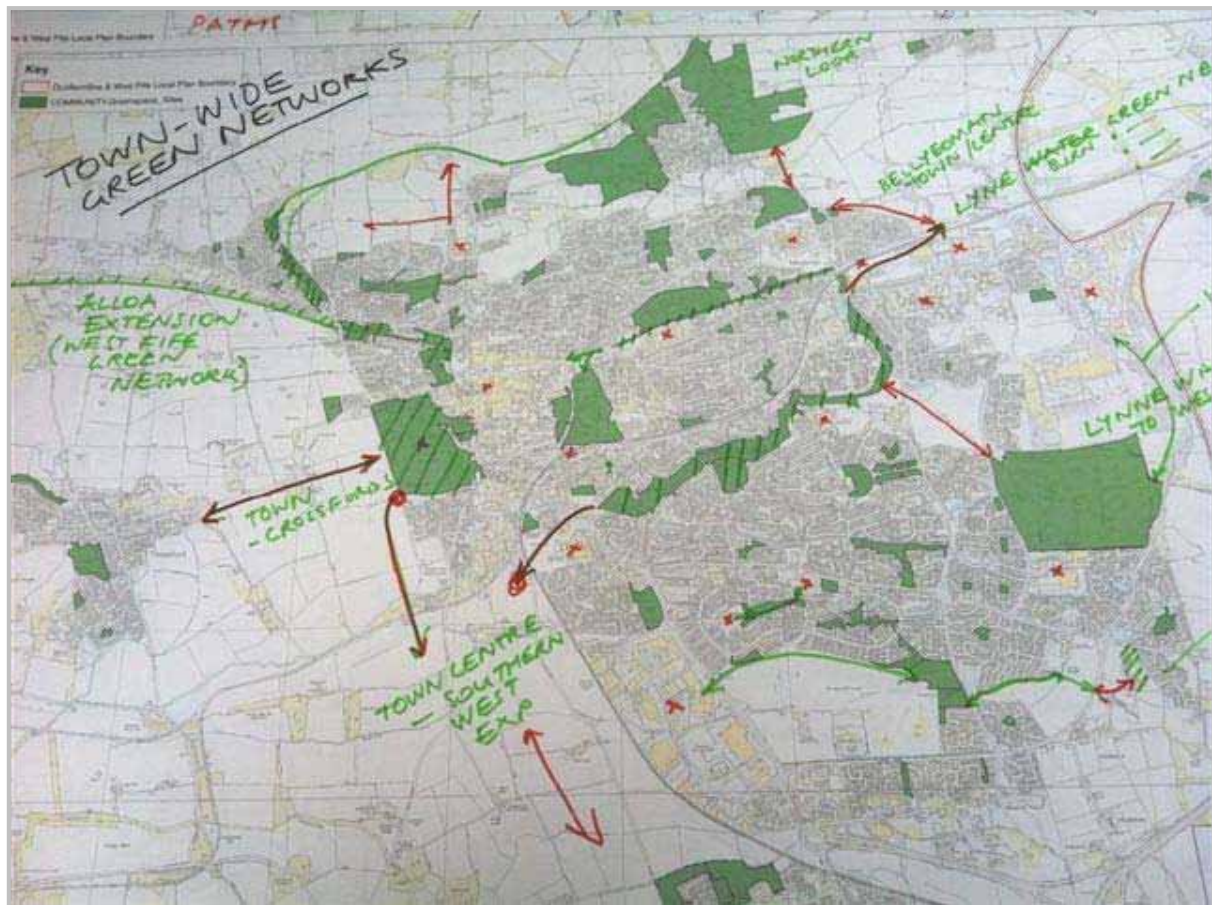
Pilot Workshop

Following our early discussions, a small internal workshop was set up with SNH to explore a simple, repeatable approach to green network mapping, using a pilot area focussed on Dunfermline and Crossgates. The image on the following page shows the output developed for Dunfermline.

² The priorities were established through consideration of the Fife Community Planning priorities and Scottish Planning Policy objectives.

³ Particularly SPP paragraphs 130, 150 and 154.

It became apparent at the pilot workshop that it would be difficult to identify settlement wide green networks for smaller settlements such as Crossgates for inclusion in the LDP, it is therefore proposed that a more local approach is taken to green networks in smaller settlements.

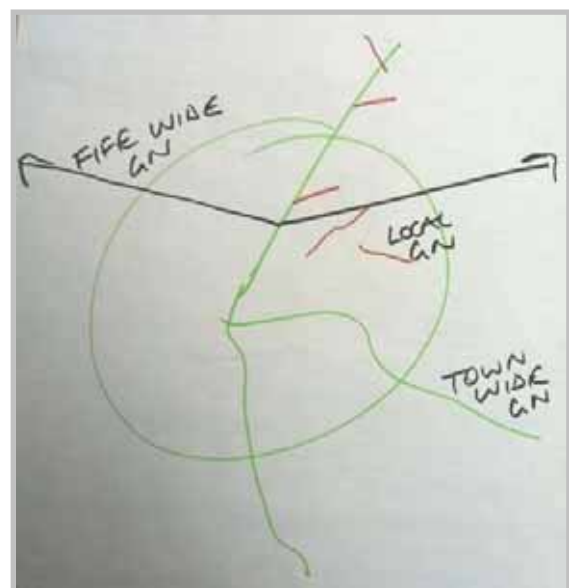


Level of Mapping

As part of the pilot exercise we considered what level of mapping would be both desirable and possible within the LDP. Findings suggested that it was helpful to consider green networks as a hierarchy of 3 levels – Strategic (Fife wide), Settlement wide and Local level.

The table on the following page sets out the proposed approach to dealing with each level within the LDP, in relation to:

- what can usefully be shown at the whole plan level
- what is better shown at the settlement level, and
- what is more appropriately dealt with through Supplementary Guidance.

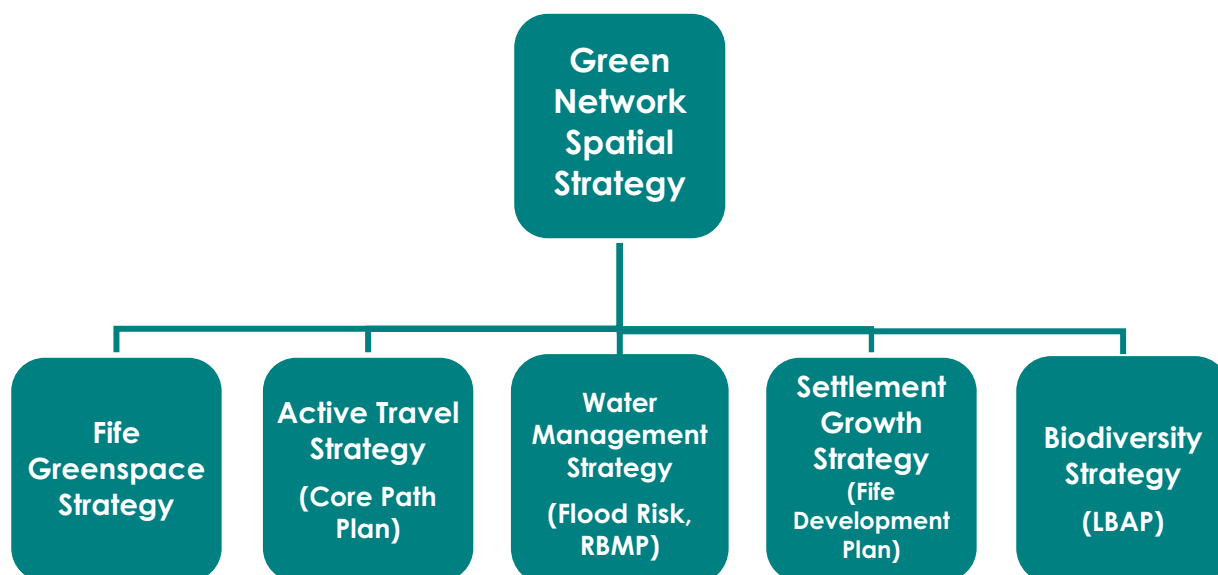


Green Network Hierarchy	Description	Proposed LDP Approach
Strategic - Fife wide	Strategically important or Fife wide green networks e.g Fife Coastal Path and associated coastal fringes, and national cycle routes.	To be shown in LDP – existing assets and main moves/opportunities for enhancement identified
Settlement wide	Settlement wide/ strategically important green networks, particularly within larger settlements and areas of growth.	To be shown in LDP - existing assets to be safeguarded and main moves/ opportunities for enhancement identified. Key green network requirements for proposed development sites shown.
Local level	Localised or minor networks, that are nonetheless important to the wider green network picture, but are perhaps more appropriately dealt with on a site-by-site or neighbourhood basis. Category likely to include smaller, rural settlements, where priorities are likely to be on links to the wider countryside.	<p>These will not be shown in LDP. Main moves for safeguarding, enhancement or opportunities within proposed development sites may be identified as part of specific allocations in the LDP or in supplementary guidance as appropriate e.g development frameworks/briefs or indicative masterplans.</p> <p>The Fife Council Green Infrastructure Draft Supplementary Planning Guidance requires better integration and connectivity of open space in new developments. The guidance sets the expectation that local green networks on and around development sites will be fully considered through the site assessment and design process.</p>

Workshop Format

Through this pilot exercise we developed a simple process that could be progressed in-house, through a series of small and focussed workshops. These workshops focused on mapping settlement wide green networks, concentrating on larger settlements and areas of growth in Fife. In line with their contribution to modernised planning SNH offered staff time to assist with developing the approach and rolling it out across Fife.

The workshop process was designed to make the most of existing spatial data and information contained within a number of adopted key strategies (see diagram on following page) and expert local knowledge from officers. By basing the green network mapping approach on information derived from existing, ground-truthed strategies and local knowledge, we have created a strong audit trail of decision-making that quickly and robustly identified existing green networks and green network opportunities.



Workshop Process

The settlement green network reports at the end of this document are based on a series of 'Place-based Green Networks' workshops that considered: Cupar, Cowdenbeath, Dunfermline, Glenrothes, Kirkcaldy, the Levenmouth area, Lochgelly and St Andrews. The workshops were held to develop a place-based understanding of the green network resource within these settlements as part of the Council's work to inform the Fife Local Development Plan (LDP) spatial strategy.

The workshops aimed to produce the following outputs:

- Mapping of existing green networks at the settlement wide level;
- Identification of broad green network opportunities (to be shown diagrammatically);
- A short description of each individual green network, summarising key features, functions and opportunities for enhancement.

Place-based Green Network Approach

The workshops involved a facilitated, round table discussion framed around answering the following key questions:

- What are the existing green network assets at the settlement-scale that should be safeguarded in the plan?
- Where are there opportunities to enhance and expand the network?
- And specifically, what are these opportunities?

The workshops were based heavily on existing spatial data and information contained in adopted Fife Council strategies, combined with council officers' expert local knowledge. Fife Council and Scottish Natural Heritage Officers with expertise in biodiversity; flooding and drainage; active travel routes (core paths and cycle routes); greenspace; and local development planning attended the workshops and carried out assessment work before each workshop. The pre-workshop assessment information can be viewed in the Annex.

The workshop involved two main stages.

Stage 1:

- Facilitated discussion to identify potential green networks.
- Potential green network assets and opportunities identified on a base plan and notes recorded. The annex includes the green network plans produced in the workshops.

Stage 2:

- Potential green networks named and assessed against an evaluation matrix to consider whether it merited inclusion in the LDP. The evaluation matrices can be viewed in the Annex.

Consultation and Engagement:

We are now looking for feedback on the process and the green network assets and opportunities that have been identified through the workshops.

Settlement Green Network Reports:

A. Aberdour, Burntisland and Kinghorn

A total of 2 green networks were identified in the Aberdour workshop, both of which were recommended for inclusion in the LDP:

ABDGN01: Aberdour Coast Green Network

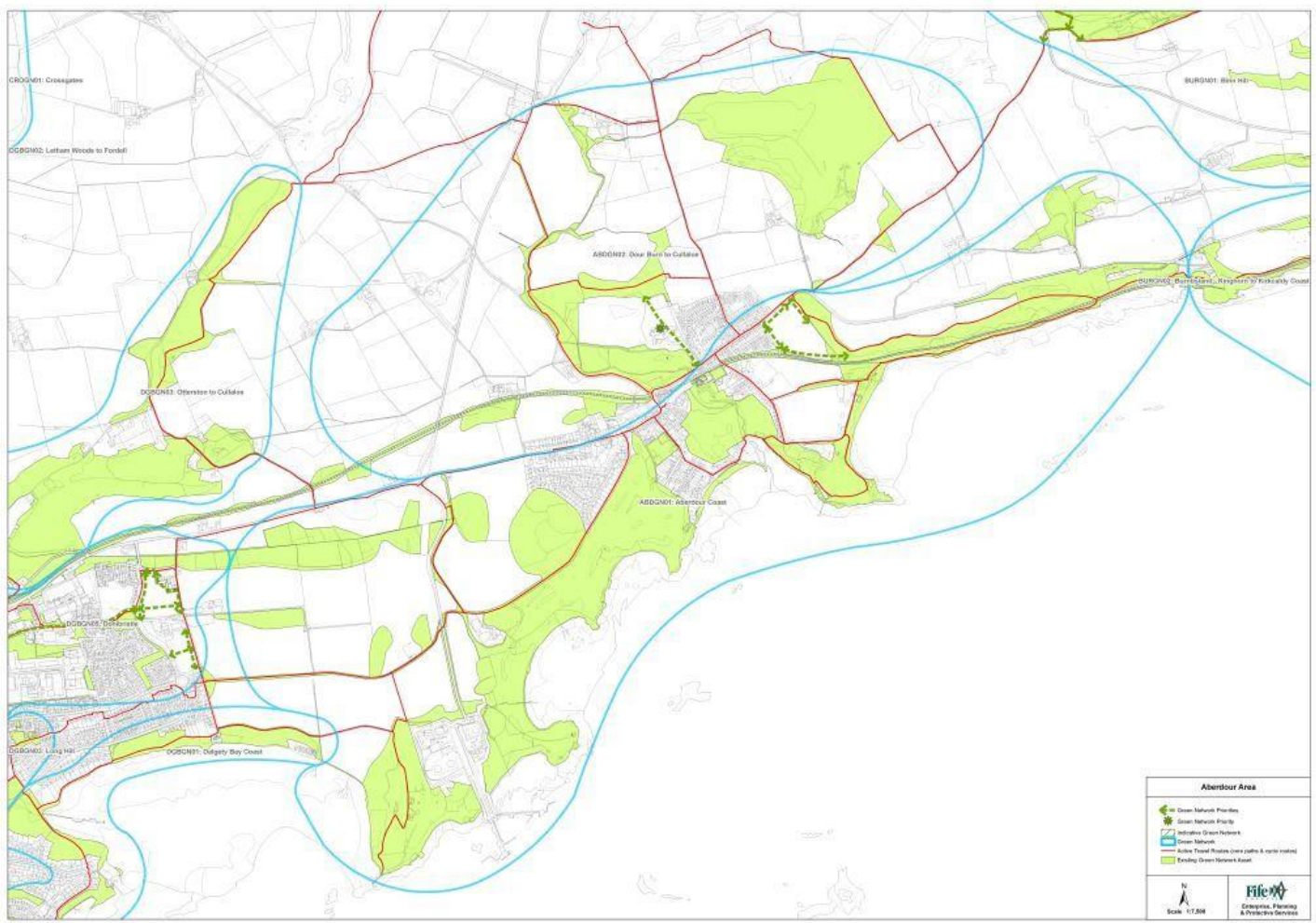
ABDGN02: Dour Burn to Cullaloe Green Network

A total of 2 green networks were identified in the Burntisland and Kinghorn workshop, both of which were recommended for inclusion in the LDP:

BURGN01: Burntisland and Kinghorn Green Network

BURGN02: Binn Hill Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Aberdour

¹ The evaluation matrix is included in the Annex

ABDGN01: Aberdour Coast Green Network

Stretching along the coast from Braefoot Bay to Silver Sands Bay, the Aberdour Coast Green Network forms a key element within the longer Fife Coastal Path route, encompassing numerous high quality landscape, habitat and waterfront assets.

Key Features:

- Part of the Fife Coastal Path route, and includes a good range of local paths.
- Good existing – predominantly off-road – cycle access, including shared-use cycle and coastal path between Aberdour and Burntisland.
- Some areas of coastal erosion, which might result in changes to the access network through Silver Sands being required in the future. Localised coastal flooding can occur at the mouth of the Dour Burn, but does not present any problems.
- Network rail are responsible for maintain the coastal edge along the railway lines, which also helps maintain coastal path route
- High quality greenspace and beach assets, including Silver Sands and Castle Gardens. The access to greenspaces from some parts of the village could be enhanced.
- Part of the Local Landscape Area. Contributes significantly to the high quality landscape setting of the area.
- Biodiversity assets include The Heughs woodland which partly defines the eastern setting of Aberdour and the coastal woodland assets of Hawkcraig Point wildlife site, Charleshill Point wildlife site, Braefoot Bay, St. Colme garden and designed landscape and Aberdour Golf Course. Some of which are ancient woodland.
- The intertidal area and coastal edge are designated.

Opportunities for Enhancement:

- The priority should be to maintain the existing high quality.

Development Plan Priorities:

- Protect existing green network assets.

ABDGN02: Dour Burn to Cullaloe Green Network

Centred on the Dour Burn and its tributaries, the Dour Burn to Cullaloe Green Network helps define the northern setting of Aberdour, and incorporates access to the wider Cullaloe Hills.

Key Features:

- Existing core path network provides good access to the wider countryside and Cullaloe Hills.
- Landscape features contribute to the high quality landscape setting.
- Includes the Dour Burn and its tributaries; the riparian corridor includes high quality habitat assets and areas of wetland, woodland and grassland mosaic habitat. Wider countryside assets include Humble Wood wildlife site.
- The Dour Burn is culverted under the road and rail line – 1:200 flood risk data indicates potential for future problems that could affect the rail line, but no history of problems and no risk to properties identified. Part of the woodland to the north of the Burn, in the area around the former school site floods.

Opportunities for Enhancement:

- The priority should be to maintain the existing high quality.

- SEPA have identified a water body restoration opportunity along the Dour Burn within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal ABD 001 (Hillside School) – priorities in developing this area should be to:
- Deliver a north-south green network link to connect and provide access through the site.

Burntisland and Kinghorn

BURGN01: Binn Hill Green Network

Encompassing the wooded cliffs of Binn Hill, the Binn Hill Green Network defines the northern edge of Burntisland and Kinghorn, contributing to the area's high value landscape setting and biodiversity value.

Key Features:

- Core path network; missing core path section at Stenhouse Reservoir to the western end of the green network. Area also includes some smaller-scale networks of paths put in by local landowners – the quality is variable. Kinghorn has a good network of local and medium-length routes.
- Limited provision of greenspace, but incorporates wider countryside assets, notable destinations include Kinghorn Loch and Craigencaft Ecology Centre. Kinghorn Loch is a water access core path.
- The wooded cliffs of Binn Hill make a significant contribution to the landscape setting of Burntisland and Kinghorn and define the northern edge of the settlements. The Hill includes a mosaic of woodland, wetland and grassland assets which contribute to the high value landscape setting and biodiversity value.
- Includes the Kirkton Burn which runs through Burntisland and drains Binn Hill. The Burn is culverted in a number of places.
- Incorporates Alcan remedial site – not publicly accessible, but well managed water treatment ponds/facility.

Opportunities for Enhancement:

- Kinghorn - seek to strengthen and improve the links between Kinghorn and Kinghorn Loch and Craigencaft Ecology Centre where and when possible.
- Missing core path section at Stenhouse reservoir in the longer-term.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal BUR 002 (Grange Farm) – priorities in developing this area should be to:
 - Deliver a path connection across the site.
 2. LDP proposal KHN 001 (Lochside) – priorities in developing this area should be to:
 - Establish high quality edges along the southern and north eastern boundaries.
 - Provide potential to link through proposed cemetery site to Kinghorn Loch.
 3. Kinghorn woodland cemetery proposal LDP proposals KHN 003/KNH 004 (east of Kinghorn Loch) – priorities in developing this area should be to:
 - Provide opportunities to improve access to Kinghorn Loch and to develop the informal recreational offer and habitat value in the area.
 - Provide links to the adjacent housing site.

BURGN02: Burntisland – Kinghorn Coast to Kirkcaldy Green Network

Key Features:

- Part of the longer Fife Coastal Path route and incorporates other core path connections to the north, linking to the Binn Hill Green Network.

- Existing on-road cycleway links Burntisland to Kinghorn and Kinghorn to Kirkcaldy – aspiration to upgrade to off-road in the future, which would also provide a more direct core path link between the settlements. Wider on-road cycleways connect north in land towards Auchtertool.
- Notable habitat assets include important patches of coastal grasslands at Beacon Point, Pettycur Bay and between Kinghorn and Kirkcaldy; seek to protect and expand this coastal grassland network. North of the railway there are areas of remnant ancient woodland.
- In Burntisland, other assets include Burntisland Links and the blue flag beach and the recently de-culverted Kirkton Burn through Colinswell. The greenspace at Red Mud Pond provides good views, but the quality of this space and others is currently poor.
- In Kinghorn access to and quantity of greenspace is more limited, most likely in part due to the topography of the village. Assets within the village include the Pettycur Bay and Kinghorn Braes.
- Some risk of coastal erosion in the Burntisland harbour area and some risk of coastal flooding in the area around Burntisland Leisure Centre. Also coastal erosion at Pettycur Bay.
- Potential to enhance contribution to landscape setting, particularly in the harbour area.

Opportunities for Enhancement:

- Burntisland – potential to enhance the greenspace quality of Red Mud Pond and Seamill through improvements to the path network and coastal access, grass management and is a potential site for new sports pitches. Proposals should seek to capitalise on the good views, but also taken into account the issues to do with contaminated land.
- NCN76 – long-term aspiration to upgrade the existing cycleway connecting Burntisland to Kinghorn to develop an off-road route, which will also serve as a core path providing a more direct route between the villages.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal BUR 010 (Railway sidings) – priorities in developing this area should be to:
 - Improve access and public realm as part of any development proposals in the harbour area.
 - Incorporate green infrastructure providing habitat, SUDS and contributing to the landscape setting, including in areas where public access is impracticable or inappropriate due to the nature of site use.
 2. LDP Proposal BUR 003 (Land at Haugh Road) – priorities in developing this site should be to:
 - Establish a high quality edge on to Haugh Road, which is fronted by development. Provide good access from the development on to Haugh Road and safe points of crossing to access the SUDS/wetland park on the north side of the road and to Red Mud Pond greenspace, via Haugh Road.
 - Deliver an access link east which connects the development to Kirkton Road, as an important, direct link to the town centre and railway station.
 - High quality landscape and habitat edge with the railway line. No development should be within 10m of adjacent area of woodland along the southern and western boundaries.
 - Consider appropriateness of an off-site contribution to enhance the quality and range of functions of Red Mud Pond greenspace.

B. Cardenden

A total of 4 settlement-scale green networks were identified in the Cardenden workshop, all of which were recommended for inclusion in the LDP:

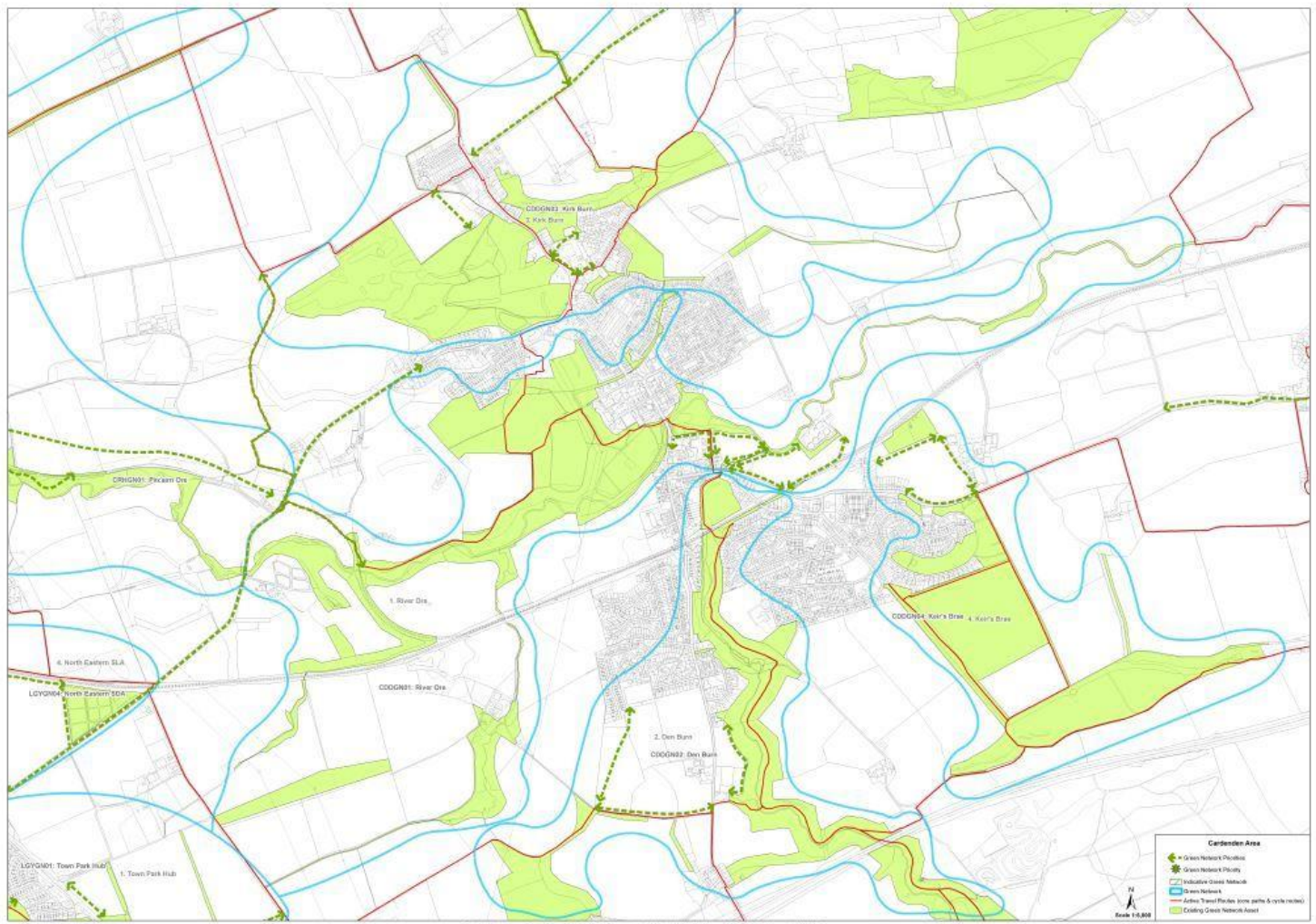
CDDGN01: River Ore Green Network

CDDGN02: Den Burn Green Network

CDDGN03: Kirk Burn & Kinglassie link Green Network

CDDGN04: Keir's Brae Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Cardenden

¹ The evaluation matrix is included in the Annex

CDDGN01: River Ore Green Network

The River Ore Green Network follows the course of the Ore River, forming an important strategic element running east-west through the centre of Cardenden, and includes a number of associated greenspaces and habitat assets.

Key Features:

- Part of the River Ore; subsidiaries include the Den Burn. Water quality issues – protect and enhance riparian corridor and seek to improve water quality. Protect Wallsgreen Park as part of the flood plain.
- Recreational path network along west section – signage and gates could be improved. Possible to walk to Lochgelly along the Ore.
- No access along east section – Ore currently visually and physically a hidden asset – poor connectivity with town centre, yet south end of Main Street crosses river; potential to improve access in association with any development – CDD004 and CDD007
- Includes woodland assets at Jamphlars but greenspace quality could be improved through further investment
- Greenspace assets include Oreside and Wallsgreen Parks but investment is required to enhance their quality and improve access to the River Ore. The existing pipeline along the western section restricts access potential
- Ore Bank local nature site – quality issues, but potential to enhance through improved management
- Significant habitat corridor – protect and enhance assets.

Opportunities for Enhancement:

- Opportunity to improve access and connections to Jamphlar, received WIAT money previously but requires further enhancement including better signage and gates for example.
- Wallsgreen Park potential to enhance quality through investment, and local community aspiration to improve it.
- The core path routes through Jamphlars needs to be developed to connect to Loch Ore Meadows.
- Significant potential to enhance quality and functionality, particularly along the eastern section of the Ore. The Ore Bank nature site, and Oreside greenspace both require investment and management to enhance quality; potential to provide better access connections to the Ore and link to the town centre.
- Potential to provide an on-road cycleway to Lochgelly.
- SEPA have identified a water body restoration opportunity along the River Ore (Lochore to Cardenden) within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CDD 004 (Cardenden Road West) – priorities in developing this site should be to:
 - Establish a high quality landscape frontage, through appropriate planting and boundary solutions, which reflects the strong rural character of the approach to Cardenden from the east along the B981, and incorporates access provision to connect to the town
 - Consider the site in association with Proposal CDD 007, to deliver a high quality access link which connects to the Oreside greenspace and beyond as an alternative route to Bowhill town centre.
 - Establish a high quality development edge with the Den Burn, River Ore and Brandies Burn, which delivers landscape and habitat enhancements, alongside access and high quality SUDS provision.
 - Deliver a landscape and habitat edge along the railway line.

2. LDP proposal CDD 007 (Cardenden Road) – priorities in developing this site should be to:
 - Maintain connectivity and enhance setting of the existing core path route which runs between the B981 and Oreside.
 - Consider the site in association with Proposal CDD 004, to deliver a high quality access link which connects to the Oreside greenspace and beyond as an alternative route to Bowhill town centre.
 - Establish a high quality development edge with the Den Burn and River Ore, which delivers landscape and habitat enhancements, alongside access and high quality SUDS provision.
 - Maintain and enhance the existing landscape frontage along the B981 which helps to contain the site visually, and reflects the wider rural character and sense of arrival on approach to Cardenden from the east.

CDDGN02: Den Burn Green Network

The Den Burn Green Network forms an important north-south strategic connection following the course of the Den Burn and incorporating its woodland assets.

Key Features:

- Existing good recreational path network (part of the Kirkcaldy to Dunfermline core path route) and on-street connection to town and rail station – could be made more welcoming – signage and quality of public realm could be improved.
- Existing on-street links and cycle route along Main Road and Station Road, connects to the rail station and town centre. Potential to improve though signage.
- Den Burn – protect and seek to enhance the riparian corridor. Some localised flooding issues to garden ground associated with the Den Burn – hidden, culverted watercourse in parts.
- A hidden asset because of the area's steep-sided valley topography. Some antisocial behaviour in part due to poor natural surveillance and limited use of the area
- Protect and enhance woodland as important habitat assets; includes Forestry Commission Scotland-owned woodland assets. Improvements have been made to the woodland within Den Wood, funded by Forestry Commission Scotland.

Opportunities for Enhancement:

- Potential to provide surfaced active travel route to Kirkcaldy through Den and along the north side of the A92 and link to upgraded section at Lochgelly in the west– but poor natural surveillance of route
- South Dundonald - south of Cardenden – Forestry Commission Scotland-owned farm – might provide potential to improve wider connections, and create circular path routes.
- Carden Tower – potential to develop interpretation material.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CDD 003 (Dundonald South) – priorities in developing this area should be to:
 - Establish a high quality landscape edge with the existing core path and establish new connections to this route from within the development; potential to enhance and

expand the woodland habitat network through appropriate planting proposals along this edge

- Provide a access link which connects Dundonald (Moorside football pitch) to the Dunfermline-Kirkcaldy core path
2. LDP proposal CDD 002 (Cardenden South) – priorities in developing this area should be to:
- Protect and enhance the Den Burn riparian corridor with appropriate set back and boundary solutions
 - Establish a high quality landscape edge with the existing core path and establish new connections to this route from within the development; potential to enhance and expand the woodland habitat network through appropriate planting proposals along this edge

CDDGN03: Kirk Burn & Kinglassie link Green Network

Following the course of the Kirk Burn, the Kirk Burn Green Network provides an important east-west green network, encompassing much of the northern landscape setting to Cardenden.

Key Features:

- Informal access on Auchterderran Golf Course and good links to Loch Ore Meadows using existing core path along Muirtonhill Road. Also demand for equestrian routes in the area.
- Kirk Burn starts up by Westfield but diverted for open cast workings; within this area part is culverted under the B921 where it meets Woodend Road; part is culverted through Balgreggie Park and within the adjacent agricultural field to the east. The exact location is not clear.
- Jamphlars Pond – inaccessible and privately owned – water quality currently poor, but hoped it will improve in short term with approved treatment works.
- Balgreggie Park needs improved.
- Contributes to landscape setting and some habitat value with potential to enhance.

Opportunities for Enhancement:

- Potential to provide an on-road cycleway to Kinglassie along the B981 Kinglassie Road.
- Core path leading north along Torres Loan from Kinglassie Road, along the existing shelter belt still needs to be developed.
- Community aspiration for an off-road cycleway to Lochgelly.
- Existing core path routes to Loch Ore Meadows Country Park; potential to improve access through Forestry Commission Scotland-owned Pitcairn Farm to north west of Auchterderran and potentially to create more circular path routes.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CDD 006 (Woodend Road) priorities in developing the site should be to:
- Deliver a high quality pedestrian link running north-south through the site which connects to the golf course and park to the south.
 - Enhance the landscape and biodiversity function of the watercourse to the east of the site.

2. LDP proposal CDD 009 (Auchterderran Centre) priorities in developing the site should be to:
 - Establish a high quality development edge to the existing core path along the western and southern boundaries of the site; and establish new connections to this route from within the development.
 - Establish a high quality development edge to the greenspace north of the site; and establish new connections to this greenspace from within the development.

CDDGN04: Keir's Brae Green Network

An important green network resource encompassing Keir's Brae, which forms an important part of Cardenden's landscape setting to the south east.

Key Features:

- Existing path network and part of the Dunfermline-Kirkcaldy route; potential to upgrade route to cycleway quality.
- Keir's Brae greenspace – currently provides no function (space at east of village, amongst modern housing development).
- Brandies Burn (subsidiary to the Ore) currently culverted under Keir's Brae greenspace and along Cluny Park Road (adjacent to B981).
- New Carden Plantation contributes to the woodland habitat network and Ancient Woodland Inventory.
- Cardenden Road provides a high quality gateway to town, with a strong rural character
- Contributes to landscape setting.

Opportunities for Enhancement:

- Potential to upgrade existing core paths along the edge of Keir's Brae, and leading south from the Manse to provide off-road cycle links to Chapel to the south.
- Keir's Brae greenspace needs investment to improve quality and multi-functionality.
- Potential to enhance and expand the woodland network through appropriate boundary treatment along the east eastern edge of Kier's Brae greenspace.
- Enhance link to the Den Burn Green Network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CDD 005 (Cardenden Road East) – priorities in developing the site should be to:
 - Protect and retain existing mature hedgerow trees and incorporate as part of a high quality edge to the development. Retain the sense of arrival and reflect the strong rural character of the approach to Cardenden from the east along the B981 through appropriate new planting and boundary solutions. There is the potential to provide new footpath on the development side to provide an off-road connection to the town centre and rail station.
 - Establish a high quality landscape edge with a strong rural character along northern and eastern boundaries of the site, which incorporates access and habitat provision and enhances the landscape setting of the development. Potential to enhance the woodland habitat network through appropriate planting proposals.

- Provide a safe point to cross the B981 to enable easy access to Keir's Brae greenspace and to connect the development with the existing core path to Chapel. The exact nature and details of the crossing to be addressed at planning application stage.

C. Cowdenbeath Area

A total of 4 settlement-scale green networks were identified in the Cowdenbeath workshop and all were recommended for inclusion in the LDP:

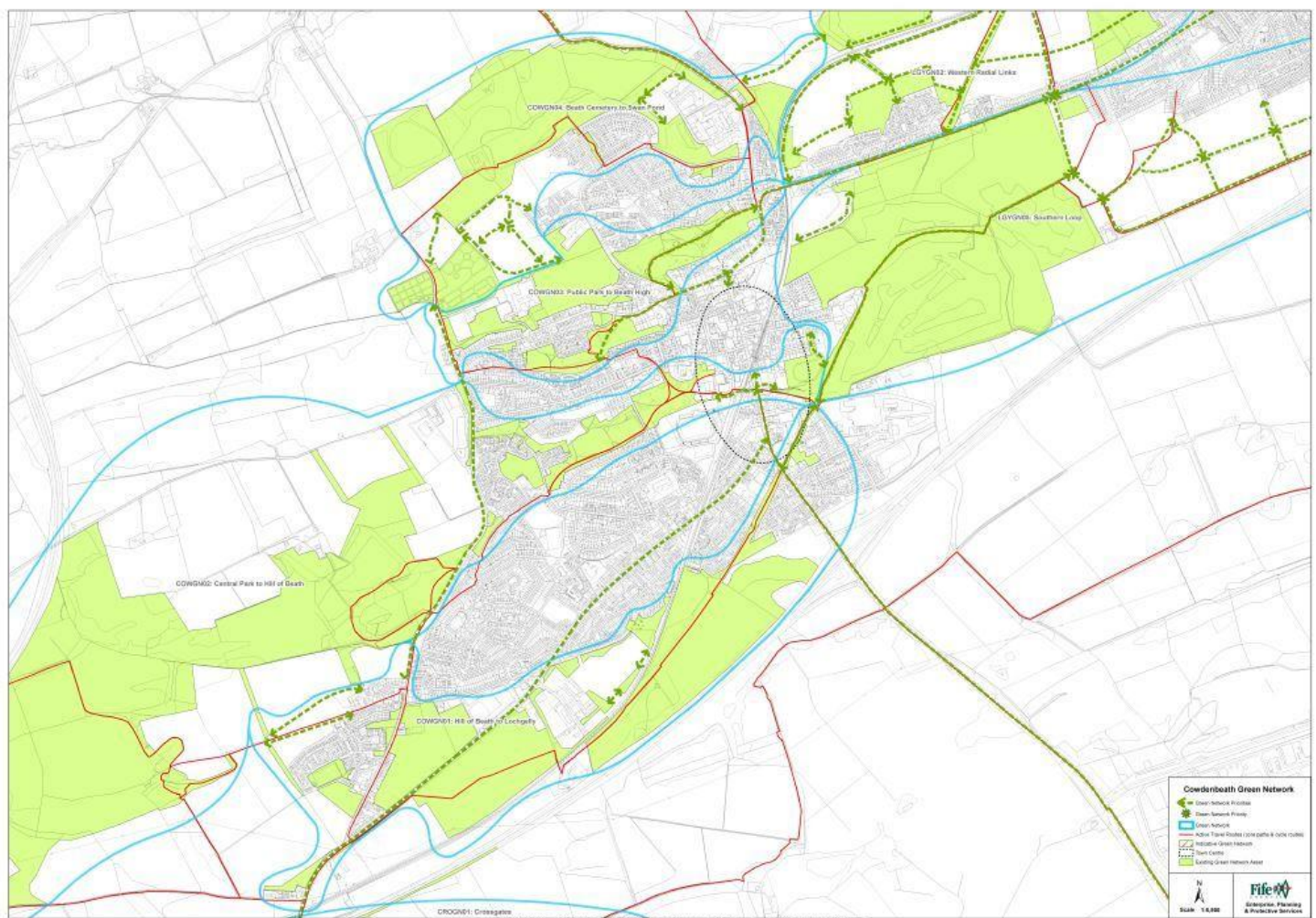
COWGN01: Hill of Beath to Lochgelly Green Network

COWGN02: Central Park to Dalbeath Green Network

COWGN03: Public Park to Beath High Green Network

COWGN04: Beath Cemetery to Swan Pond Green Network

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



Green Networks in Cowdenbeath

COWGN01: Hill of Beath to Lochgelly Green Network

The Hill of Beath to Lochgelly Green Network follows the course of a disused railway line, forming an important strategic element circling the southern and eastern perimeter of Cowdenbeath, passing just to the south of town centre and High Street and linking from Hill of Beath to Lochgelly.

Key Features:

- Part of a strategic active travel route linking between Dunfermline and Lochgelly/Kirkcaldy, along a disused railway line.
- Links to south of Cowdenbeath, town centre/High Street and to Crossgates.
- Connects to Dora Golf course, and the Lochgelly Southern Loop Green Network (see Lochgelly report) – with potential to provide active travel route to the proposed new sports hub to be developed north of Lumphinans (See Lochgelly report for details).
- Greenspace assets include the park at Cullaloe View, albeit there can be flooding issues and the park would benefit from investment to enhance its quality.
- Contributes to landscape setting; existing woodland assets provide a buffer between Cowdenbeath and Hill of Beath.
- Possible wetland habitat to the south east side, between the railway and the A92.

Opportunities for Enhancement:

- Cullaloe View greenspace – there might be potential to enhance and alleviate wider flood risk through improvements to the existing greenspace – would require more detailed scoping.
- Deliver multi-use link to Mossmorran.
- Potential to enhance the setting of the on-street active link to Central park to Dalbeath (COWGN02) and to Dalbeath Community Woodland and Dalbeath Marsh.
- ‘Greening’ of the High Street would extend the green network’s functionality.
- Deliver multi-use connection to link to Lochgelly and to connect to Crossgates.
- SEPA have identified water body restoration opportunities along the Den Burn, Lochgelly Burn within this green network.
- Enhance green network assets at Woodend Industrial Estate and link to greenspace at Cullaloe View.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal HOB 001 (North of Hill of Beath) – in developing the site the priority should be to:
 - Enhance the route of the existing active travel route that runs through the site, and consider the potential to integrate with the sustainable urban drainage system, landscape and open space design to create a high quality multi-functional green network.
 - Provide a new high quality landscape edge along the north and west boundaries to enhance the landscape setting and deal with overland flow issues from agricultural land to north.
 2. LDP proposal HOB 002 (Land to the south of Hill of Beath B) – in developing the site the priority should be to:

- Strengthen and improve the setting of the existing active travel route with Crossgates and upgrade to pedestrian and cycle use.
3. LDP proposal COW 009 (Woodend Business Centre) – in developing the site the priority should be to:
- Capitalise on the existing green network assets along the north and south of the site
 - Consider the potential to integrate sustainable urban drainage system, active travel and landscaping along the south side of the site,
 - Establish a new multi-use north-south connection through the site.

COWGN02: Central Park to Dalbeath Green Network

The Central Park to Dalbeath Green Network provides a key linking element running east-west into the heart of Cowdenbeath town centre.

Key Features:

- Existing active travel route connects Dalbeath Marsh to Cowdenbeath town centre and High Street. Other key green network destinations include the swimming pool, leisure centre and Central Park area.
- Currently there is good green network connectivity, but development of Central Park would present a risk to that connectivity.
- Connects to the Public Park to Beath High Green Network (COWGN03) and to Hill of Beath to Lochgelly Green Network (COWGN01) both via on-street connections.
- Key greenspace assets include green spaces at Central Park – recent investment has enhanced facilities including the skate park and play equipment.
- Contributes to landscape setting but significant potential to do more.
- Some habitat and biodiversity value, but significant potential to contribute more.
- Area was mined in the past – culvert issues in the past through Central Park.

Opportunities for Enhancement:

- Potential to enhance the setting of the on-street active link to the Hill of Beath to Lochgelly Green Network (COWGN01) and to Dalbeath Community Woodland and Dalbeath Marsh.
- Significant potential to enhance contribution to landscape setting and habitat and biodiversity value through appropriate new planting – would require more detailed scoping.
- Potential to enhance landscape edge and establish active travel connection to the north along Old Perth Road.
- Central Park/Public Park - consider further the advantages of deculverting the existing watercourse through the area, and integrating as part of a multi-functional green network – requires more detailed investigation.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal COW 012 (High Street Gap site) – in developing the site the priority should be to:
- Develop the gap site on the High Street to provide a new high quality public open space fronting onto the High Street.

2. LDP proposal COW 005 (Rosebank) – in developing the site the priority should be to:

- Enhance the existing adjacent greenspace to the west of the site and green network connection to the south-west.

COWGN03: Public Park to Beath High Green Network

The Public Park to Beath High Green Network provides an important east-west link through the northern part of Cowdenbeath, passing through the Public Park and linking Lumphinnans to Beath High School.

Key Features:

- Existing key active travel route to school, connecting Lumphinnans to Beath High School – but the railway and road represent key barriers at the eastern end.
- Existing expansive green network, with significant potential to enhance multi-functionality, in particular the Beath High School grounds have limited functionality – they are essentially a huge swathe of amenity grassland – there is considerable potential to increase the multi-functionality.
- Beath High School all weather surface is well-used by the local community out of schools hours.
- Beath High School grounds could help alleviate drainage problems in Leuchatsbeath.
- Other key greenspace assets include the Public Park, the Beath Cemetery and Burial Ground and Foulford Primary School grounds, located immediately north of Beath High.

Opportunities for Enhancement:

- Beath High School grounds provide limited functionality – significant potential to increase multi-functionality, including wetland creation as means of dealing with flood risk/issues. Also, significant potential to enhance contribution to landscape setting and habitat and to establish multi-use active travel route to connect Beath High School to the Public Park and east to Lumphinnans.
- Strengthen landscape edge along western side of Old Perth Road and establish 'green' street connection to the Central Park to Dalbeath Green Network (COWGN02)
- The cemetery and burial ground could be more integrated and better connected to this green network, to establish a better link with the Beath Cemetery to Swan Pond Green Network (COWGN04) – would require more detailed scoping to assess feasibility/opportunity.
- Potential to enhance landscape edge and establish active travel connection to the north along Old Perth Road.
- Upgrade existing core path to multi-use standard to connect the Public Park to Central Park and Lumphinnans.

Development Plan Priorities:

- Protect existing green network assets

COWGN04: Beath Cemetery to Swan Pond Green Network

A key green network resource defining the north of Cowdenbeath, stretching from Beath Cemetery in the west, through Leuchatsbeath, to Swan Pond and Lumphinans in the east.

Key Features:

- Existing core path route currently stretches from Beath Cemetery to the football ground at the north west edge of the town, albeit the A909 presents a major barrier.
- New wetlands and community woodland recently established at Leuchatsbeath – semi-natural character, and informal path network represent a key asset for the north of the town and contribute positively to the landscape setting and habitat value.
- The cemetery and burial ground are important green & cultural/ historic resources, which also contribute positively to landscape setting.

Opportunities for Enhancement:

- The core path route to the north east of Leuchatsbeath will change once core paths are reviewed – the new route has already been put in place.
- Significant potential to establish an off-road active travel connection to Swan Pond – and the Lochgelly 'Western Radial Links Green Network' – with the potential to open up access to the north of Lumphinnans, the proposed new sports hub and to link through to Lochore Meadows. See Lochgelly report 'Western Radial Links Green Network' for details.
- The cemetery and burial ground could be more integrated and better connected to this green network, to establish a better link with the Pubic Park to Beath High Green Network (COWGN03) – would require more detailed scoping to assess feasibility/opportunity.
- Might be potential for much wider connectivity – possibly consider as part of an Ore Valley green network strategy?
- Upgrade existing footway to deliver multi-use active travel connection to Kelty.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal COW 003 (Leuchatsbeath) - This site has planning permission and is currently under construction. Green network opportunities reflect existing planning permission.
 2. LDP proposal COW 001 (Beath Glebe) – in developing the site the priority should be to:
 - Deliver an off-road landscape and access link through the site to connect to the existing core path to the north of the site.
 3. LDP proposal COW 006 (Glenfield Industrial Estate) – in developing the site the priority should be to:
 - Provide a high quality landscaped edges to the north and west of the site.

D. Crail

A total of 2 green networks were identified in the Crail workshop, all of which were recommended for inclusion in the LDP:

CRAGN01: Crail Green Network

CRAGN02: Crail Coast and Fife Ness Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



¹ The evaluation matrix is included in the Annex

CRAGN01: Crail Green Network

Connecting north of Crail to the coastline at Roome Harbour, the Crail Green Network follows the route of the Crail and Den Burns through a series of high quality greenspace assets which include Victoria Gardens, Beech Walk Public Park and Denburn Wood.

Key Features:

- There is a good network of quality greenspaces through the settlement, which connect to the coastal edge. Assets include Victoria Gardens, the Public Park and Denburn Wood.
- Some core paths which provide connectivity between the greenspaces. An existing cycle path connects to the former airfield east of Crail.
- Includes part of the Crail Burn, which runs through the caravan site to the north of Crail and through Victoria Gardens, but is in culvert through the main part of town. No flooding problems.
- The Den Burn which is tributary of Crail Burn runs through Denburn Wood and is in culvert through the field which lies between Roomebay Avenue and Kirk Wynd. No flooding problems.
- Contributes to a high quality landscape setting.
- Habitat assets include the riparian corridors associated with the Crail and Den Burns.

Opportunities for Enhancement:

- .
- Desire for allotment space locally; Crail Trust were investigating possible sites.
- Local demand for an off-road route linking the East Neuk villages, as an alternative to the Coastal Path route. The current route along the A917 is considered busy and unpleasant.
- Local demand to deliver an inland, off-road route to connect Crail to Fife Ness, as a popular destination.
- Potential to enhance riparian habitat value along the Den and Crail Burns. Both would benefit from improved management.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals CRA 002 (Crail North) – priorities in developing this area should be to:
 - Capitalise on the site's existing green network assets, and establish new greenspace as an integral part of a strong green network through the site incorporating active travel, habitat and SUDS provision. Proposals should seek to enhance the riparian habitat along the Crail and Den Burns.
 - Create a high quality gateway to Crail from the north and establish a high quality landscape edge with the wider countryside, which will provide an appropriate landscape setting for the development and should incorporate access provision.
 - Ensure good connectivity is provided to link to the new development to Crail.

CRAGN02: Crail Coast and Fife Ness Green Network

A high quality, scenic green network which incorporates high quality coastal assets through Crail and connects to Fife Ness, forming a key element within the strategically important Fife Coastal Path route.

Key Features:

- Part of the longer Fife Coastal Path route, which connects with other core path routes which run in land.
- Coastal greenspace and beach assets, including the high quality beach at Roome Harbour.
- Likely to be some coastal erosion of coastal greenspaces overtime. Existing defences will be protected.
- High quality landscape setting and coastal views.
- Coast is heavily designated for its intertidal habitat value. Other assets include the coastal grasslands; protect and enhance existing high quality habitat assets.

Opportunities for Enhancement:

- Includes part of the longer term NCN76 route, which would be delivered along the A917 road corridor, as the Coastal Path route is not feasible
- Local demand to deliver an inland, off-road route to connect Crail to Fife Ness, as a popular destination.

Development Plan Priorities:

- Protect existing green network assets.
- 1. Opportunity to enhance and expand the green network in relation to any future development of the former airfield east of Crail - LDP proposal LWD 022 (Crail Airfield).
- Landscape and green network issues, including opportunities to deliver access improvements to provide improved connectivity to Fife Ness, including an off road route from Crail, should be considered as part of the preparation of a development framework for the airfield site.

E. Crossgates, Halbeath and Kingseat

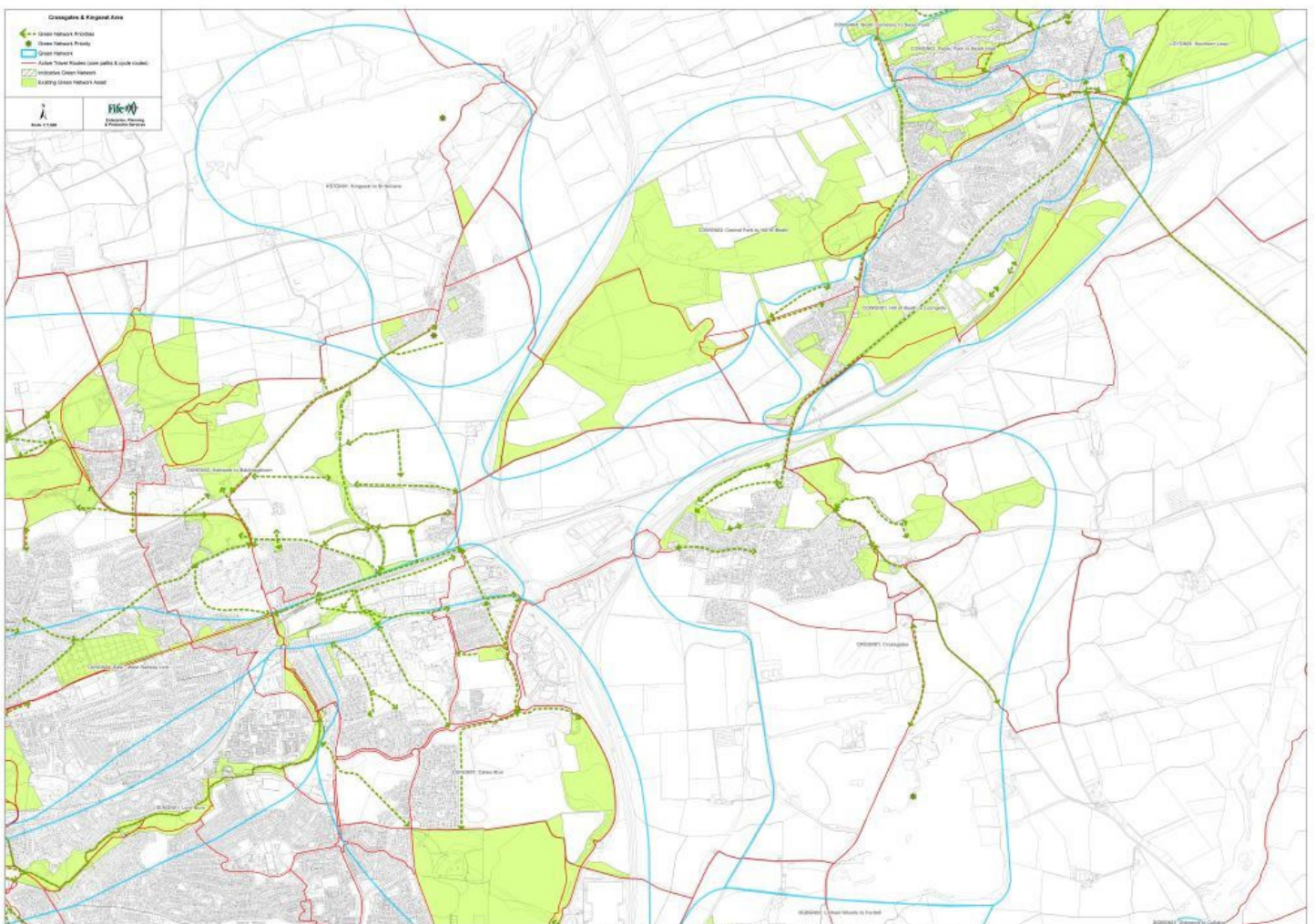
A total of 3 green networks were identified in the Crossgates, Halbeath and Kingseat workshop. It was decided that one should be combined with an existing green network identified for Dunfermline: Halbeath to Baldrigeburn Green Network.

Leaving two new green networks which were both recommended for inclusion in the LDP:

KSTGN01: Kingseat to St. Ninians Green Network

CROGN01: Crossgates Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Crossgates, Halbeath and Kingseat

¹ The evaluation matrix is included in the Annex

KSTGN01: Kingseat to St. Ninians Green Network

Important area for the establishment of a missing green network link to successfully integrate the future completed St. Ninian's Land Art project with Kingseat and other green network assets to the south.

Key Features:

- Includes an existing core path network which connects to Townhill Woods, Hill of Beath and north to Loch Fitty and the future St. Ninian's Land Art project.
- Partial existing off-road cycle route connects south-west from Kingseat towards Queen Margaret Hospital and rail station; it is hoped to complete the missing section of the route in the short term.
- St. Ninian's Land Art is likely to be completed by the new site owners in the next few years. Some community woodland is already in place.
- Will form part of the proposed Fife Pilgrim's route, which will come through Kingseat and the Ninian's Land Art Project connecting to Blairadam Forest, west of Kelty, before heading east.
- Kingseat has good access to greenspace and good quality greenspace. There is a need to increase the quantity of space, which is currently very low. There is good access to wider countryside assets.
- Loch Fitty provides habitat value out with the settlement, other wider assets include Townhill Woods – little habitat value through and immediately surrounding the village, but could be enhanced.
- Some of the urban edge is poor, but could be improved. There are great views south over the Forth, particularly where Main Street meets Kingseat Road.

Opportunities for Enhancement:

- Deliver the missing section of the off-road cycle route which connects south-west from Kingseat towards Queen Margaret Hospital and rail station.
- St. Ninian's Land Art Project is likely to be completed in the short term and will form an important destination within the network.
- Ensure good quality connections are established between Kingseat and the completed St. Ninian's Land Art Project – as a key tourist attraction in the future. Upgrade the existing core path to multi-use cycleway standard.
- There is a need to provide more greenspace within the Kingseat.
- The landscape setting of the existing core path route which connects to Townhill woods could be enhanced to strengthen this existing link.
- The urban edges could be enhanced, through small-scale improvements, which contribute to the overall landscape setting of the settlement.
- SEPA have identified a water body restoration opportunity relating to Loch Fitty within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal KST 001 (Kingseat Road) – priorities in developing this area should be to:
 - Carefully consider the visual impact of the development on key views and on the setting of Kingseat. Ensure views south are retained through the site and incorporated into the design and layout of the site as key features.
 - Deliver new greenspace, located in the highest north-eastern corner of the site, where it can capitalise on the key views south across the Forth and can be easily accessed by the adjoining communities, to help address the deficit of greenspace within the village.
 - Deliver a high quality development edge along the B912.
 - Establish a new high quality landscape edge (incorporating access), along the southern and western boundary of the site to create an appropriate landscape setting for the development.

CROGN01: Crossgates Green Network

Following the course of the Mowbray Burn, the and helping define the landscape setting of Crossgates, the Crossgates green network also incorporates access to the wider countryside assets including Cuttlehill, Fordell Estate and the Cullaloe Hills.

Key Features:

- Includes a core path network which provides connectivity north to Hill of Beath, east to the community woodland, south to Fordell and beyond to Fordell Estate and the Cullaloe Hills.
- An existing cycleway connects west out of Crossgates, including an off-road link to the Halbeath Park and Ride.
- Crossgates has good access to greenspace, but investment is required to enhance the quality of some spaces benefit from improvements, in particular Manse Road/Westfield and Humbug greenspaces.
- Habitat assets include a community woodland along the Mowbray Burn to the north-east of Crossgates; Cuttlehill woodland and wildlife site, north east of Fordell;
- Mowbray Burn – flows under the A92 from Hill of Beath, through the Community woodland east of Crossgates, it's then in culvert through Crossgates and in channel through Manse Road/Westfield greenspace, from where it flows north west, under the A92 and the railway line. Field drains off Cuttlehill drain to the Mowbray.

Opportunities for Enhancement:

- Manse Road/Westfield and Humbug greenspaces require investment to enhance their quality and multi-functionality.
- Potential to make much more of the Mowbray Burn through the settlement. Potential opportunity to enhance as a riparian corridor, in particular through the Manse Road/Westfield greenspace – would require more detailed scoping.
- Aspiration to deliver cycle routes to connect through Crossgates along the B925, to link north to Hill of Beath and south along Mill Farm Road.
- Future restoration of the Muirdean open cast site will provide green network enhancements including the reinstatement of the core path, creation of new wetlands and riparian planting along the Muir Row Burn and new woodland planting.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CRO 002 (Land to the west of Old Perth Road) – priorities in developing this area should be to:
 - Develop a robust, high quality landscape edge with the road to address potential issues arising from proximity to the A92. Subtle topographical change could be useful in mitigating the impact of noise from the road. Integrate the existing mature vegetation.
 - Deliver an active travel connection (walking and cycling) through the site to connect Lady Anne Court to the north part of Main Street, providing good access from the development to Halbeath Park and Ride and Hill of Beath.
 - Consider the appropriateness of an off-site contribution to enhance the quality of the Manse Road/Westfield greenspace, immediately south of the site; including the enhancing the riparian corridor along the Mowbray Burn and improving the setting of the path that connects to Crossgates town centre.
 2. LDP proposal CRO 005 (Manse Road) – priorities in developing this area should be to:
 - Deliver a high quality development edge with the Manse Road/Westfield greenspace, immediately south of the site. Ensure the development boundary is not hard up against the path.
 - Consider the appropriateness of an off-site contribution to enhance the quality of the Manse Road/Westfield greenspace.
 3. LDP proposal CRO 003 (Gallows Knowe) – priorities in developing this area should be to:
 - Incorporate views across to Hill of Beath into the design and layout of the site as key features.

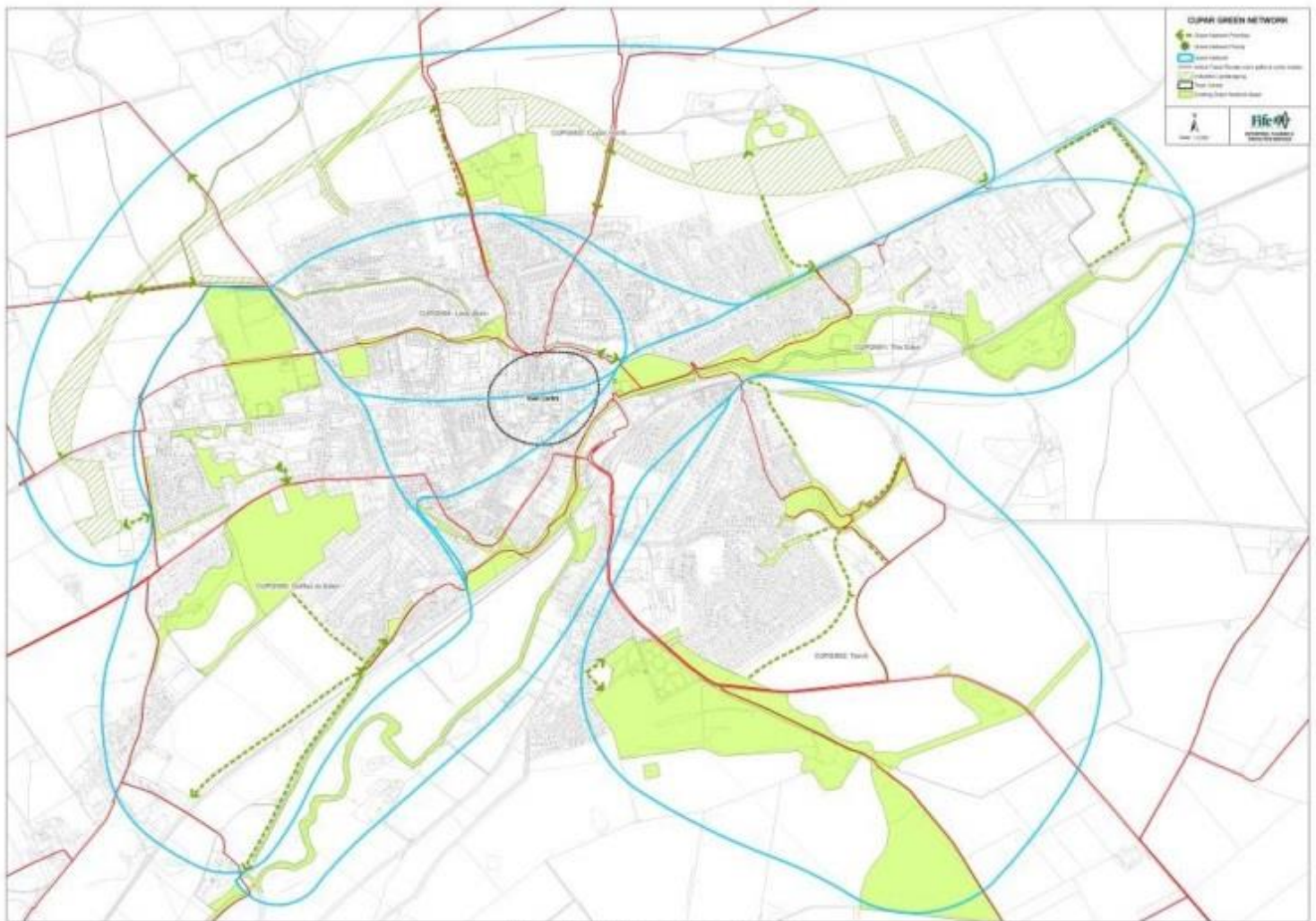
- Establish a high quality landscape frontage, through appropriate planting and boundary solutions, which reflects the strong rural character of the approach to Crossgates from the east along the B925; incorporate connections to the town.
- Retain and enhance the route of the existing north-south core path which follows the western boundary of the site.
- Develop a new high quality green network, along the northern and eastern boundaries of the site. This should incorporate access and habitat provision, with open space and high quality SUDS provision to create a landscape setting for the development, and deliver improved habitat connectivity between Cuttlehill Woods and the community woodland along the Mowbray Burn.
- Take measures to protect the Cuttlehill Woods and the community woodland as important habitat assets.
- Consider the potential to establish a more direct access link (walking and cycling) to the town centre, from the north-west corner of the site to Main Street, along the southern edge of the adjoining field.

F. Cupar

A total of 5 settlement-scale green networks were identified in the workshop. All were recommended for inclusion in the LDP:

- CUPGN01: The Eden Green Network
- CUPGN02: Tarvit Green Network
- CUPGN03: Cupar North Green Network
- CUPGN04: Lady Burn Green Network
- CUPGN05: Elmwood to Eden Green Network

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



Green Networks in Cupar

CUPGN01: The Eden Green Network

The Eden Green Network follows the course of the River Eden forming an important strategic element running south-west to east through the heart of the town.

Key Features:

- Important active travel route linking the town centre and the east of the settlement. Currently no formal access along western end of the watercourse, but a claimed right of way running along the south of the railway line provides an important link to Cupar Muir.
- The watercourse and its associated flood plain (which spreads across adjacent agricultural fields) provide a crucial flooding and drainage function.
- Haugh Park provides an important greenspace asset in the heart of the town, and is also a flood plain for the River Eden. Investment is required to improve its quality.
- The Eden's valley setting contributes significantly to Cupar's settlement identity and landscape setting.
- Some habitat value, but with significant potential to enhance

Opportunities for Enhancement:

- No active travel route along the western section of the watercourse: scope potential opportunity to create route along western length?
- Investment required to enhance the quality of the existing walkway along the River Eden.
- Investment is required to improve the greenspace quality of Haugh Park
- Additional riparian planting would help slow water run-off from adjacent agricultural fields, as well as having significant potential to improve habitat value and contribute to landscape setting. Perhaps most easily delivered along eastern section, potentially less easy in the west where the Eden is bounded by fields.
- Aspiration in longer-term to deliver off-road cycleway linking to Guardbridge.

Development Plan Priorities:

- Protect existing green network assets and associated floodplain
1. LDP proposal CUP 009 (Prestonhall East) - priority in developing the site should be to:
 - Develop a new high quality landscaped boundary along the railway, the eastern and the northern boundaries; retaining the hedgerows along the eastern boundary and incorporating habitat enhancement and sustainable urban drainage provision.
 - Retain existing hedgerows and stone boundary walls where possible across the site.

CUPGN02: Tarvit Green Network

Important area for the establishment of a green network which wraps around the south east of Cupar and connects south to Ceres, capitalising on existing high quality assets including remnants of the historic Tarvit Estate.

Key Features:

- Existing strong core path network which connects to the Eden Green Network (CUPGN01) and provides connectivity to Ceres.
- Greenspace assets include Tarvit Pond and associated woodland, Owlet Wood, Cupar Golf Course (not publicly accessible) and Cupar Cemetery.

- Tarvit Pond provides a flooding and drainage function and is of high habitat value, but it is currently an isolated asset
- Contributes positively to the landscape setting of the south east edge of Cupar

Opportunities for Enhancement:

- Tarvit Pond is a high quality greenspace asset. Expanding this resource would help address the greenspace quantity deficit in this part of Cupar.
- Tarvit Pond provides some flood alleviation but likely that this could be enhanced – would require more detailed scoping
- Potential to enhance habitat value of Tarvit pond, through new planting which enhances its connectivity with wider woodland assets to the south of the town
- The core path along Moor Road forms an important link between Cupar and Ceres – it needs investment to enhance it to multi-use.
- Cupar Golf Course – likely to be some potential to improve the landscape setting and habitat value of the golf course – would require more detailed scoping and discussion with the golf club
- Provide landscape and access links to existing quality greenspace assets, particularly Tarvit Pond and Owlet Wood
- Create high quality gateway to Cupar from the south

Development Site Priorities:

- Protect existing green network assets
- 1. LDP proposal CUP 010 (Cemetery) - priority in developing the site should be to:
- Develop a new high quality landscaped boundary along the south-west and north-west boundaries.

CUPGN03: Cupar North Green Network

Strategically important area for the establishment of a high quality green network as a key mechanism in helping to integrate the development of Cupar North Strategic Development Area (LDP proposal CUP 01) with its wider setting and existing adjacent communities.

Key Features:

- Existing core paths provide connectivity to the north.
- Links to Duffus Park, which is an important greenspace asset and a regionally important sporting facility, but requires investment to improve its quality and widen its functionality (Elmwood to Eden Green Network (CUPGN05)).
- Existing habitat assets include patches of trees and shelterbelts which connect into and outwards from Cupar. Key woodland assets are also located to the north of the SDA.
- Landscape has a strong sense of containment, which positively contributes to the setting of the town.
- Current water run-off problems from agricultural areas. There are a lot of seasonal problems with flooding and overland flow is an issue particularly from newly ploughed fields. Development and the new road will exacerbate flood problems.

Development Site Priorities:

- Protect existing green network assets.
- 1. LDP proposal CUP 001 (Cupar North) - priorities in developing the site should be to:

- Capitalise on the site's existing landscape assets and quality setting in forming a landscape framework for the area. Give full consideration to the landscape and visual impacts of the development, particularly in relation to the design of the new distributor road.
- Fully consider site's complex water and drainage issues: identify appropriate land take at the earliest stage in developing proposals for the site; design and planting should also look to help alleviate overland flow issues in this area.
- Establish new high quality greenspaces as an integral part of the wider green network, incorporating active travel, habitat and sustainable urban drainage system provision. Provide links to existing quality green assets such as Duffus Park, and capitalise on key features such as the designed landscape of Dalgairn and the remains of St Christopher's church. Ensure good connectivity with existing adjacent communities in order to help address the greenspace deficits identified in the north of the town (particularly the north east area).
- Provide high quality landscape and access links:
 - To the north – the proposed new distributor road could present a key barrier to connectivity – it needs to function more as a street than a road, with well-designed crossing points.
 - To the east, to connect to the Eden Green Network (CUPGN01), and
 - To the south west to link to Duffus Park and the Lady Burn Green Network (CUPGN04).
 - Back into Cupar town - most likely via 'green streets' responding to the local townscape character.
- Develop a new high quality landscape edge, incorporating active travel provision (including a round-route core path and an east-west cycleway), connectivity to the wider countryside and new habitat provision, including riparian planting, which improves habitat connectivity within the site & with key woodland assets to the north.

CUPGN04: Lady Burn Green Network

The Lady Burn Green Network stretches between Duffus Park in the west and the heart of Cupar's historic core. It consists of two fine grain green networks which converge to become one in the Lebanon area of the Cupar; the northern branch following the course of the Lady Burn.

Key Features:

- Fine grain green network that's route runs along of a mix of greenspace, 'green streets' and the watercourse of the Lady Burn.
- Existing core path links Haugh Park (The Eden Green Network (CUPGN01)) to Duffus Park (Duffus to Eden Green Network (CUPGN05)), with further core paths providing good connectivity north, linking Cupar North SDA Green Network (CUPGN03) with the town centre.
- Small-scale greenspaces located along the green network contribute to 'green street' character.
- The Lady Burn provides an important water management function, though continued management is required to ensure culverts remain unblocked.
- Provides an important habitat corridor running through the urban fabric, but the culverted sections represent key barriers to connectivity and are difficult to enhance.
- Important to the landscape setting of town, but sometimes a hidden asset.

Opportunities for Enhancement:

- Opportunity to improve the habitat and landscape value, through new planting along unculverted sections of the Lady Burn and in the more minor greenspaces located along Moathill Road, which would provide 'habitat stepping stones' linking the Eden Green Network (CUPGN01) and Cupar North SDA Green Network (CUPGN03).
- Removing the culverts along the Lady Burn is likely to be difficult to deliver and prohibitively expensive.
- Potential to improve public realm at Fluthers car park, at the Haugh Park end of the green network, where it connects to the Eden Green Network (CUPGN01).

Development Site Priorities:

- Protect existing green network assets

CUPGN05: Duffus to Eden Green Network

Green network hub serving the west of Cupar, stretching from Duffus Park in the north to the Damside in the Eden Valley to the south, taking in key green assets including the grounds at Ferrymuir, Bell Baxter High School and Elmwood College.

Key Features:

- Greenspace assets include the grounds of Bell Baxter High School and playing fields and the remnant designed landscape at Ferrymuir (not all of which are accessible to the public).
- Significant active travel potential, but currently no formal route north-south through key green assets, such as the institutional grounds of Bell Baxter High School and playing fields

- Large greenspace assets provides an important local flooding and drainage function, possibly with some opportunity to improve through investment – Duffus Park borders an area with overland flow issues and Bell Baxter playing fields border an area called the ‘wetlands’.
- The long-established woodland at Ferrymuir provides an important habitat asset.
- Currently no formal access along western end of the watercourse, but a claimed right of way running along the south of the railway line provides an important link to Cupar Muir.

Opportunities for Enhancement:

- Investment required to enhance the greenspace quality of Duffus Park. Significant potential to improve Duffus Park’s contribution to landscape setting and habitat value. Likely that improvements could also be made to enhance the flood containment function offered by Duffus Park – would require more detailed scoping.
- Significant potential to improve access, greenspace, habitat, landscape setting and flooding/drainage functions of the Green Network, but improvements might be hard to deliver due to institutional nature of much of the grounds (Bell Baxter, Elmwood College):
 - 1 Would require a more detailed discussion with Education Service.
 - 2 Would require a more detailed discussion with Elmwood College.
- No active travel route along the western section of the watercourse: scope potential opportunity to create route along western length.
- Potential to establish a core path running along the north side of the railway.

Development Site Priorities:

- Protect existing green network assets

G. Dunfermline

A total of 7 settlement-scale green networks were identified in the Dunfermline workshop and all were recommended for inclusion in the LDP:

DUNGN01: Lyne Burn Green Network

DUNGN02: Halbeath to Baldringburn Green Network

DUNGN03: Tower Burn Green Network

DUNGN04: East-West Railway Link

DUNGN05: Broomhall SLA Green Network

DUNGN06: Pitreavie Green Network

DUNGN07: Calaismuir Green Network

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

DUNGN01: Lyne Burn Green Network

The Lyne Burn Green 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
- Contributes to landscape setting, but sometimes a hidden asset
- Significant habitat corridor through the settlement, but some missing links
- McKane Park provides a water management function and is a important greenspace asset, but greenspace quality is variable

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
- Transportation currently upgrading cycleways
- Likely potential to enhance flooding and drainage function, but would require more detailed scoping
- Link to Tower Burn Green 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 network.

Development Plan Priorities:

- Protect existing green network assets.
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 network connections.

DUNGN02: Halbeath to Baldridgeburn Green Network

Key green 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 longer route along disused railway line located to the far north of the settlement linking to Clackmannan
- 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
- 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 required to enhance greenspace quality, particularly of Townhill Country Park, potential also to improve contribution to landscape setting. Off-site contributions from development sites could help to enhance greenspace quality in the north of Dunfermline, through investment.
- 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.
- 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 Network (DUNGN01) and the East-West Former Railway Link Green 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.

Development Plan Priorities:

- Protect existing green network assets
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 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 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 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 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 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 network, combining greenspace, with access, habitat and SUDS provision. Provide a high quality development frontage on to the green 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 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 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 Network

The Tower Burn Green 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
- Makes a significant contribution to landscape setting, but sometimes a hidden asset
- Tower Burn provides an important habitat corridor through the settlement, albeit with some gaps

Opportunities for Enhancement:

- Opportunity to connect to Lyne Burn Green Network (DUNGN01), Halbeath to Baldrigeburn Green Network (DUNGN02) and Broomhall SLA Green Network (DUNGN05) 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 Network (DUNGN01) and the wider countryside
- Opportunity to enhance public realm/landscape setting of green network through Glen Bridge Car Park

- Potential to deliver east-west active travel connection linking the rail station to Pittencrieff Park and Town.
- Crossford Community have aspirations for a link from Crossford to Dunfermline – needs further investigation to confirm suggested route and consider feasibility
- Aspiration in the longer-term to deliver multi-use off road connection to Crossford.
- Potential to establish landscape and access link to Crossford through the Dunfermline Strategic Development Area

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal DUN 068 (Western Distributor) – priorities in developing this proposal should be to:
 - Create active travel routes and green network links between Baldridgeburn green 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 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 Network (DUNGN01), Tower Burn Green Network (DUNGN03), Halbeath to Baldridgeburn Green 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 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

Development Plan Priorities:

- Protect existing green network assets
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 Network

Strategically important area for the establishment of a green 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
- 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
- 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:

- SEPA have identified a water body restoration opportunity along the Brankholm Burn within this green network.

Development Plan Priorities:

- Protect existing green network assets
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 Network (DUNGN01) and Tower Burn Green 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 Network (DUNGN06)
 - To the Lyneburn Green 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 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 Network

Green 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 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
- 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 network's connectivity – would require more detailed scoping
- Deliver active travel route north-south along Queensferry Carriageway linking Dunfermline Town Centre and Rosyth rail Station.

Development Plan Priorities:

- Protect existing green network assets
- 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 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 Network.

DUNGN07: Calaismuir Green Network

Key green 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 network within Dunfermline Eastern Expansion
- Connects to Crossgates via an existing active travel route
- Some strategically important greenspaces but generally of low quality and limited connectivity
- Significant contribution to drainage and flooding through SUDS provision, but integration of SUDS with greenspace and the wider green network is limited
- Should contribute to landscape setting, but currently poor

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 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
 - Improve connectivity with Fife Leisure Park
 - Connect to the East-West Railway Link Green Network (DUNGN04) through Lyne Bank Hospital Grounds – would require more detailed discussion and scoping
- Potential to establish wider habitat connectivity with Fordell Firs – would require more detailed scoping

Development Plan Priorities:

- Protect existing green network assets
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 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 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.

H. East Neuk: St. Monans, Pittenweem, Anstruther, Kilrenny

A total of 5 green networks were identified in the workshop for St. Monans, Pittenweem, Anstruther and Kilrenny. Some were concluded to be local in scale. The decision was taken after the workshop to combine 3 of the green networks, which meant there were 3 green networks recommended for inclusion in the LDP:

STMGN01: St. Monans West Green Network

ANSGN01: Anstruther – Pittenweem – St. Monans Coast Green Network

KILGN01: Kilrenny to the Coast Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in St. Monans, Pittenweem, Anstruther, Kilrenny

¹ The evaluation matrix is included in the Annex

STMGN01: St. Monans West Green Network

Centring on the Inverie Burn corridor, the St. Monans West Green Network defines the edge of the town and incorporates the coastal assets to the west.

Key Features:

- Part of the longer Fife Coastal Path route. The green network incorporates a number of core paths which connect to the coast down the west side of St. Monans.
- Includes the Inverie Burn and its associated riparian habitat. Other habitat assets include the coastal grasslands.
- Currently no cycleway provision, but the preferred NCN76 route runs along the A917.

Opportunities for Enhancement:

- Part of the preferred route for NCN76 linking to Kirkcaldy and St Andrews – would be a 3m wide active travel route with associated SUDS and potential for biodiversity and landscape enhancements to be delivered as part of the route development.
- Potential to deliver section of NCN route to the west of St. Monans in association with any proposals.
- Allotments proposed to the north west of St Monans.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals STM 001 and STM 003 (West of Manse) – priorities in developing this area should be to:
 - Provide a 3m wide section of the NCN76 route along the northern edge of the site and establish a high quality development edge on to this route – a development framework exists for the site.
 - Develop a new high quality landscape edge along the western boundary of the site, with the Inverie Burn to enhance this green network route. Create appropriate new habitat provision and incorporate access provision to connect to the core path routes south of the site.
 - Provide a high quality edge along the southern boundary of the site to enhance the setting and quality of the existing greenspaces and retain east-west connectivity.
 - Provide a north-south connection along the eastern boundary of the site.
 2. LDP proposal STM 002 (Netherton Industrial Estate) – priorities in developing this area should be to:
 - Provide an access link through the southern portion of the site to provide connectivity to Proposal STM 003.
 3. LDP proposal STM 004 (Cemetery) – priorities in developing this area should be to:
 - Provide habitat enhancements and high quality landscaping appropriate to the location along the coastal grasslands.

ANSGN01: Anstruther – Pittenweem – St. Monans Coast Green Network

The Anstruther – Pittenweem – St. Monans Coast Green Network stretches from East Shore in St. Monans all the way to the Braes in Anstruther, encompassing a large portion of the East Neuk settlements and their iconic and high quality coastline.

Key Features:

- Part of the longer Fife Coastal Path route and includes connections inland, including links to Kellie Castle and Arncroach.
- Includes high quality public realm through the settlements and along the waterfront and some associated smaller-scale greenspaces.
- Notable assets include the Common in St. Monans, West Braes and East Shore and the recreation ground in Pittenweem, and Dreel Meadow and Bankie Park and the waterfront in Anstruther.
- Important coastal habitat – intertidal strip, coastal grasslands and cliffs. Where agricultural land comes to the top of the coastal cliff the coastal grassland habitat is more fragmented.
- Includes part of the Dreel Burn, which runs through Anstruther and incorporates some riparian habitat.
- High quality landscape setting.
- Some coastal erosion. Coastal edge will be protected in villages, but over-topping of existing defences can still occur.

Opportunities for Enhancement:

- Part of the preferred route for NCN76 linking to Kirkcaldy and St Andrews – would be a 3m wide active travel route with associated SUDS and potential for biodiversity and landscape enhancements in association with any route development.
- Action might be required subject to need/to protect the Fife Coastal Path route from the possible coastal erosion of the cliffs – possible that the path will have to retreat in land in the future; consider potential to provide additional coastal grassland habitat in association with any development or change to the coastal path.
- St. Monans Common – this is the main greenspace in the village. The park could be of wider benefit to the community if improvements were made such as: replacing/removing all weathered surface pitch, tree, shrub, flower planting, welcoming entrances.
- Pittenweem - Recreation Ground – investment required to improve multi-functionality. Potential also to improve contribution to landscape setting.
- Anstruther has a greenspace deficit. The quality and functionality of Bankie Park and the Braes could be enhanced. There is a small community woodland north of the settlement.
- Potential to upgrade the core path between Anstruther and Pittenweem as safe route to Waid Academy – small scale opportunities to enhance the landscape setting in association with any path works.
- There is a community aspiration for a more direct traffic-free link between the villages and on to Crail, but a route is not identified beyond the coastal path.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal ANS 05 (St Andrews Road extension) – priorities in developing this area should be to:
 - Establish a high quality development edge along the western boundary (and with the Dreel Burn in the south west corner) which delivers landscape and habitat enhancements, alongside new north-south access provision.
 - Maintain and enhance the setting of the core path route that runs along the northern boundary of the site, through an appropriate boundary treatment and new planting.

- Provide an east-west access connection through the site to provide a safe route to school and cycle route (and allow for potential future link to Pittenweem).
2. LDP proposal PIT 01 (St Margaret's Farm) – priorities in developing this area should be to:
- Deliver access links to connect to the recreation ground to the west and to the core path route to the east, which has been discussed as a safe route to school.
 - Provide a high quality landscape edge to the north of the site.
 - Potential for the site to deliver an upgrade to the existing recreational ground.

KILGN01: Kilrenny Green Network

The Kilrenny Green Network follows the course of the Kilrenny Burn through the centre of Kilrenny, providing a north-south connection between the village and the East Neuk coastline.

Key Features:

- Follows the course of the Kilrenny Burn. Culvert at Kilrenny recently replaced.
- Includes a cycleway and core path which connects Kilrenny to the Fife Coastal Path and Anstruther via the coast, through the caravan park at Cellardyke.
- The local park in Kilrenny is a good quality greenspace asset.

Opportunities for Enhancement:

- The existing cycleway and core path linking Kilrenny to the coast would benefit from upgrading in the longer-term.

Development Plan Priorities:

- Protect existing green network assets.

I. Elie and Earlsferry

A total of 2 green networks were identified in the Elie and Earlsferry workshop, both were recommended for inclusion in the LDP:

EAEGN01: Elie and Earlsferry Coast Green Network

EAEGN02: Elie to Kilconquhar Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Elie and Earlsferry

¹ The evaluation matrix is included in the Annex

EAEGN01: Elie and Earlsferry Coast Green Network

Stretching from Shell Bay to Elie Ness and encompassing Chapel Ness, the Elie and Earlsferry Coast Green Network is a high quality, scenic green network which incorporates high quality coastal assets and forms part of the strategically important Fife Coastal Path route.

Key Features:

- Includes part of the Fife Coastal Path and wider core path links which connect inland.
- Includes high quality coastal and beach assets, which include Chapel Ness, Elie Ness, Woodhaven Bay and the beach along the waterfront of Earlsferry and Elie, as well as Shell Bay to the west, with good access.
- Includes on-road cycle connections to Kilconquhar.
- Below average formal greenspace, but the high quality beach assets and the semi natural coastal land contribute to the wider open space and recreational provision.
- The Shoreline Management Plan identifies some areas of coastal erosion and coastal flood risk outwith the settlements, where no active intervention is identified. Along Earlsferry and Elie waterfront there is also likely to be some erosion and flood risk. There are also some areas of where coastal accretion is likely to occur.
- Other assets include the Earlsferry Links golf course, St. Ford Links plantation to the west, the riparian corridor along Cocklemill Burn, towards the coast and Kincaig Cliffs, which includes the Kincaig chain walk.
- The coastline is valuable for its intertidal habitat and coastal grassland network and is heavily designated for its habitat value, including part of the Firth of Forth Special Protection Area (SPA) and the Firth of Forth Site of Special Scientific Interest (SSSI). Red squirrels are present in St. Ford Links plantation and the golf course is reasonably well managed to contribute to the wider coastal grassland resource.

Opportunities for Enhancement:

- Part of the preferred route for NCN76 linking to Kirkcaldy and St Andrews – would be a 3m wide active travel route with associated SUDS and potential for biodiversity and landscape enhancements to be delivered as part of the route development.
- Look to expand the coastal grassland network where possible.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals EAE 001 (Land to the south of A917, East of Elie) – priorities in developing this area should be to:
 - Provide high quality development edges and boundary treatments fronting on to the A917 and along the eastern edge of the site (considering panoramic views within and through the site).
 - Provide a 3m wide section of the NCN76 route along the northern edge of the site.
 - Along the eastern and southern parts of the site, proposals should include a landscape framework that provides a transition from woodland habitat to important coastal grasslands. This might include some limited tree planting at the north-eastern corner of the site while the emphasis at the southern boundary should be on creating coastal grasslands - the area between should provide an appropriate transition between these two habitats.
 - Deliver a north-south access route along the western boundary of the site which provides access down to the coast from Wadeslea Road.
 2. LDP proposal EAE 001 (Land to north of Grange Road) – priorities in developing this area should be to:
 - Deliver a high quality development frontage along the eastern edge of the site, where it bounds Ferry Road, which includes access provision as a key route into Elie and Earlsferry, and delivers an appropriate boundary treatment, which reflects the character of the existing roadside frontage on the opposite side of the road, which incorporates a stone wall. Deliver an off-road cycle route within the site along the edge of Ferry Road.
 - Make provision for views within and through the site as a key feature: south over towards the Coast and Forth, north west to Largo Law and to the surrounding links to the east and west.
 - Deliver a high quality development edge along the northern boundary of the site, which creates an appropriate setting for the development and is in keeping with the wider

character of the village and its rural setting. Incorporate east-west access and habitat provision; the emphasis should be on creating coastal grassland habitat.

EAEGN02: Elie to Kilconquhar Green Network

The Elie to Kilconquhar Green Network is predominantly made up of a woodland habitat network, which provides the northern landscape setting to Elie and Earlsferry, Kilconquhar Loch and associated woodlands and the grounds of the private Elie House Estate.

Key Features:

- Includes a core path through Elie House Estate to Kilconquhar.
- Includes on-road cycle connections which connect Elie and Earlsferry to Kilconquhar.
- Predominantly encompasses wider countryside assets between Elie and Earlsferry, and Kilconquhar. Assets include: Kilconquhar Loch and Elie Golf Course.
- Kilconquhar Loch is a Site of Special Scientific Interest.
- Includes part of Cocklemill Burn, and its associated riparian woodland.
- Includes the woodland of the private Elie House Estate, which contributes to the landscape setting of Elie and Earlsferry. There is some recreational access through the Estate.
- Elie golf course has a grassland network, which contributes to the wider coastal grassland network.

Opportunities for Enhancement:

- Part of the preferred long-term route for NCN76 linking to Kirkcaldy and St Andrews – part would use the old railway line to Largo and part would be on-road.
- Aspiration to deliver a cycle route along Balbuthie Road to connect Kilconquhar to the coast, towards St. Monans.

Development Plan Priorities:

- Protect existing green network assets.

J. Green Networks in the Forthbridgehead area: Rosyth, Inverkeithing, Dalgety Bay, North Queensferry

Rosyth

A total of 4 settlement-scale green networks were identified in Rosyth, all of which were recommended for inclusion in the LDP:

ROSGN01: Brankholm Burn Green Network

ROSGN02: Whinny Burn Green Network

ROSGN03: Castlelandhill and Orchardhead Green Network

ROSGN04: Admiralty Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in the Forthbridgehead area

¹ The evaluation matrix is included in the Annex

ROSGN01: Brankholm Burn Green Network

Centred on the Brankholm Burn the Brankholm Burn Green Network forms the link between the Broomhall Estate to the north and the MOD land and Rosyth Dockyards to the south.

Key Features:

- Follows the course of the Brankholm Burn, from Pattiesmuir as far as Queensferry Road; the Burn is culverted under King's Road and remains in culvert as far as the Public Park
- Greenspace assets includes the amenity grassland between Camdean and the Brankholm Burn, the Camdean primary school playing fields to the south of the Burn and the allotments at the corner of Admiralty Road and King's Road
- A 'green street' connection exists along Park Road to connect to neighbourhood centre at the junction with Queensferry Road – albeit there is potential to enhance the quality of the verges along the street and the public realm and use-ability of the local neighbourhood centre
- Localised flood risk problems associated with the Brankholm Burn in the Camdean area/King's Road area, which affects some properties – seek potential opportunities to reduce flow
- Existing core path along Brankholm Brae links north-south Dunfermline.
- Demand and need for a core path and better cycleway facilities along the A985 between King's Road and junction with Waggon Road (south of Crossford)

Opportunities for Enhancement:

- Wetland creation potential in green belt area, amenity greenspace through Camdean and in the school playing fields – might provide improved attenuation and relieve flooding potential further downstream. Would require more detailed scoping, landowner liaison and consent
- Associated single function amenity greenspace in Camdean adjacent to burn – significant potential to enhance quality and functionality – potential to consider in relation to development of Proposal ROS015 (Land at Admiralty Road & East of Brankholm Brae)
- Strong potential to enhance contribution to landscape setting, quality of place, and habitat value, through appropriate new planting in association with any wetland creation or greenspace improvements. Consider wider connectivity to Camdean area.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal ROS 015 (Land at Admiralty Road & East of Brankholm Brae) – priorities in developing this area should be to:
 - Retain and enhance the route of the north-south core path along Brankholm Brae – at the western edge of the development – to provide a multi-use active travel route, provide a good development edge and an active frontage on to this route.
 - Establish a high quality linear 'wetland' park along the route of the Brankholm Burn which successfully integrates SUDS, biodiversity, landscape and access provision, and which is overlooked by an active development frontage. Potential to consider off-site improvements to the greenspaces on the Camdean side of the Burn.
 - Provide pedestrian connections across the Brankholm to link to Camdean, retain access connectivity to King's Road along the Burn.
 - Establish a new high quality landscape edge along Admiralty Road, which accommodates off-road active travel provision and enhances this important gateway to Rosyth from the west.
 - Provide a high quality landscape edge through an appropriate boundary treatment with Camdean primary school and the allotment site; incorporate good pedestrian access to the school as a key destination.

ROSGN02: Whinny Burn Green Network

Centred on the Whinny burn and encompassing the public Park, the Whinny Burn Green Network stretches along the north eastern edge of Rosyth.

Key Features:

- High priority to protect existing assets including Whinny Burn and its wider riparian corridor, Wilderness Wood, the historic battle site, Public Park, and wider connections.
- Existing core path route, but route is steep
- Brankholm Burn culverted under Rosyth King's Rd and Admiralty Rd area, then channelised through the Public Park
- Public Park has had recent enhancements – could go for green flag
- Wilderness Wood provides an important landscape asset and helps create a setting for Rosyth, as well as avoiding coalescence with Pitreave/Dunfermline
- Potential to highlight battle site through interpretation material
- Contributes to landscape setting of Pitreave and Rosyth

Opportunities for Enhancement:

- Existing core path route – signage improvements required and potential to make better connections to local neighbourhood centres. Potential to upgrade to an active travel/cycle route with improvements to the existing infrastructure (but not planned).
- Links between the Public Park and Wilderness Wood could be improved – the route is very steep. Aspiration to improve access within and habitat value of the Wood, through management and better signage
- Potential opportunity to improve contribution to landscape setting of Rosyth and Pitreave, but would require more detailed on-site consideration to identify specific opportunities
- Potential opportunity for improved water attenuation in existing greenspace areas through green-engineered solutions to relieve downstream flood risk (north of Inverkeithing) – would require more detailed consideration. A study of the Whinny Burn has been undertaken and provides more detailed understanding of the scope to divert flow in storage areas; suggested a possible flood relief channel in land to the east of the Park and Choose – a first step would be to review this study.
- Consider future potential to provide an active travel connection to link to the Broomhall SLA and provide connectivity to the Park and Choose facility.
- Potential to develop interpretation material for the Battlefield site.
- SEPA have identified water body restoration opportunities along the Brankholm Burn within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal ROS 014 (Rosyth Rail Halt Park and Choose) – priorities in developing the site should be to:
 - Enhance the landscape and biodiversity function of the watercourse through appropriate new planting. Successfully integrate SUDS and active travel connections to the park and choose within greenspace areas.
 - Retain and enhance the route of the existing core path which provides important connectivity to communities in Pitreave and Rosyth.
 - Provide an active travel connection along the Whinny Burn to connect the new Park and Choose facility to the existing core path which runs north-south along the eastern boundary of the site (not in current plans for site). Potential to upgrade route to cycleway standard.
 - Potential to consider the scope to deliver additional water attenuation measures within the site to relieve flood risk downstream (north of Inverkeithing).

ROSGN03: Castlelandhill and Orchardhead Green Network

Encompassing woods at Orchardhead and Castlelandhill the Castlelandhill and Orchardhead Green network provides the landscape setting for the south east of Rosyth.

Key Features:

- Castlelandhill and the woodland assets at Orchardhead wood make a significant contribution to the landscape setting of Rosyth and help to define this important gateway to Fife from the south
- Includes existing recreational routes and a core path which runs east –west over the Hill – routes would benefit from better signage
- Includes Heath Road greenspace and the amenity grassland to the south of Alexander Place and at the back of the houses on Grampian Place – all spaces are low in functionality and poor in quality
- Some overland flow issues off Castlelandhill – can also affect Ferry Toll Road, with the water running down through the grassed area to the east of the houses on Grampian Road.
- Existing active travel links will be reinstated as part of new Forth Crossing works
- Important habitat function - priorities are to protect, manage and improve connections between habitat patches

Opportunities for Enhancement:

- Potential exists to enhance Orchardhead Woods as a recreational destination, including making more of key features such as the Doocot which is in need of repair; paths and signage need improved. There is also potential for interpretation material to be developed.
- Significant potential to enhance the built-landscape edge between Rosyth and the agricultural land of Castlelandhill – potential opportunity to address overland flow issues in association with this – would require more detailed scoping.
- Investment is required to improve the quality of Heath Road greenspace; potential exists to provide an off-road green network connection that links through existing green assets as far as Castle Road/Admiralty Road (potentially providing good access to Camdean Primary School).

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal ROS 016 (Castlelandhill (north)) – priorities in developing this area should be to:
 - Enhance the quality and functionality of the existing single function amenity greenspaces which run along the current settlement boundary (south of Alexander Place). Provide an active development frontage onto this area.
 - Consider how to address the overland flow issues off Castlelandhill early on in the design process and incorporate measures to deal with this.
 - Establish a new high quality landscape edge with Castlelandhill, which establishes an appropriate setting for the development and for Rosyth and will help to mitigate the impact of the development in wider views. Incorporate access provision and links to the existing core path and a high quality connection to Orchardhead Wood as a key recreational asset.
 - An off-site contribution to enhance the quality of Heath Road greenspace might be appropriate.
 2. LDP proposal ROS 017 (Castleslandhill (south)) – priorities in developing this area should be to:
 - Capitalise on the site's existing landscape assets in forming a development strategy for the area. Castlandhill Woodlands and the topography of the site partly define this

important gateway to Fife from the south and contribute to a high quality landscape setting. Views of the site should be assessed early on to inform the site layout in order to help mitigate the visual impact of the development in wider views, particularly from the A90; consider the need to avoid development on the open, south-eastern slopes of the site.

- Take suitable measures to protect the existing woodland (Ancient Woodland Inventory) within the site, as an important landscape and habitat asset, and enhance through appropriate new planting and management.

ROSGN04: Admiralty Green Network

Stretching from the woods at Windylaw Edge through the MOD land to Admiralty Heights the Admiralty Green Network provides greenspaces and the landscape setting for the east of Rosyth.

Key Features:

- Former MOD playing fields represent a significant greenspace resource locally, but not publicly accessible, and currently quite exposed to the elements. Also includes Pease Hill amenity grassland. Both areas provide some contribution to the landscape setting to Rosyth – but function could be enhanced.
- The woodland assets and topography at Windylaw Edge provide a high quality rural landscape setting for Limekilns and Pattiesmuir and contribute to the sense of arrival to Rosyth from the west.
- Existing active travel links in the area around the work for the new Forth Crossing, will be reinstated as part of the works
- The landscaping along the A985 at the former Lexmark facility, in the Business Park at Admiralty Heights, contributes to Rosyth's landscape setting and helps define this route as a key gateway to the town.

Opportunities for Enhancement:

- Potential to connect Admiralty Road to former MOD playing fields through Pease Hill greenspace – significant potential to enhance quality, functionality and contribution to landscape setting. Community desire to create sports hub.
- Opportunity to improve access and recreational facilities at former MOD playing fields – look at options to deliver better active travel connectivity to the rest of Rosyth.
- Potential for green infrastructure and landscape improvements at Admiralty Business Park
- Potential for access improvements in association with any future developments in the port area
- Good potential to improve the active travel provision along the A985 to provide off-road cycling and walking connection linking to Waggon Road, which would provide a completed, safe and strategic-level connection which links to the West Fife villages.

Development Plan Priorities:

- Protect existing green network assets.

Settlement-Scale Green Networks in Inverkeithing

A total of 3 settlement-scale green networks were identified in Inverkeithing, all of which were recommended for inclusion in the LDP:

INVGN01: Inverkeithing Bay Green Network

INVGN02: Fairy Kirk Green Network

INVGN03: Keithing Burn Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.²

² The evaluation matrix is included in the Annex

INVGN01: Inverkeithing Bay Green Network

Encompassing areas of habitat alongside brownfield sites the Inverkeithing Bay Green network stretches around the bay from North Queensferry to Letham Woods.

Key Features:

- Existing core path, part of the Fife Coastal Path route. NCN1 runs through the town centre as part of an on-road cycle route. NCN76 runs through the town centre and then connects to the coast along the road north of Ballast Bank Park. There are good links along the coast.
- The section of the core path behind the former Caldwell Mill is narrow and needs upgraded. The bridge under the rail line represents a pinch point.
- Greenspace assets include Ballast Bank Park, which is the largest park in Inverkeithing, but the quality and functionality is currently poor and there is no connectivity to the Bay.
- Friary Gardens is a quality asset in the town centre
- The Bay includes SPA, RAMSAR and SSSI habitat designations – protect and enhance important habitat value.
- There is some coastal flood risk for reclaimed land in the bay area.
- Limited public access to the waterfront – business use.
- Existing active travel links in the area around the work for the new Forth Crossing, will be reinstated as part of the works.
- Avoid coalescence with Dalgety Bay.

Opportunities for Enhancement:

- Ballast Bank Park – opportunity to improve quality through new investment, including enhancing the edge with the Keithing Burn and improving habitat and biodiversity value. Potential to establish better connectivity to the Bay area.
- Opportunity to improve the streetscape and public realm, to deliver a better setting for the Coastal Path in the area around the old papermill site, and deliver an improved cycleway through this area
- Longer-term opportunities to enhance the Green Network in relation to the restoration of the Cruicks Quarry site.
- Former Prestonhall Quarry – any development of this area needs to consider the wider context and the intertidal area's SPA designation. Opportunities to enhance the setting and route of the existing Coastal Path and cycle routes; to deliver coastal edge and habitat improvements and better access to the water's edge; to establish a high quality edge along northern boundary to enhance the landscape setting for the Bay area. must be fully considered in the development of any site proposals.
- R M Supplies – any development of this site must fully consider the intertidal area's SPA designation. Opportunity to improve the streetscape and setting of the Coastal Path.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal INV 009 (Caldwell Mill) – priorities in developing this area should be to:
 - Seek opportunities to deliver an improved streetscape and public realm as part of the route of the coastal path.
 - Fully consider the intertidal areas SPA designation in developing site proposals.

INVGN02: Fairy Kirk Green Network

Stretching along the western edge of Inverkeithing the Fairy Kirk Green Network provides the landscape setting to the M90 corridor into Fife.

Key Features:

- Existing core path and wider network of informal recreational paths, which connects to Inverkeithing, Castlelandhill and the Public Park in Rosyth. Existing route over Fairy Kirk is steep and muddy and would benefit from investment to improve its quality however.
- Includes Ferry Hills SSSI, which is of geological interest.
- Provides informal greenspace for Inverkeithing and represents a popular area with walkers, dog walkers, mountain bikers and climbers who use the disused quarry.
- Contributes to landscape setting and partly defines this important gateway to Fife from the south. Prevents coalescence.

Opportunities for Enhancement:

- Existing steep and muddy core path route over Fairy Kirk is under consideration as possible part-route of the longer Fife Pilgrim's Trail, which might provide an opportunity to enhance route quality.
- Might be some small opportunities to enhance the settlement edge with Inverkeithing – would require more detailed scoping. Any planting proposals should be appropriate to the local landscape character.

Development Plan Priorities:

- Protect existing green network assets.

INVGN03: Keithing Burn Green Network

Centred on the Keithing Burn the Keithing Burn Green Network links Inverkeithing to Dunfermline and Hillend along riparian corridors.

Key Features:

- Follows the route of the Keithing Burn – mainly a water (blue) network; public access is limited; The Burn is a hidden asset through the town and within the wider landscape.
- Tributaries include the Pinkerton Burn, Mill Lade, Fordell Burn and the Brankholm Burn which runs from Rosyth Public Park, is in culvert under the M90 and then in channel through Belleknowes Industrial Estate.
- Flood risk north of Inverkeithing.
- Includes Waggon Road greenspace, but the quality is currently poor.

Opportunities for Enhancement:

- Opportunities more limited in Inverkeithing due to the watercourse's constrained nature; Take a pride in Inverkeithing are looking to deliver access and public realm improvements where possible.
- Look for potential to deliver improved water attenuation further upstream on the Keithing Burn and its tributaries to relieve flood risk north of Inverkeithing. Would require more detailed discussion.
- Potential for wider riparian habitat enhancement to Keithing Burn and Mill Lade out with the settlement and in association with any works to improve the route of the Keithing through the town.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals INV 006, INV 007, INV 008 (Belleknowes Industrial Estate 1, 2 & 3) – priorities in developing this area should be to:
 - Deliver enhancements to the riparian corridor of the Brankholm Burn in association with high quality SUDS provision. Seek to deliver improved water attenuation where possible.

Settlement-Scale Green Networks in North Queensferry

North Queensferry

A total of 2 settlement-scale green networks were identified in North Queensferry, all of which were recommended for inclusion in the LDP:

NQFGN01: North Queensferry Coast Green Network

NQFGN02: Ferry Hill Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.³

³ The evaluation matrix is included in the Annex

NQFGN01: North Queensferry Coast Green Network

Stretching along the coast from St Margaret's Marsh to Cruicks Quarry the North Queensferry Green Network defines the gateway into Fife from the bridges.

Key Features:

- Core path, part of the wider Fife Coastal Path and on-street network through town – protect these assets, the high quality public realm and good walkability through the town.
- An existing on-road cycle route connects to Rosyth, but the route involves a climb due to steep topography. The works to deliver the new Forth Crossing will change the route slightly.
- Key assets include the Firth of Forth SPA, RAMSAR and SSSI, St. Margaret's Marsh SSSI and Carlingnose SSSI and SWT reserve. Protect and enhance habitat assets.
- The core path through St. Margaret's Marsh is currently unavailable, but the route will be re-instated as part of the works to deliver the new Forth Crossing.
- St. Margaret's Marsh SSSI is liable to flood based on current data. Part of the SSSI will be lost as part of the works to deliver the New Forth Crossing, but improvements should be delivered to the remainder of the site.
- Coastal assets provide an important and high quality landscape setting for the town and contribute to the quality of this important gateway to Fife from the south.

Opportunities for Enhancement:

- Proposed Rail Bridge visitor centre – will present access challenges due to steep topography of North Queensferry – seek to deliver improved on-street/public realm connections from Queensferry Station and other public transport provision, alongside promoting and signing the wider active travel network, where possible. Requires more detailed study and scoping.
- Might be some potential for small-scale greening through the town, as part of any public realm improvements.

Development Plan Priorities:

- Protect existing green network assets.

NQFGN02: Ferry Hill Green Network

Centred on Ferry Hill the Ferry Hill Green Network defines the north and west of North Queensferry and forms part of the landscape setting at the gateway into Fife from the south.

Key Features:

- Important landscape feature; provides a significant contribution to landscape setting and is an important Fife gateway asset.
- Includes Ferry Hills SSSI. Offers key views south to the Bridges and over the Forth.
- Provides for informal recreation – greenspace with recreational path access. Community aspiration for a pedestrian connection to be delivered across the rail line to provide a circular round route.
- Main village greenspace on Ferry Hill near the community centre needs improvement; community aspiration for a multi-use games area.

Opportunities for Enhancement:

- Long-term aspiration to establish a path link across the rail line to connect Ferry Hill east and west and develop a circular path network.
- Aspiration to provide better connectivity to Ferry Hills from the town; would benefit from improved signage.

- Potential to provide interpretation of historic battle site.

Development Plan Priorities:

- Protect existing green network assets.

Settlement-Scale Green Networks in Dalgety Bay

A total of 5 settlement-scale green networks were identified in Dalgety Bay, all of which were recommended for inclusion in the LDP:

DGNGN01: Dalgety Bay Coast Green Network

DGNGN02: Letham Woods to Fordell Green Network

DGNGN03: Long Hill Green Network

DGNGN04: Otterston to Cullaloe Green Network

DGNGN05: Donibristle Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.⁴

⁴ The evaluation matrix is included in the Annex

DGBGN01: Dalgety Bay Coast Green Network

Stretching from Letham Wood to Dalgety Bay the Dalgety Bay Coast Green Network encompasses high quality landscape, habitat and waterfront assets.

Key Features:

- Existing path network, including part of the Fife Coastal Path and cycle route
- Potential to improve surface at St. David's Harbour
- Sailing club
- Includes Ross plantation, Donibristle Garden and Designed Landscape and other green assets and strong coastal greenspace with good connectivity.
- Part of the Firth of Forth SPA designation, coastal area includes associated habitats, remnants of ancient woodland and drifts of coastal grasslands. Habitat assets are high quality.
- Coastal assets provide an important and high quality landscape setting for the town.
- No real flood risk or coastal erosion risk identified, main issue is the radioactive contamination – which is being managed by SEPA specialists.
- Shoreline Management Plan – identifies Ross plantation as one of few low-lying areas where there could be managed retreat – coastline here is vulnerable to extreme events – policy unit means this site would be left to nature.
- Historic burial space at east end of Dalgety Bay needs improving

Opportunities for Enhancement:

- Radiation issue at beach – SEPA providing expert advice on how to deal with the problem.
- Potential for some small-scale improvements to habitat – work with landowners.

Development Plan Priorities:

- Protect existing green network assets.

DGBGN02: Letham Woods to Fordell Green Network

Centred on woodland assets the Letham Woods to Fordell Green Network provides the landscape setting to the west of Dalgety Bay and stretches up to the woods around Fordell Castle.

Key Features:

- High quality landscape assets include Letham Wood and Fordell Garden and Designed Landscape – contribute to landscape setting and of important woodland habitat value. Part of the Local Landscape Area
- Recreational path through Letham Wood and community interest in the woods.
- Links to Inverkeithing Bay Green Network and connects to the Dalgety Bay Coast Green Network via a core path.
- Good off-road cycle route to Fordell; however the crossing at Crossgates/Inverkeithing Road is poor.
- Letham Wood and Hill is an important landscape feature in avoiding coalescence with Inverkeithing. Careful consideration should be given to the setting of the wood and hill.
- Existing high quality cycle route – pinch point at the railway line crossing which still requires upgrading and need for better road crossing at Crossgates Road
- Fordell Burn provides a sustainable drainage function; riparian habitat value could be improved.

Opportunities for Enhancement:

- Potential to deliver improved pedestrian connectivity with Fordell from Letham Wood.
- Aspiration to improve recreational access through Fordell Estate
- Potential to improve habitat management in Fordell and along the riparian corridor. Might be some scope to improve water attenuation, which would potentially help relieve the downstream flood risk north of Inverkeithing. Both would require landowner liaison to deliver.

Development Plan Priorities:

- Protect existing green network assets.

DGBGN03: Long Hill Green Network

Long Hill Green Network encompasses a network of greenspaces which provide the landscape setting for Dalgety Bay.

Key Features:

- Core path through greenspace network – this could become a more important route – lots of children use the route to walk and cycle to school.
- Local access routes exist – could be small opportunities to enhance – would require more detailed consideration.
- Good quantity and network of greenspace. Includes Long Hill Park, which is the largest greenspace in Dalgety Bay. Community aspirations exist for a town park – potential to enhance as a public park in the longer term.
- Landscape features contribute to landscape setting. Habitat value of greenspaces is limited, but might be potential for small scale enhancements. Some local issues with residents pruning/cutting down trees to improve views of the Firth.
- Greenspaces provides a drainage function

Opportunities for Enhancement:

- Aspiration to upgrade the core path route through the greenspace network to multi-use standard to meet the existing demand as a safe route to school
- Long Hill Park – potential to develop as a public park for Dalgety Bay
- Community desire for playing fields, allotments and for a skate park. Suitable sites have not yet been identified.

Development Plan Priorities:

- Protect existing green network assets.

DGBGN04: Otterston to Cullaloe Green Network

Centred around the Keithing Burn and encompassing the woods around Otterston Loch, the Otterston to Cullaloe Green network stretches up towards the Cullaloe Hills.

Key Features:

- High quality landscape and habitat assets. No publicly accessible greenspace.
- There is no access to the western part, but the eastern Cullaloe part includes a core path and limited informal access.
- Otterston Loch provides a water attenuation function and is a SSSI.
- Keithing Burn provides an attenuation function and riparian corridor.

Opportunities for Enhancement:

- Potential longer-term opportunities to enhance habitat management.
- Potential longer-term opportunity to enhance riparian corridor along Keithing Burn.

Development Plan Priorities:

- Protect existing green network assets.

DGBGN05: Donibristle Green Network

Stretching along the northern edge of Dalgety Bay the Donibristle Green network encompasses mature trees along the road and railway and pockets of greenspace in the Donibristle Industrial Estate.

Key Features:

- Mature trees and hedging to the north of the Donibristle Industrial Estate make a positive contribution to this settlement gateway and provide a landscape setting for the large business units.
- An existing core path route runs through the Industrial Estate, but currently the setting is poor quality.

Opportunities for Enhancement:

- Aspiration to improve connections between the town centre and the train station.
- An Action Plan and BID are currently being discussed and developed for Donibristle Industrial Estate.
- Seek to enhance the route of the core path and cycleway, through improvements to the streetscape and quality and functionality of the incidental greenspaces which form the setting to the business units. Consider potential to deliver SUDS within these spaces.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals DGB 007 (Hillend/ Donibristle Industrial Estates Western Edge) – in developing, in relation to any redevelopment within this area the priorities should be to:
 - Enhance the route of the core path and cycleway, through improvements to the streetscape and quality and functionality of the incidental greenspaces which form the setting to the business units. Consider potential to deliver SUDS within these spaces.

K. Glenrothes Area

A total of 5 settlement-scale green networks were identified in the workshop and all were recommended for inclusion in the LDP:

GLEGN01: Lochty Burn Green Network

GLEGN02: Boblingen Way Green Network

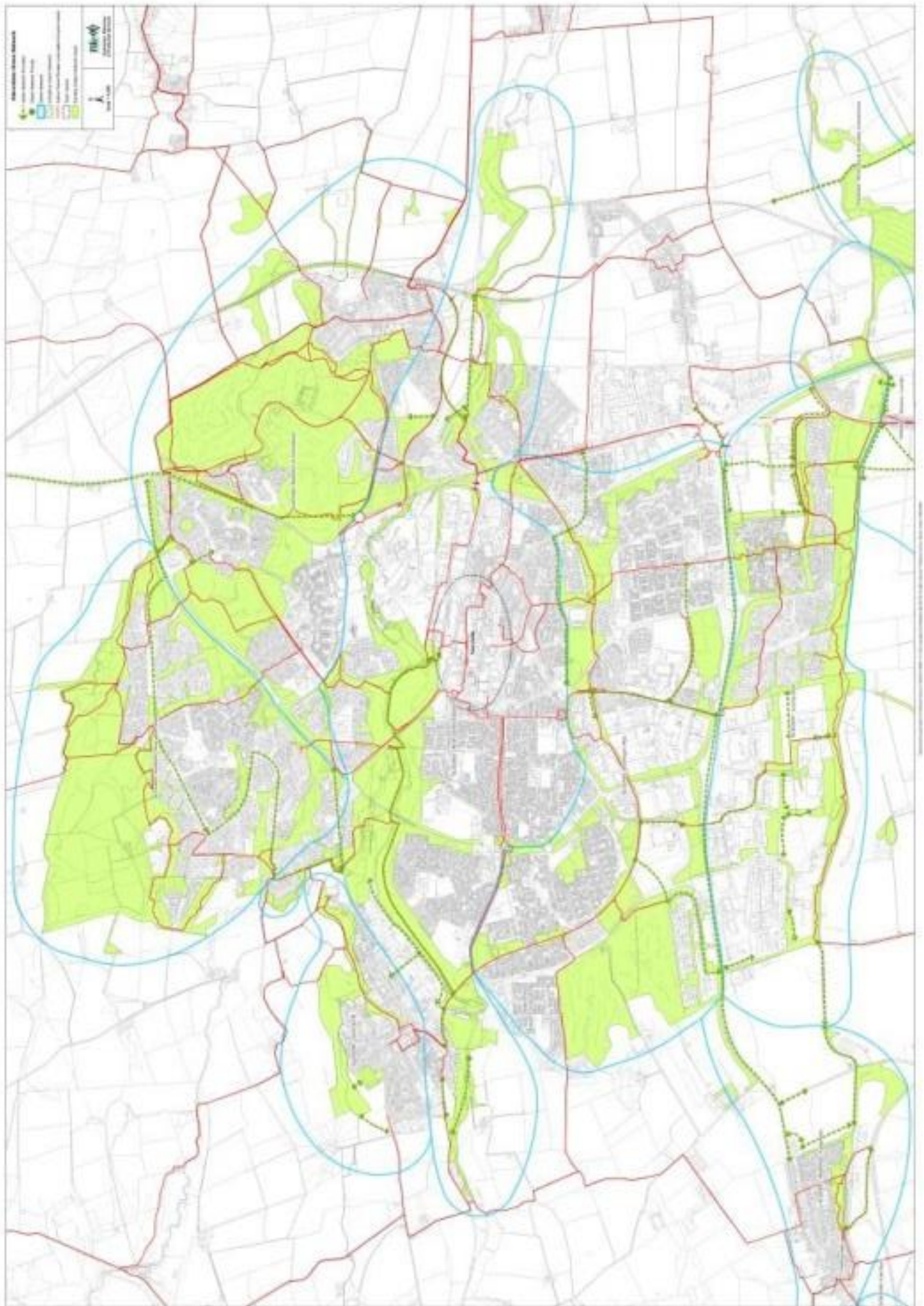
GLEGN03: River Leven and Spurs Green Network

GLEGN04: Balbirnie to Gilvenbank Green Network

GLEGN05: Northern Glenrothes Web Green Network

GLEGN06: Leslie North Green Network

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



GLEGN01: Lochty Burn Green Network

The Lochty Burn Green Network follows the course of the Lochty Burn, forming an important strategic element which defines the southern edge of Glenrothes.

Key Features:

- Significant green network, which has an existing high level of multi-functionality and is of high value to the community.
- Important active travel route, which provides good connectivity east-west along the southern perimeter of Glenrothes, and links to Thornton Train Station and to Kirkcaldy, albeit the path route is liable to flooding.
- Key assets include the Lochty Burn, Stenton pond wildlife site, and the area's woodland habitat.
- Significant to positive contribution to landscape setting - defines the southern boundary and important in preventing coalescence with Thornton.
- Significant flooding and drainage function, with the potential to further enhance.
- Kinglassie Bing is located at south-west end of the green network; the bing requires remediation.

Opportunities for Enhancement:

- The north-south active travel route running through Southfield Industrial Estate requires investment to enhance its quality.
- Potential to establish a woodland access link to Kinglassie to continue the east-west active travel route, in conjunction with remediation of Kinglassie bing.
- Two sites have been identified for biodiversity enhancement to the east of Stenton Pond wildlife site (Lochty Pond and Lochty wetlands).
- Significant potential to upgrade the active travel connections to Thornton rail station and Kirkcaldy, helping to promote more sustainable forms of transport.
- Woodland Management Plan currently being completed for Glenrothes – likely to be potential to enhance woodland assets and plan should be reviewed when complete.
- SEPA have identified a water body restoration opportunity along the Lochty Burn south of Southfield Industrial Estate.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals GLE 006, GLE 007, GLE 008, GLE009, GLE 014, GLE 020, GLE 021, GLE 022, GLE 023 (Southfield Industrial Estate) – in developing these sites the priority should be to:
 - Contribute to the development and enhancement of the green network, particularly through the design of Sustainable Urban Drainage Systems that tie into and enhance the existing water network, enhancing the active travel network and contributing to landscape setting.
 2. LDP proposal GLE 026 (Westwood Park) – in developing this site the priority should be to:
 - Maintain and enhance existing landscape buffers along the western boundary, the M90, the B921 and Foxton Drive.

GLEGN02: Boblingen Way Green Network

The Boblingen Way Green Network follows the course of disused railway line, forming a strategically important linking element through the heart of Glenrothes.

Key Features:

- Key active travel route follows the course of an old disused railway line, connecting Markinch to Leslie, albeit in Markinch the active travel route is along roadsides.
- Good local access and people value the greenspaces. Key greenspace assets include: Caskieberran Park, Warout playing fields, Tanshall Park, Warout Wood, Bightymuir Wood, and Glenrothes Golf Course (which is not publicly accessible, but has core path routes which skirt the perimeter).
- Some of the greenspaces have perceived safety issues particularly at night and would benefit from investment which improves their natural surveillance, in particular at Tanshall.
- Important contribution to landscape setting – helps to define adjoining local neighbourhoods.
- High biodiversity value – some patches of woodland, including Warout and Bightymuir woods, which are important habitat assets.
- Strong cultural heritage value – route relates to cultural heritage and industrial heritage of the area.
- Bighty Burn is culverted and runs under the green network, and there are a number of shallow ditches in the more wooded areas: the area tends to be quite wet.

Opportunities for Enhancement:

- Culverted watercourse runs under the green network, and there are a number of shallow ditches in the more wooded areas: the area tends to be quite wet – could be potential to enhance and potentially a case to deculvert, but would need to be looked at in more detail.
- Greenspaces would benefit from investment or other works to improve safety perceptions.
- Deliver east-west cycleway along Woodside Road in the short term with longer term aspiration for an east-west cycleway along the southern freeway.
- Upgrade the north-south cycleway connection between Boblingen Way and the southern freeway.
- Improve cycleway connections to the Michael Woods Sports Centre.
- Woodland Management Plan currently being completed for Glenrothes – likely to be potential to enhance woodland assets and plan should be reviewed when complete.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal GLE 018 (Pentland Park South) – in developing the site the priority should be to:
 - Create a high quality landscape edge which incorporates active travel provision maintains the green network's connectivity and enhances connections to neighbouring communities.
 2. LDP proposals GLE 005 and GLE 035 (Whitehill Industrial Estate) – in developing the site the priority should be to:
 - This site has planning permission. Green network opportunities reflect planning permission.

- Deliver active travel route connecting towards Boblingen Way.
3. LDP proposal GLE 003 (Viewfield) – in developing the site the priority should be to:
 - Create a high quality landscape and access link through the site to enhance the route of the existing north-south active travel path
 - Deliver high quality green network links to the housing and employment areas at Whitehill.

GLEGN03: River Leven and Spurs Green Network

The River Leven and Spurs Green Network, follows the course of the River Leven and its main tributaries, providing a strategically important linking element running east-west, between Leslie and Markinch, passing just north of Glenrothes town centre.

Key Features:

- Existing active travel network follows the course of the River Leven along parts of the green network, but includes some on-street connections particularly in the section towards Glenrothes town centre and the A92 is a key barrier to connectivity.
- Key greenspace assets include the extensive and good quality Riverside Park, but investment is required to enhance connectivity to the town centre and to further enhance the Park's greenspace quality.
- Watercourse provides a significant flooding and drainage function, as does the large Riverside Park greenspace.
- Contributes positively to landscape setting due to the scale of assets in the area, with good potential to further enhance, alongside habitat connectivity.

Opportunities for Enhancement:

- Upgrade the existing core path along the River Leven and the section leading to Leslie to multi-use as part of the Fife Pilgrims route.
- Likely potential to enhance the active travel network, including enhancing connectivity with Markinch Train Station, but requires more detailed scoping.
- Opportunity to enhance contribution to landscape setting and habitat through appropriate new planting and management of existing vegetation.
- Investment is required to enhance the quality of Riverside Park.
- Woodland Management Plan currently being completed for Glenrothes – likely to be potential to enhance woodland assets and plan should be reviewed when complete.
- Deliver cycleway along the A911 between Glenrothes and Leslie.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal LES 001 (Leslie House) – in developing the site the priority should be to:
 - This site has planning permission. Green network opportunities reflect planning permission for limited development in the green woodland setting of a former designed landscape that will capitalise on the site's existing green network assets and maintain connectivity.
 2. LDP proposal GLE 004 (Land to the south of Cadham Road) – in developing the site there is a requirement to:
 - Provide a green network along the southern edge of site/riverside. In delivering this route there is also an opportunity to establish a key missing active travel connection.

3. LDP proposal MAR 001 (Markinch South) - in developing the site the priority should be to:
 - Retain existing green network assets between Markinch and Glenrothes, using contours, land features and structural planting to avoid further coalescence between the settlements.
 - Maintain connectivity and enhance setting of the existing core path routes which run between the A911 and Markinch and along the disused railway.
 - Establish a high quality development edge along the River Leven, which delivers landscape and habitat enhancements, alongside access (with links into Alburne Park) and high quality SUDS provision.
 - Maintain and enhance the existing landscape frontage along the A911 and Sappi Road which helps to contain the site visually, and reflects the wider rural character and sense of arrival on approach to Markinch from the south. Along the A911 this should be a 20m wide landscape buffer to protect residential amenity.
 - Land north of Sappi Road - establish a high quality landscape edge along the western boundary, which delivers landscape and habitat enhancements, alongside access and high quality SUDS provision.
4. LDP proposal LES 002 (Prinlaws Mill) - in developing the site the priority should be to:
 - This site includes part of WS51 Leslie-Strathenry Wildlife site – any development on the site must take measures to mitigate against loss of habitat and reduction in habitat connectivity.
 - Establish a high quality landscape edge along the River Leven, which delivers landscape and habitat enhancements, alongside access and high quality SUDS provision.
5. LDP proposal LES 003 (South of Walkerton Drive) – in developing the site the priority should be to:
 - Establish a high quality edge with the existing core path which runs along the north boundary of the site.
 - Provide a high quality landscape edge with the established wildlife site to the south of site (where bounds proposal LES 002).

GLEGN04: Balbirnie to Gilvenbank Green Network

The Balbirnie to Gilvenbank Green Network is a high quality green network resource serving north east Glenrothes, Balbirnie and Markinch.

Key Features:

- High quality green network with existing active travel network
- Key assets include: the extensive national inventory designed landscape Balbirnie Park and Balbirnie Golf Course, Gilvenbank Park, Gallowbank Plantation and John Dixon Park.
- Part of the Lomond Hills Regional Park RUCN category 4.
- Significant habitat value, covered by Tree Preservation Area C0004.
- The A92 and the B9130 (in Markinch) are key barriers to connectivity and can be particularly difficult for pedestrians to cross safely.

Opportunities for Enhancement:

- Enhance connectivity to Markinch rail station.
- Gilvenbank would benefit from improved woodland management to enhance its biodiversity value and users' perceived safety, and from investment to enhance the

quality of the path network. There might be opportunity for some small-scale development, which could potentially enhance natural surveillance of the park – would require more detailed consideration.

- The walled garden at Balbirnie has good potential to become a new community food growing space.
- Woodland Management Plan currently being completed for Glenrothes – likely to be potential to enhance woodland assets and plan should be reviewed when complete.
- Potential to improve multi-use access provision along A92 corridor.
- SEPA have identified various water body restoration opportunities relating to Kennoway Burn and Back Burn within Balbirnie Park.

Development Plan Priorities:

- Protect existing green network assets.

GLEGN05: Northern Glenrothes Web Green Network

The Northern Glenrothes Web is an extensive green network, serving a large proportion of north Glenrothes, stretching from Balgeddie to Givenbank and linking into to the Lomond Hills Regional Park to the north.

Key Features:

- The 'web' consists primarily of housing set in an extensive woodland setting, providing a good carbon sink, but with some woodland management issues – a Woodland Management Plan is currently being prepared for the whole of Glenrothes and should identify any necessary works.
- Limited active travel network and no clear hierarchy of greenspace.
- Formonthills community woodland managed by the Woodland Trust defines the northern edge of the town and links to Pitcairn and Lomond Hills Regional Park which lie immediately to north – the whole area is of significant landscape, habitat and recreational value.
- Coul Burn runs along northern edge of the web through the area managed by the Woodland Trust.

Opportunities for Enhancement:

- Potential to improve the legibility of spaces for people – lots of small interventions required to create a better active travel network and a clearer hierarchy of space – would require more detailed scoping: Warrington New Town approach cited as good precedent.
- Deliver segregated cycleway along the carriageway of Pitcairn Avenue and Ballingall Drive.
- General improvements to the cycle route to Balfarg from the town centre and link to the A92 and to Freuchie.
- Huge potential to create a Lomond Hills way-marked way stretching all the way from Glenrothes town centre. Much of the route already exists, but investment would be required for signage and to improve some sections of the route for multi-use.
- Potential to establish wider habitat connectivity into the Lomonds and Falkland and to connect to Leslie (Leslie North Green Network (GLEGN06)).
- Woodland Management Plan currently being completed for Glenrothes – likely to be potential to enhance woodland assets and plan should be reviewed when complete.

- SEPA have identified various water body restoration opportunities relating to Kennoway Burn and Back Burn north of Glenrothes.

Development Plan Priorities:

- Protect existing green network assets.

GLEGN06: Leslie North Green Network

The Leslie North Green Network provides an important green network resource which spans the northern perimeter of Leslie, linking to the Lomond Hills Regional Park and to Glenrothes to the east.

Key Features:

- Part of a designated Local Landscape Area, with potential for landscape and habitat enhancements.
- Links to the Lomond Hills Regional Park via an existing active travel network.
- Key greenspace assets include: Hawk Hill Park and playing fields, Leslie golf course (which is not publicly accessible), and Leslie Cemetery.
- Lomond Quarry is located to the north, and might provide future potential to enhance the green network.
- Camby Burn runs east-west, and includes a culverted section under the playing fields.

Opportunities for Enhancement:

- Significant potential to establish a northern Leslie active travel route, with a potential spur into the village centre (aspiration of local community). Would require more detailed scoping.
- Restoration of Lomond Quarry could provide public access & habitat improvement opportunities and potential to expand the network to the north.
- Camby Burn - potential to de-culvert through playing fields in future, but no particular flood issue, so the cost might prove prohibitive.
- Possible western active connections into the wider Ore Valley – potential to pick up as part of a study of this area.

Development Plan Priorities:

- Protect from development

L. Howe of Fife: Falkland, Freuchie, Ladybank, Auchtermuchty, Strathmiglo

A total of 6 green networks were identified in the Howe of Fife workshop, all of which were recommended for inclusion in the LDP:

FALGN01: Falkland Green Network

FREGN01: Freuchie Green Network

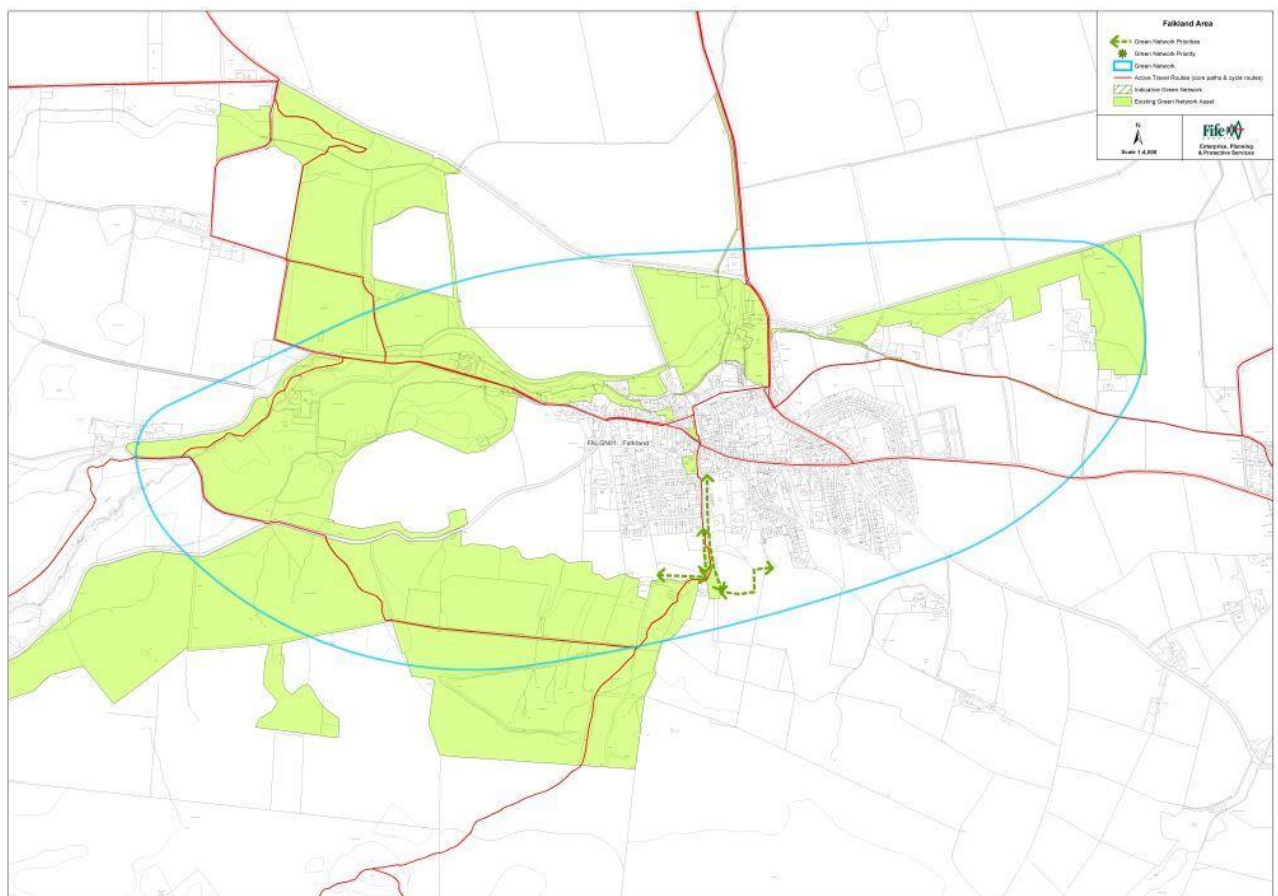
LADGN01: Ladybank Green Network

AUCGN01: Auchtermuchty Green Network

SMGGN01: Strathmiglo – Eden Green Network

SMGGN02: Strathmiglo – Community Woodland and Disused Railway Line Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹

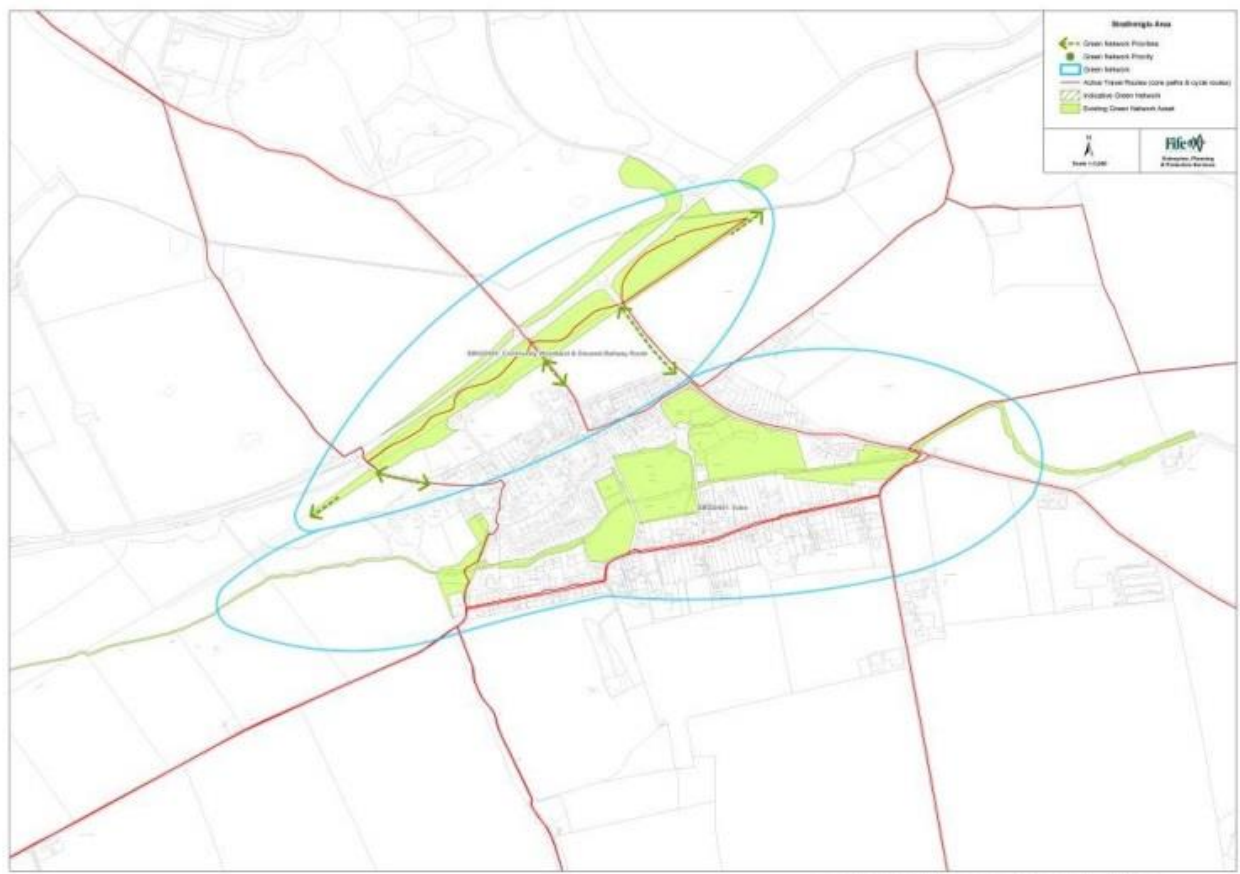


Green Networks in Falkland

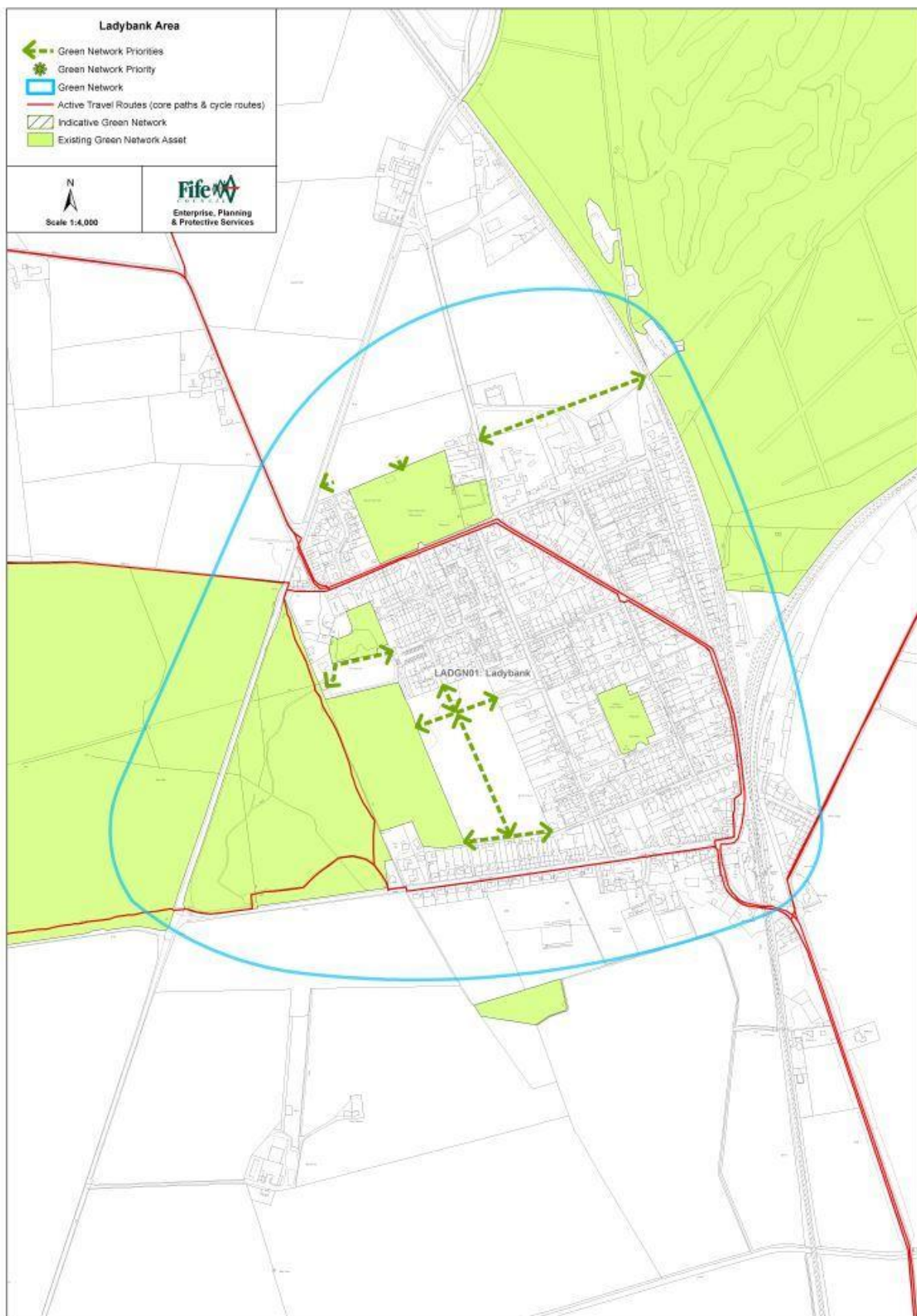
¹ The evaluation matrix is included in the Annex



Green Networks in Freuchie

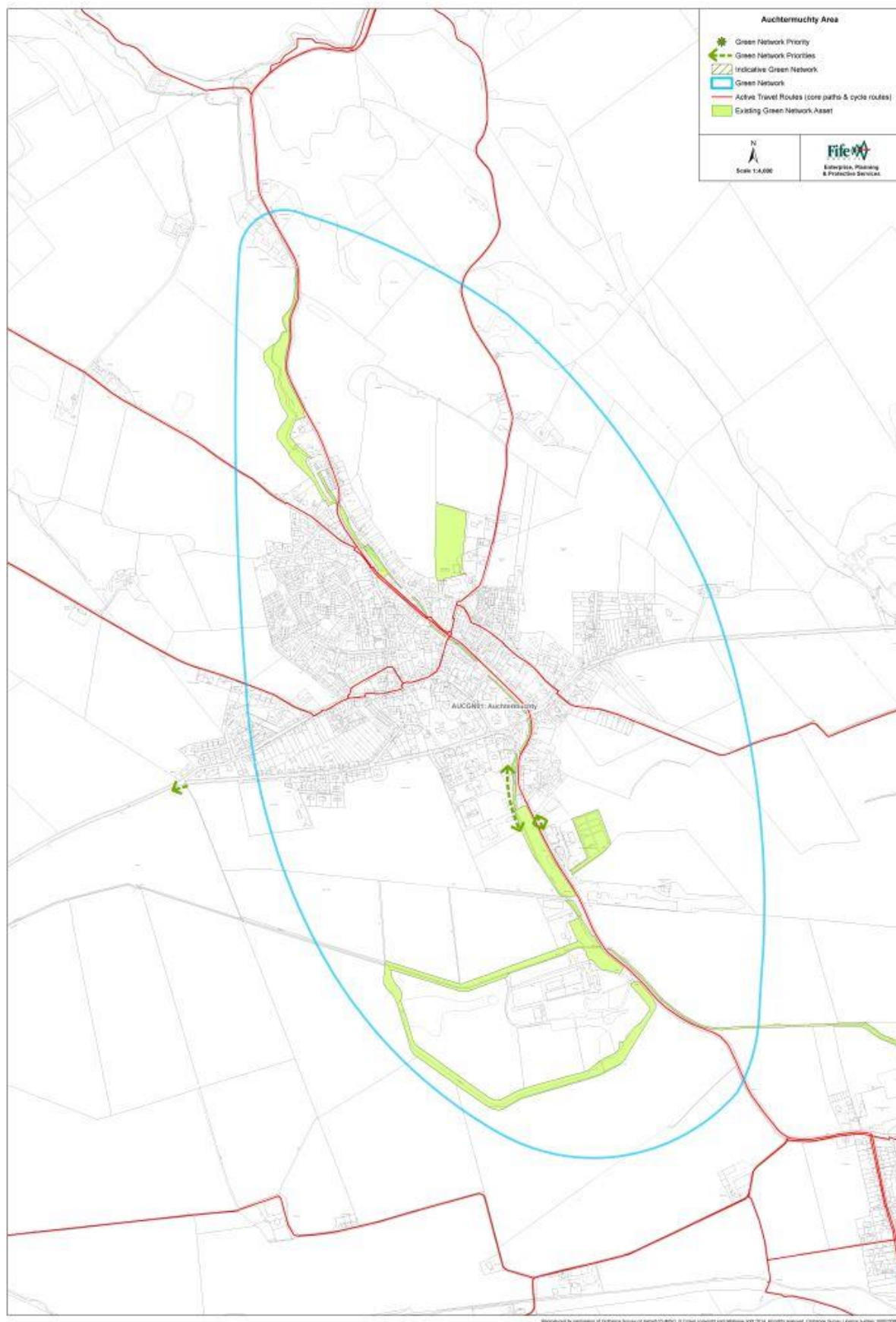


Green Networks in Strathmiglo



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Green Networks in Ladybank



Green Networks in Auchtermuchty

FALGN01: Falkland Green Network

Encompassing the rising, wooded slopes of the Lomond Hills which provide the southern landscape setting to Falkland and the Falkland Estate which define the western edge of the settlement, the Falkland Green Network also includes a number of smaller public greenspaces which contribute to the townscape character.

Key Features:

- There is an existing core path network which provides connectivity to Falkland Estate and up into the Lomond Hills Regional Park, which are both important wider countryside assets.
- Existing on and off road cycle routes connect to Strathmiglo, Freuchie, Dunshalt and Auchtermuchty.
- Falkland has a deficit of greenspace within the village, but public access to parts of Falkland Estate help mitigate this. There are a number of smaller green spaces through the settlement which contribute strongly to the local character and vernacular.
- Includes a community woodland south of the Maspie Burn, as it flows through the north-west of Mill Wynd.
- Includes the Maspie and Mill Burns. There have been some flooding issues related to the Maspie Burn and overland flow off the Leslie Road - consider opportunities to attenuate water upstream.
- The Lomond Hills and Falkland Estate have a strong woodland, wetland, heathland and grassland habitat network, which contribute to the area's habitat value. There are red squirrels in the Estate.
- Contributes significantly to the high quality landscape setting of Falkland – priority to protect and enhance.

Opportunities for Enhancement:

- The priority should be to maintain the existing high quality.
- The Living Lomonds Landscape Partnership are considering a number of path and habitat enhancement projects as part of their Heritage Lottery Funded programme.
- It was noted that there might be good potential to expand the red squirrel habitat through the Howe of Fife – to create 'a red squirrel superhighway'; any future project should consider where connectivity was undesirable, for example, in terms of introducing grey squirrel populations.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal FAL 001 (St John's Works) – priorities in developing this area should be to:
- Deliver a multi-functional green network which runs north-south through the site along the route of the existing core path – fronted and overlooked by a good development edge – to provide a high quality landscape and access link into the Lomond Hills Regional Park.
- The southern part of the site is on the more steeply rising slopes of East Lomond Hill; avoiding development on the higher north facing slope would help retain the landscape setting for the existing settlement in views south. A strong landscape edge at the southern boundary should be established to contain the development and create access to the wider countryside, reflecting the existing woodland edge to the west.

The Freuchie Green Network follows the course of the Freuchie Den, and includes greenspace assets within the village; it's a finer grain green network, with good potential to enhance through small-scale interventions.

Key Features:

- There is an existing core path network, which includes a route west out of the village along the Freuchie Den's riparian corridor.
- Existing on-street cycle routes connect to Falkland, to Kettlebridge and Kingskettle and east along Freuchie Mill Road.
- Freuchie has a deficit of greenspace within the village. The main greenspace assets are the cricket and football pitch; investment is required to enhance their quality and there is some scope to increase functionality in terms of their contribution to habitat and landscape.
- Includes the Freuchie Den Burn, which flows through the western and northern parts of the village; part is through private gardens, and part in channel. Tributaries include an unnamed ditch which flows north along the edge of Muir Road, and is then in culvert through the village.
- Freuchie does have some overland flow issues with water running off adjacent agricultural fields, due to its location in a slight dip.
- Provides some habitat and landscape setting value, with potential to improve. Freuchie was noted as being more isolated in habitat network terms, due to surrounding agriculture.

Opportunities for Enhancement:

- An off-road cycle route is required to provide an active travel connections to Glenrothes along the A92.
- There is potential to provide better access and ecological connectivity between the football pitch and the Freuchie Den's riparian corridor and recreational core path.
- There is potential to enhance the Freuchie Burn's riparian corridor through the agricultural landscape, through appropriate new planting.
- Investment is required to improve the quality and functionality of the football and cricket pitch greenspace areas.

Development Plan Priorities:

- Protect existing green network assets.

LADGN01: Ladybank Green Network

The Ladybank Green Network defines the western edge of the village and provides important connectivity to the wider countryside assets, including areas of forestry and Heatherhall Wood.

Key Features:

- There is an existing core path network and an existing on-road cycle route through the village.
- Ladybank has a good amount of greenspace, the main space – Well Park – lies to the east of the green network and would benefit from some improvements. Other green assets include the Victoria Public Park north of Beech Avenue and an area of grassland to the west of the village; there is potential to enhance the quality and functionality of both spaces.
- Edens Muir is a large area of Forestry Commission Scotland owned forestry which a recreational path network, and provides some habitat value out with the village boundary.
- Other assets include Heatherhall Wood, where there are red squirrels. There are also areas of wetland habitat within the wider landscape, which are valuable.

Opportunities for Enhancement:

- There is good potential to enhance the quality and functionality of the existing greenspaces within the village, which could also enhance their habitat and landscape value.
- It was noted that there might be good potential to expand the red squirrel habitat through the Howe of Fife – to create 'a red squirrel superhighway'; any future project should consider

where connectivity was undesirable, for example, in terms of introducing grey squirrel populations.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal LAD 002 (Cupar Road) – priorities in developing this area should be to:
 - Provide a good quality access link from the development into the Victoria Public Park, which lies immediately to the south.
 - Consider the appropriateness of an off-site contribution to improve the quality of the Victoria Public Park as an alternative to on-site provision.
 - Incorporate potential to deliver a future path connection from the development to the A92 to provide access to the bus stop.
- 2. LDP proposal LAD 003 (Monksmoss) – priorities in developing this area should be to:
 - Deliver high quality landscape and access links through the site – fronted and overlooked by a good development edge – to provide good connectivity north-south and east-west:
 - Connect into the new housing to north;
 - Connect east-west into Edens Muir;
 - Connect east-west along the southern part of the site and develop a high quality development frontage, which overlooks this route.
- 3. LDP proposal LAD 004 (The Road End, Loftybank) – priorities in developing this area should be to:
 - Deliver a high quality landscape and habitat edge along the northern boundary of the site.
 - Incorporate east-west access through the site to connect to the existing north-south core path which lies to the west and provide good access through the site to link to the forestry tracks in Edens Muir.
- 4. LDP proposal LAD 005 (The Beeches) – priorities in developing this area should be to:
 - Provide an east-west link through the site that connects to and provides access to the railway bridge as a key crossing.

AUCGN01: Auchtermuchty Green Network

The Auchtermuchty Green Network centres on the Auchtermuchty Burn and the core path which follows its route running north-south through the heart of the village. Whilst relatively constrained, a number of small-scale open spaces lie along its course, contributing to the local townscape character and quality of place.

Key Features:

- Existing core path network which provides connectivity north, including to Auchtermuchty Common and Pitmedden Forest, as well as a route south to Dunshalt.
- An on-road cycle route provides north-south connectivity through the village along the B936.
- Centres on the Auchtermuchty Burn; tributaries include the Barroway Burn, to the south of the village.
- There is some riparian habitat along the Auchtermuchty Burn, particularly on the edges of and out with the settlement boundary. The Burn is in some engineered sections within the settlement, but there are pockets of open space along its route.
- Wider countryside assets include Auchtermuchty Common and Colin's Wood, to the north.
- Auchtermuchty has below average greenspace provision. Within the green network there is a small linear greenspace adjacent to the Auchtermuchty Burn at the southern end of the village. There is an amenity greenspace located to the western end of the village, immediately south of the A91; investment is required to improve its quality and functionality.

Opportunities for Enhancement:

- Opportunities more limited in Auchtermuchty due to the watercourse's constrained nature, but there is likely to be potential to enhance the riparian corridor and open spaces along it through small-scale interventions, which would contribute to a quality public realm.
- Community aspiration for an off-road connection between Auchtermuchty and Strathmiglo.
- Community aspiration for a north round route – there is currently a longer circular route up through the forest, but there is demand for a shorter route to be developed.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal AUC 001 (East of Stratheden Place)– priorities in developing this area should be to:
 - Consider the appropriateness of an off-site contribution to enhance the quality and multi-functionality of the existing greenspace to the west.
- 2. LDP proposal AUC 003 (North of Old Station, (Sterling Warehouse)) – priorities in developing this area should be to:
 - Protect and retain the existing mature trees along the western boundary of the site and incorporate as part of a high quality edge to the development. Enhance through appropriate new planting and boundary solutions which reflect the strong rural character of the approach to Auchtermuchty from the south along the B936 and will improve the setting of the greenspace on the opposite side of the road.

SMGGN01: Strathmiglo – Eden Green Network

Running west-east through Strathmiglo the Eden Green Network is a substantial linear network, encompassing various greenspaces through the heart of the village.

Key Features:

- Includes a core path network, which provides wider connectivity north and south, including to the Lomond Hills Regional Park.
- NCN1 runs east-west through the village; other cycle routes connect north and south.
- Centres on the River Eden as it runs west-east through Strathmiglo; there can be some problems with flooding along the River Eden. In Strathmiglo there are a number of greenspace along the river which lie on the flood plain.
- Strathmiglo has good provision of and access to greenspace. Greenspace assets include the Common, located in the centre of the village, and a further greenspace to the western end of the network.
- Contributes to landscape and habitat value, likely to be some potential to enhance the contribution through small-scale interventions and improvements to the riparian corridor and greenspaces through the settlement – would require more detailed scoping.
- Noted that there are problems with invasive non-natives species along the River Eden, but the Living Lomonds Landscape Partnership are looking at a project.

Opportunities for Enhancement:

- The Common in the centre of the village would benefit from investment to enhance its quality and functionality; there is potential to improve its contribution to landscape and habitat.
- There is a need to tackle the problem with invasive non-native species along the River Eden; a strategic approach is likely to work best. Would require more detailed scoping: the Living Lomonds Landscape Partnership are currently considering a project.
- Within Strathmiglo there is potential to develop enhance the riparian corridor through the village, so contribute deliver improved ecological connectivity and greater landscape value along the green network. Would require more detailed scoping.

Development Plan Priorities:

- Protect existing green network assets.

SMGGN02: Strathmiglo – Community Woodland and Disused Railway Line Green Network

Centring on the community woodland which runs along the disused railway line this emerging green network provides a recreational resource along the northern edge of Strathmiglo which contributes to the wider woodland habitat network.

Key Features:

- Includes a core path network, which provides access north from Strathmiglo, as well as a recreational core path route along a former railway line.

- There is an emerging community woodland along the former railway line, which provides for passive recreation and contributes to a wider woodland and riparian habitat network.
- Includes part of Barroway Burn at the eastern portion of the site.
- Contribution to landscape setting will increase as the community woodland matures and through future woodland management interventions.

Opportunities for Enhancement:

- Some woodland management to increase the structural diversity and introduce some woodland glades is likely to provide landscape, habitat and recreational benefits within the community woodland site.
- In the long-term the core path routes which connect Strathmiglo to the community woodland could be enhanced.
- Community aspiration for an off-road connection between Strathmiglo and Auchtermuchty and west from Strathmiglo.

Development Plan Priorities:

- Protect existing green network assets.

M. Kinglassie

A total of 3 green networks were identified in the workshop, but in the post-workshop writing up it was decided to include one (Cardenden to Kinglassie active travel link) with one of the green networks identified in Cardenden, and to combine the other two green networks (Westfield – Lochty Burn Green Network and Kinglassie – Glenrothes active travel link) to form one which is recommended for inclusion in the LDP:

KLSGN01: Westfield – Kinglassie Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Kinglassie

¹ The evaluation matrix is included in the Annex

KLSGN01: Westfield – Kinglassie Green Network

Following the course of the Lochty Burn through Westfield and Kinglassie and including the associated greenspaces along the Burn, the Westfield – Kinglassie Green Network also provides opportunities to improve connections with Glenrothes and longer-term potential associated with the restoration of Westfield.

Key Features:

- Includes a core path network, which connects north into the Lomond Hills Regional Park and Glenrothes, and south west to Cardenden, which will form part of the Fife Pilgrim's route.
- Includes part of the Lochty Burn as it flows from Westfield through Kinglassie; the Sauchie Burn forms a tributary. In Westfield the old workings are flooded and the level to the Lochty Burn is controlled by a syphon. There are some potential localised risks of flooding associated with the Lochty Burn. There are some mine water issues along the Lochty Burn to the east of Kinglassie.
- Kinglassie has a below average quantity of greenspace. There are two main greenspace assets, one of which (Burnside) is located along the Lochty Burn and forms part of this network; its quality could be improved.
- Some contribution to habitat, with good potential to enhance. Westfield has a number of habitats which are largely undisturbed and the Lochty Burn provides good potential.
- Contribution to landscape setting is relatively poor at present, but there is good potential to enhance.

Opportunities for Enhancement:

- A multi-use active travel connection along the B921 to improve connectivity to Glenrothes is planned for delivery in the short term. The complete route is likely to be complete in 2017, but a section which connects to the industrial estate will be delivered in 2014/15.
- Potential to provide improved connectivity to Cardenden through delivery of an active travel connection along the B921 (See Cardenden Kirk Burn and Kinglassie Link Green Network). This is also the route of the Fife Pilgrim's way, so if an off-road multi-use path could be provided it would enhance this section, which will be on a pavement directly at the edge of the road.
- A core path to the south of Kinglassie needs to be developed; in the longer-term a connection east along the railway line could potentially be developed.
- Potential to provide connectivity to Glenrothes (Southfield) through delivery of an access link along the Lochty Burn corridor (see Glenrothes Lochty Burn Green Network).
- The quality of Burnside greenspace could be improved through investment. The Lochty Burn is in channel along the edge of the greenspace and could potentially become more of a feature through the space, with a route along parts of the Burn, where it is accessible – this would require more detailed consideration.
- Might be potential to deliver green network enhancements on the Westfield site as part of longer-term regeneration, including access – would require more detailed consideration.
- Surrounding communities have aspirations for better access into Westfield.
- SEPA have identified a water body restoration opportunity along the Lochty Burn to the west of Westfield.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal KLS 001 (Laurence Park South) – priorities in developing this area should be to:
 - Create a high quality gateway to the village from the east, and establish a high quality landscape edge along the B922, which will provide an appropriate landscape setting for the development and should incorporate access provision. Incorporate the existing hedgerows along the B921 and B922, where possible.
 - Establish new greenspace as an integral part of a strong north-south green network through the site, incorporating access habitat and SUDS provision. Take suitable measures to

protect the existing shelterbelt along the western boundary of the site, and connect to the greenspace along the Lochty Burn, south of the site.

2. LDP proposal LWD 009 (Westfield Green Business Park) – priorities in developing this area should be to:
 - Deliver green network enhancements on the Westfield site as part of future restoration.
 - Ensure access opportunities are identified and safeguarded to allow future routes into the site to be developed from surrounding settlements (Ballingry, Lochore, Cardenden and Kinglassie).

N. Kirkcaldy

A total of 6 settlement-scale green networks were identified in the Kirkcaldy workshop, all of which were recommended for inclusion in the LDP:

KIRGN01: Kirkcaldy Coast Green Network

KIRGN02: Raith to Seafield Green Network

KIRGN03: Dunnikier and Northern Edge Green Network

KIRGN04: Kirkcaldy Dens Green Network

KIRGN05: Kirkcaldy East Strategic Development Area Green Network

KIRGN06: Chapel to the Dens Green Network

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

KIRGN01: Kirkcaldy Coast Green Network

The Kirkcaldy Coast Green Network stretches from Seafield in the west, along the esplanade to Pathhead Sands in the east, and forms a key element within the strategically important Fife Coastal Route.

Key Features:

- Part of the strategically significant Fife Coastal Path route; some connectivity issues in the harbour area where the route is 'on-street'. Connects to Kirkcaldy East Strategic Development Area Green Network (5) and links to Kirkcaldy town centre, to the Kirkcaldy Dens Green Network (4) and to the Raith to Seafield Green Network (2) via 'on-street' networks.
- Key assets include: the coastal greenspaces at Seafield and Pathhead Sands, the esplanade and beaches, and Ravenscraig Public Park, which connects to the Dysart Coast. Quality is variable and all would benefit from investment.
- Esplanade is prone to flooding, but improvements to refurbish and raise the seawall have recently been put out to contract. Public realm is poor quality.
- Some coastal erosion issues at the east end, in relation to the Frances Colliery coal bings which lie to the north, and in Dysart part of the public park is fenced off due to coastal cliff erosion; a coastal protection scheme is in place for this area.
- Some coastal erosion issues in Inveriel, and localised flooding of the Tiel Burn in the Starks Park area – partly due to coastal influence and partly the area's lower topography.
- Pathhead sands is prone to flooding and there are problems with erosion – located on reclaimed land, so potential contamination issues to be aware of.
- Intertidal zone is of significant habitat value (SPA, RAMSAR, SSSI designations), but current habitat quality is likely to be variable.
- Important to landscape setting, but contribution and quality is currently variable.
- The A955 forms the alternate route for NCN76. The preferred route is through the Kirkcaldy Coast Green Network, using the coastal path route.

Opportunities for Enhancement:

- Investment required to enhance greenspace quality including Pathhead Sands, Seafield, and Ravenscraig Public Park
- Investment required to improve the quality of the public realm along the esplanade, at Inveriel waterfront and in the harbour area.
- Look at potential to enhance and strengthen the 'on-street' connections to Kirkcaldy town centre, to the Kirkcaldy Dens Green Network (4) and to the Raith to Seafield Green Network (2)
- Likely to be good habitat enhancement potential along the coastal strip and of the intertidal habitat – would require more detailed scoping.
- Integrate high quality active travel routes to establish key missing connections through the Inveriel area to provide better connectivity with Seafield, and between the waterfront and the Raith to Seafield Green Network (KIRGN02).
- Aspiration to re-route the coastal core path to an inland route to avoid the steep topography of a section at Dysart.
- Part of the preferred route for the longer-term NCN76 route, but the steep topography at the Dysart Steps (currently the core path route) might be difficult to overcome; NCN76 might have to use the alternate route along the A955 (see WMSGN02. Coaltown of Wemyss South Green Network).

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal KDY 038 (Former Bus Painters Garage) – priorities in developing this area should be to:
 - Provide high quality development and landscaped edge towards the Inveriel Burn incorporating access and biodiversity improvements.
- 2. LDP proposal KDY 039 (Inveriel) – priorities in developing this area should be to:
 - Provide high quality development and landscape edge to the coast incorporating access and biodiversity improvements.
 - Provide high quality development edge to the core path along Rope Walk.

KIRGN02: Raith to Seafield Green Network

A significant high quality green network 'hub' spanning the west of Kirkcaldy, covering the extensively wooded landscape of Raith Estate and stretching south towards the coast at Seafield. The Raith to Seafield Green Network includes the Kirkcaldy South West Strategic Development Area, (LDP proposal KDY 033) which is a strategically important area for the establishment of a green network as a key mechanism in helping to integrate the development of with its wider setting and adjacent communities.

Key Features:

- Existing high quality landscape with a high scenic value, key views to the south, and a number of high quality assets. Makes a significant positive contribution to landscape setting and is a designated Local Landscape Area.
- Strong active travel network, with some wider countryside key links still to be delivered.
- Quality greenspace assets include Beveridge Park, and the woodland network of & surrounding Raith Estate (some of which is private estate land).
- Raith Lake and the Tiel Burn provide important flooding & drainage functions, as do the area's large greenspace assets. Along Oriel Road (A910) there are some ditches and culverted sections, which can cause local flooding issues.
- Significant habitat value, with key assets including the ancient woodland network of and surrounding Raith Estate and the riparian habitat along the watercourses.
- Includes the area of the proposed Kirkcaldy South West Strategic Development Area (LDP proposal KDY 033).

Opportunities for Enhancement:

- Enhance and strengthen connectivity to Invertiel and the Kirkcaldy Coast Green Network (KIRGN01).
- Likely potential for woodland management to enhance habitat quality.
- Possible future active travel connections to Auchtertool (identified in the core path plan but not yet in place) and to Cardenden south of The Glens.
- Planning permission has been granted for a small affordable housing development on the greenspace south of The Glens, this development proposes enhancement of the remaining greenspace including community woodland and gardens.
- SEPA have identified water body restoration opportunities along the Dronachy Burn within this green network.
- NCN76 – long-term aspiration to upgrade the existing cycleway connecting Kinghorn to Kirkcaldy to develop an off-road route.

Development Plan Priorities:

- Protect existing green network assets
3. LDP proposal KDY 026 (Kirkcaldy South West Strategic Development Area) – priorities in developing this area should be to:
- The development strategy for the area needs to capitalise on the site's existing landscape assets and high quality setting.
 - Establish new high quality greenspace as an integral part of the wider green network within the site, combining green space with active travel, habitat, sustainable urban drainage and landscape provision.

- Establish high quality landscape and pedestrian and cycle links to Beveridge Park and Balwearie High School.
- Develop a new high quality landscape edge with the Tiel Burn corridor, which incorporates active travel provision and creates new habitat provision.
- Develop a new high quality landscape edge, which incorporates active travel provision and links to the wider countryside.

KIRGN03: Dunnikier and Northern Edge Green Network

An important green network resource encompassing Dunnikier and spanning a significant portion of the northern edge of Kirkcaldy.

Key Features:

- Existing active travel network, which links to the Kirkcaldy Dens Green Network (KIRGN04) and the Chapel to the Dens Green Network (KIRGN06), and provides key active travel routes north to Glenrothes: the A92 represents a key barrier to connectivity north and existing crossing points are therefore significant and should be protected.
- Greenspace assets include: Dunnikier Public Park, Dunnikier Wood, and Dunnikier Golf Course (which has a number of core paths that run through it), but greenspace quality is variable.
- Provides woodland and grassland of important habitat value, with good connectivity to habitat assets in the Kirkcaldy Dens Green Network (KIRGN04).
- Dunnikier Woods has a rhododendron problem, but a management plan is in place.
- Contributes to landscape setting, but potential to significantly improve.

Opportunities for Enhancement:

- Investment is required to enhance greenspace quality and multi-functionality.
- Enhance and strengthen important active travel connections to Kirkcaldy.
- Kirkcaldy High School grounds – establish a landscape and habitat link along the edge of the playing fields, to enhance the setting and multi-functionality of the existing north-south active travel route – would require a discussion with Education Service.
- Habitat – potential for strategic connections to north and north east, along the north edge of the John Smith Business Park.
- Potential also to improve contribution to landscape setting along edge of settlement, particularly along the edge of the settlement where it bounds the A92.
- Deliver multi-use off-road connection to Cardenden.

Development Plan Priorities:

- Protect existing green network assets
- 1. LDP proposal LWD 002 (Begg Farm) – priorities in developing this area should be to:
 - Enhancement of the core path to the east of the site.
 - Consider the contribution to landscape setting and the potential for biodiversity enhancements.

KIRGN04: Kirkcaldy Dens Green Network

A finer grain green network consisting of two branches through Middle Den and East Den, which converge at Denfield and provide significant north-south connectivity.

Key Features:

- Existing active travel network, albeit with key missing links around Victoria Hospital and Smeaton. Connects to the Dunnikier and Northern Edge Green Network (KIRGN03), which includes Kirkcaldy High School, and to the Chapel to the Dens Green Network (KIRGN06).
- Greenspace assets include: Middle Den, Pannie Den, Denfield, Gallatown Park, Kirkcaldy Cemetery, albeit greenspace quality is variable.
- Pannie Den abuts the institutional grounds of St. Maries Primary School and St. Andrews High School.
- Provides a flooding and drainage function – the Dens and networks of greenspace relate to Den Burn and East Burn, albeit the watercourses are culverted in places.
- Contributes to landscape setting, with good potential to improve.
- Provides important habitat value – with good habitat connectivity to the Dunnikier to Northern Edge Green Network (KIRGN03) to the north.
- Enhance and strengthen important active travel connections to Kirkcaldy, including in the long term delivering a multi-use route along Hendry Road.

Opportunities for Enhancement:

- Investment required to enhance greenspace quality including Middle Den, Denfield, Pannie Den and Gallatown Park.
- Opportunity to establish key missing landscape and multi-use access link between Middle Den, Denfield and existing playing fields, through the Victoria Hospital Grounds – requires a discussion with the NHS Estate and Leisure and Cultural Services.
- Opportunity to establish key missing landscape and access link between Pannie Den and Denfield, along the edge of the Denburn Council Depot and through the Smeaton Industrial Estate.
- Look at potential to enhance and strengthen the 'on-street' connection from the Dens to the Kirkcaldy Coast Green Network (KIRGN01) and the town centre.
- Deliver a traffic free cycleway section along Overton Road at St Andrews High School.
- Develop cycle route along St Clair Street, Rosslyn Street and Park Road.
- Potential to improve habitat and landscape value through appropriate new planting and management of existing vegetation.
- Enhance and strengthen important active travel connections to Kirkcaldy, including in the long term delivering a multi-use route along Hendry Road.
- The Kirkcaldy Charrette held in February 2014 identified the following green network opportunities for the area:
 - There are numerous opportunities to create new pedestrian / cycle connections throughout the area. The viability of these should be explored with particular priority being given to the cycle/pedestrian link from the Den Road playing fields into the hospital campus and the link from Dunnikier Rd to the A921. This would pass along the former dismantled railway track which begins parallel to the main railway line. It would pass beneath the Victoria Road bridge through the leafy gorge and exit between the Mill buildings and the Fife College Priory Campus.
 - Long-term future potential could be explored with Forbo Nairn Ltd to open the existing narrow underpasses under the railway for public pedestrian use to link the Den Road

greenspaces with Nairn Street and possibly a continuation within the green gorge under the viaduct.

- Impenetrable areas such as those which follow the watercourse south of Hayfield Road alongside the Council Yard should be opened up and provide recreational access from new housing development along Maltings Road.
- Improvement of the greenspace off Melrose Crescent required alongside any future redevelopment of the former Tramworks site on Den Road, with access provided to Denburn Place and Den Road. It currently feels cut-off and deserted.
- Potential in the short term to retain the eastern part of the Nairn Street site as a grassed area for formal and/or informal recreation.
- Enhancement and upgrading of the Leisure Facilities with upgraded sports pitch provision; 4G kickabout; enhanced facilities and organisation that support active community uses; community management; and inter-generation activity.
- Potential to promote active use through working with partners (Victoria Hospital- NHS staff / Forbo Nairn / Fife College) and ensuring good connections that also support path connections to access employment/leisure/education/passive recreational use including connections to wider residential areas and the Town Centre.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal KDY 019 (Victoria Fields) – priorities in developing this area should be to:
 - Establish a high quality development edge fronting on to the greenspace immediately south of the site and provide good access from the development into the greenspace and through to Den Road as a key route to the town centre.
 - Provide an east-west pedestrian and cycle path along the southern boundary of the site.
 - Consider the appropriateness of an off-site contribution to enhance the quality and multi-functionality of the Den Road greenspace south of the site and towards re-establishing a foot/cycle connection along the site's eastern edge to connect Smeaton Rd with Hayfield Rd.
 - Deliver a good development edge onto the route along the eastern boundary of the site, and provide path connections to access this route from the development.
 - Protect the woodland habitat to the north east of the site.
 2. LDP proposal KDY 014 (Hayfield Road) – priorities in developing this area should be to:
 - Enhance the existing path to the west of the site. Manage the woodland at East Den and create a north-south access through this area. Deliver a good development edge onto both these areas and provide path connections to access these routes from the development.
 - Protect the woodland habitat to the south of the site (west of Denburn Road) and provide access through the woodland which connects to the existing path to the west of the site and a new route to be made through East Den.
 - Provide a high quality landscape edge (including access) to the south of the development (east of Denburn Road) which connects the woodland west of Denburn Road to East Den. Deliver a good development edge onto this area.
 3. LDP proposal KDY 017 (Factory Road/Nairn Street) – priorities in developing this area should be to:
 - The mature deciduous trees within the site and lining the Factory Road frontage should be retained as far as possible since they contribute positively to the local environment/streetscape.
 - Provide a high quality landscaped edge to the railway.
 4. LDP proposal KDY 018 (Den Road, Former Tramworks site) – priorities in developing this area should be to:

- Provide high quality development frontages to the playing fields to the east, the greenspace to the north, Den Road/railway to the south and a well-integrated boundary with residential properties in Smeaton Gardens.
 - Provide a north-south connection along the western boundary of the site linking Den Road to Melrose Crescent and an east-west connection to the north of the site linking the greenspace at Melrose Crescent to Thornhill Drive and the adjacent playing fields.
 - Consider the appropriateness of an off-site contribution to enhance the quality of the Melrose Crescent greenspace.
5. LDP proposal KDY 029 (Victoria Road, Former Power Station) – priorities in developing this area should be to:
- Contribute towards re-establishing an active travel route along the disused railway to the north of the site and provide path connections to access this routes from the development.

KIRGN05: Kirkcaldy East Strategic Development Area Green Network

Strategically important area for the establishment of a green network ‘hub’ as a key mechanism in helping to integrate the development of the Kirkcaldy East Strategic Development Area (LDP proposal KDY 032) with its wider setting and adjacent community.

Key Features:

- Significant area for the establishment of an integrated and connected green network as part of the development of the Kirkcaldy East Strategic Development Area.
- Existing active travel network in the southeast provides some connectivity to the Kirkcaldy Coast Green Network (KIRGN01) and some on-street connectivity to west. Generally, there is relatively poor existing connectivity to the rest of the town, with key barriers including the East Coast Railway line and a busy surrounding road network.
- Kingslaw site has been open cast mined and recently reclaimed.
- Existing woodland assets to the north (Boreland) and east (part of the Wemyss Estate Designed Landscape) provide some notable habitat value locally.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal KDY 025 (Kirkcaldy East Strategic Development Area) – the priorities in developing site should be to:
- Provide high quality landscape and access links:
 - Connect to the Kirkcaldy Coast Green Network (KIRGN01) and the Fife Coastal Path;
 - North-south links through the site to connect to the Dunnikier to Northern Edge Green Network (KIRGN03) and across Redhouse roundabout to Thornton; and
 - To provide good connections to adjoining communities.
 - Establish new high quality greenspace as an integral part of the wider green network within the site, combining green space functions with active travel, habitat, sustainable urban drainage and landscape provision. The Kingslaw Burn should form an integral part of new greenspace in the Strategic Development Area.
 - Develop a new high quality landscape edge as key entry point to Kirkcaldy from north east (travelling along Standing Stane Road and the East Coast Railway Line) – which incorporates active travel provision and new habitat provision.
 - Deliver safe active travel access across the A92 Redhouse roundabout to provide improved access between Thornton and Kirkcaldy east.

- Enhance the landscape and habitat edge along the A92 including establishing a key missing green network connection along the north boundary of the western employment site to connect to the Kirkcaldy East Strategic Land Green Network (KIRGN05).

KIRGN06: Chapel to the Dens Green Network

A finer grain green network travelling east-west, linking from Chapel through Chapelhill to Middle Den in the east, along a series of small connected greenspaces, which follow the course of the culverted Chapel Burn.

Key Features:

- Existing active travel route connects to Raith to Seafield Green Network (KIRGN02) albeit across the A910; to Dunnikier to Northern Edge Green Network (KIRGN03) across the B981 and to the Kirkcaldy Dens Green Network (KIRGN04) across Hendry Road.
- Greenspace assets are currently of poor quality and relatively low multi-functional value, investment is required to enhance their quality, amenity and habitat value. Includes Torbain Primary School grounds.
- The greenspace corridor relates to the route of the Chapel Burn, which is culverted through the entire area.
- Significant potential to enhance contribution to the landscape setting and quality of place.

Opportunities for Enhancement:

- Greenspace assets require investment to improve their quality, amenity & habitat value
- Chapel Burn – removing the culverts could be considered in relation to other greenspace improvements, with opportunities to restore the watercourse to a more naturally functioning system, offering wider habitat and amenity benefits.
- Connect to future off-road multi-use route to Cardenden.

Development Plan Priorities:

- Protect existing green network assets

O. Leuchars, Guardbridge, Strathkinness and Balmullo

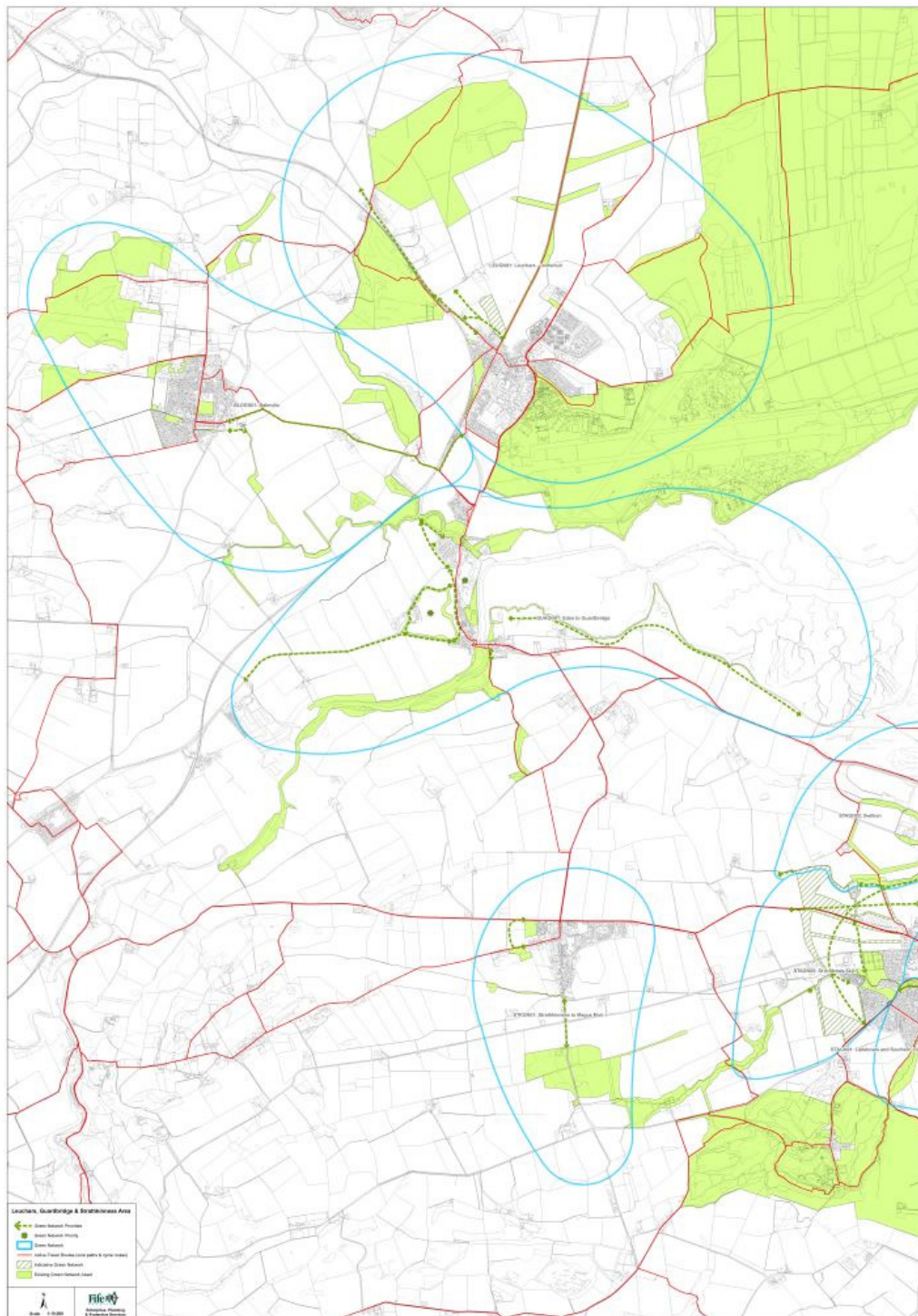
A total of 4 settlement-scale green networks were identified in the Leuchars, Guardbridge, Strathkinness and Balmullo workshop, all of which were recommended for inclusion in the LDP:

LEUGN01: Leuchars – Tentsmuir Green Network

GUAGN01: Guardbridge – Eden Estuary Green Network

BLOGN01: Balmullo Green Network

STKGN01: Strathkinness – Magus Muir Green Network



Green Networks in Leuchars, Guardbridge, Strathkinness and Balmullo

A short description summarising their key features, functions and opportunities is provided on the following pages.¹

¹ The evaluation matrix is included in the Annex

LEUGN01: Leuchars – Tentsmuir Green Network

Connecting Leuchars to Tentsmuir Forest, the Leuchars-Tentsmuir Green Network incorporates important access links and green network assets in and around the town.

Key Features:

- Forms part of the Fife Coastal Path and includes access links to Tentsmuir. Significant army use of local path network, which can cause problems as the path surfacing is not suited to training purposes.
- Includes part of the NCN 1 cycle route.
- Within Leuchars there is below average greenspace provision. Greenspace assets include the semi-natural woodland at Tutor Road and the amenity greenspace immediately east of the rail line.
- Important habitat assets include the woodland, wetland, grassland and heathland mosaic of Earls Hall Muir, Tentsmuir National Nature Reserve, Leuchars air base which is a wildlife site. Other assets to the west include St. Michael's Wood SSSI and marsh and the habitat on St. Michael's golf course.
- Includes the Great North Drain and a number of other local drainage channels and ditches.

Opportunities for Enhancement:

- Aspiration in long-term to establish cycleway to link to Taybridgehead.
- Investment is required to enhance the quality of existing greenspaces. Tutor Road Woodland could become a good quality natural greenspace for the village, with improvements to the path network and enhancement to the entrances.
- Potential to use army to build new paths locally, which would also be more suited to their training purposes, but would require careful considerations of habitat sensitivities.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal LEU 001 (The Castle Field/Doocot Field) – priorities in developing this area should be to:
 - Create a high quality gateway to Leuchars from the north west and establish a high quality landscape edge with the wider countryside, which responds to local landscape character, which will provide an appropriate landscape setting for the development and should incorporate access provision. There is an opportunity to incorporate the boundary wall into the roadside frontage.
 - Connect to the core path which runs along the Great North Drain, through the delivery of a multi-functional green network link, which successfully combines SUDS, access and habitat and landscape within the south eastern part of the site where localised flood risk issues mean that development is not feasible.
 - Deliver an off-road cycle route within the site along the edge of the A918, which will form part of a longer route which will connect to Taybridgehead.

GUAGN01: Guardbridge – Eden Estuary Green Network

The Guardbridge – Eden Estuary Green Network defines the landscape setting of Guardbridge on the edge of the Eden Estuary, and incorporates a number of wider access links and riparian corridors.

Key Features:

- Shortage of recreational and access routes locally. Some access to the Eden Estuary, but no round routes.
- Includes an off-road cycle connection to St. Andrews and predominantly off-road connection to the rail station.

- There is good access to the Eden Estuary at the Eden Estuary Centre. Other greenspace assets include the football pitch immediately north of the Motray Water – the edge with the watercourse could be enhanced.
- River Eden Estuary – some coastal influence, which can flood reclaimed agricultural land to the east of the Guardbridge.
- Includes the Motray Water; there is some good riparian habitat along watercourses in the area.
- Kincaple Den and Quarry wildlife site lies to the south east, but is currently a relatively isolated asset ecologically. There is a path connection from Guardbridge.

Opportunities for Enhancement:

- Longer-term aspiration to establish an off-road cycle route to link to Dairsie, which could likely be delivered within the road corridor.
- Potential to enhance the greenspace north of the Motray Water through investment, in particular improving the quality of the edge and connection with the watercourse.
- Shoreline Management Plan includes a policy unit for possible future coastal re-alignment to the east of Guardbridge; the area is currently agricultural land, but if becomes too difficult to farm in the long-term coastal re-alignment could be a good option, which could also be used to create more salt marsh wetland habitat. Old railway embankment prevents any further inland flooding.
- Significant opportunity to enhance landscape setting and habitat value in relation to any future coastal realignment.
- The path connection to Kincaple Den and Quarry wildlife site from Guardbridge could be improved – tends to get boggy in wet weather.
- Consider any potential to improve ecological connectivity with Kincaple Den and Quarry wildlife site.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal GUA 002 (Motray Park) – priorities in developing this area should be to:
 - Establish an access link along the disused railway line which runs along the western edge of the settlement to provide a connection from the development site to the primary school and the future community woodland at LDP proposal GUA 005 (Seggie Farm).
 - Deliver a recreational access link along the edge of the development, where it bounds the reservoir and connect to the street network to establish a short round route.
 - Establish a landscape edge along the western boundary of the site.
 2. LDP proposals GUA 003 and GUA 005 (Seggie Farm) – priorities in developing this area should be to:
 - Capitalise on the site's existing green network assets, and establish new greenspace as an integral part of a strong green network through the site. Successfully combine greenspace functions with active travel, habitat and SUDS provision.
 - Ensure good connectivity is established with adjoining communities, to enable easy access to the community woodland and create round recreational routes.
 - Deliver an off-road cycle route within the site along the edge of the A91, through the existing woodland, which will form part of a longer route which will connect to Dairsie.
 3. LDP proposal GUA 004 (Site of Former Curtis Fine Papers) – priorities in developing this area should be to:
 - Capitalise on the existing green network assets - retaining them where possible as part of landscaping proposals and enhancing the greenspace provision at the Eden Estuary Centre area.
 - Explore the potential for habitat enhancement as part of new landscaping and sustainable urban drainage proposals.
 4. LDP proposal GUA 006 (Avalon Business Park) – priorities in developing this area should be to:
 - No development should be within 10m of the mature trees along the River Eden.

- Explore the potential for habitat enhancement as part of new landscaping and sustainable urban drainage proposals.

BLOGN01: Balmullo Green Network

The Balmullo Green Network includes wider countryside assets and important recreational access links which provide connectivity from the settlement.

Key Features:

- Balmullo has below average greenspace, but does have good links to wider countryside assets, including core path links to the community woodland. A number of paths have been developed by the local paths group.
- Includes an on-road cycle connection to Guardbridge and Leuchars rail station.
- Includes the Balmullo Burn and Motray Water, both tributaries of the Moonzie Burn. There have been some historic localised issues with the Balmullo Burn which overflowed onto a gravel path – but this has not been an issue again and might have been rectified in relation to development. There is no risk to properties.
- Potential to enhance landscape setting through development; some existing assets including nice hedgerows and views to Balmullo Hill.
- There is some good riparian habitat along watercourses in the area and the area includes woodland and wetland mosaic habitat and Luck Law Hill local wildlife site.

Opportunities for Enhancement:

- The restoration of Balmullo quarry represents a long-term opportunity to enhance and expand the network.
- Community aspiration to upgrade active travel provision to the Leuchars Station, through provision of an off-road active travel connection.

Development Plan Priorities:

- Protect existing green network assets.
- LDP proposal BLO 02 (Land at Burnbrae Nursery, Clay Road) – priorities in developing this area should be to:
 - Incorporate the site's existing strong landscape framework into development proposals for the site.
 - Deliver a high quality edge with the Balmullo Burn which enhances the riparian corridor through appropriate new planting.
 - Retain and incorporate the existing hedgerows where possible, as local character defining feature.
- 2. LDP proposal LWD 032 (Leuchars Railway Station) – priorities in developing this area should be to:
 - Accommodate the existing off-road cycle route along Station Road in any proposals.

STKGN01: Strathkinness – Magus Muir Green Network

The primary asset within the Strathkinness – Magus Muir Green Network is Magus Muir Wood; a long-term priority includes improving access to this wider countryside asset from within the settlement.

Key Features:

- Includes part of the NCN1 route, which links to St. Andrews and north to Guardbridge and Leuchars rail station.
- Magus Muir Wood is a key habitat asset and local wildlife site, which links to Craigtoun Country Park – access from Strathkinness to Magus Muir could be improved.
- There is a shortage of greenspace locally.
- Includes part of the Kinness Burn – there is a localised issue with a culvert which lies within private land to the west of Strathkinness.

Opportunities for Enhancement:

- An off-road access link to Magus Muir would be desirable in long-term. There is community demand and the local school could also more easily use the site. Improving access to this wider countryside asset would also help mitigate the lack of greenspace within the village.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal STK 03 (Bonfield Road) – priorities in developing this area should be to:
 - Incorporate the boundary wall and the existing landscape framework into the roadside frontage.
 - Provide access links to the village through the adjoining park and seek to create round recreational routes.
 - Deliver a strong landscape framework along the western boundary of the site to provide an appropriate setting for the development and the village.

P. Levenmouth Area

A total of 8 settlement-scale green networks were identified in the workshop. All the green networks were recommended for inclusion in the LDP:

- LEVGN01: Methil to East Weymss Green Network
- LEVGN02: Levenmouth to Lundin Links Green Network
- LEVGN03: Letham Glen Green Network
- LEVGN04: Kennoway Den and Esker Green Network
- LEVGN05: River Leven Valley Green Network
- LEVGN06: SDA Connections – Leven Valley to Buckhaven Green Network
- LEVGN07: Methil Coastal Links Green Network
- LEVGN08: Diageo Edge Green Network

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



LEVGN01: Methil to East Wemyss Green Network

Stretching from Methil to East Wemyss along the waterfront, the Methil to East Wemyss Green Network forms a key element within the strategically important Fife Coastal Route.

Key Features:

- Part of the strategically significant Fife Coastal path route, linking the communities of Methil, Buckhaven and East Wemyss,
- Provides useable greenspace, with good community access, but quality is variable and access to the foreshore is currently difficult.
- Culminates at Memorial Park in Methil, currently via an on-street connection
- Coastal character contributes positively to the landscape setting of Methil, Buckhaven and East Wemyss.
- Important in avoiding coalescence.
- Intertidal zone is of significant habitat value (SPA, RAMSAR, SSSI designations), but current intertidal habitat quality more variable around the Energy Park Fife site.
- Other notable assets include the Wemyss caves.

Opportunities for Enhancement:

- Investment required to enhance greenspace quality
- Potential, through investment, to improve access to the foreshore.
- CLEAR (Community-Led Environmental Action for Regeneration) are keen to see new woodland habitat creation around Buckhaven: could also enhance the settlement's landscape setting.
- Potential to establish a landscape and access link connecting to the River Leven Valley Green Network (LEVGN05) through the Levenmouth Strategic Development Area's development (See River Leven to Buckhaven Green Network (LEVGN06)).
- Habitat enhancement potential – of the grassland along the coastal strip and of the intertidal habitat; would require more detailed scoping.
- Part of the identified NCN76 cycle route runs along the disused railway line route from East Wemyss and uses on-street connections to connect to Buckhaven.
- Potential in any future development of Muiredge employment land to integrate a high quality active travel route along the southern perimeter of the site to provide a more direct route into and out of Buckhaven (aspiration of CLEAR).

Development Site Priorities:

- Protect existing green network assets.
1. LDP proposal MET 010 (Energy Park Fife) – in developing the site the priority should be to:
 - Fully consider the intertidal area's SPA designation and reclaimed land issues when developing site proposals.
 - Integrate habitat, SUDS and greening within the layout of the energy park. This would offer multiple benefits within an efficient land use - public access would not necessarily be required.
 - Develop a high quality landscape edge along the western and northern perimeter of the site, incorporating active travel and contributing to the landscape setting.
 2. LDP proposal BKN 002 (Factory Road) – in developing the site the priority should be to:

- Integrate a high quality pedestrian and cycle route along the southern perimeter of the site to provide a more direct route into and out of Buckhaven (aspiration of CLEAR). (Consider in relation to Muiredge employment land).
- Public access along the Coastal Path to the west of the site must be maintained at all times both during and after development.

LEVGN02: Levenmouth to Lundin Links Green Network

The Levenmouth to Lundin Links Green Network stretches from the mouth of the River Leven in the west, along the coast to Lundin Links. It forms a key element within the strategically important Fife Coastal Path route.

Key Features:

- Extensive active travel network
- Coastal edge forms part of the strategically significant Fife Coastal Path route. High tide alternative route to the beach runs along the edge of the golf course.
- Good 'on-street' links to Leven town centre and bus station.
- Good quality greenspace assets include the promenade and Silverburn Park. Other green assets include Scoonie golf course, Leven Links golf course and the Lundin golf course, none of which are particularly publicly accessible although core paths run along their boundaries.
- Includes the coastal flood plain; large greenspace assets also provide an important local water management/drainage function.
- Contributes positively to the landscape setting of Leven, and to the wider Fife coastline.
- Intertidal zone is of significant habitat value (SPA, RAMSAR, SSSI designations)

Opportunities for Enhancement:

- Potential to enhance the beach front promenade and develop as a 'Gateway to the East Neuk'.
- Opportunity to enhance the Leven waterfront area through new investment and to establish key missing links to the River Leven Valley Green Network (LEVGN05), Methil Coastal Green Network (LEVGN07), and the bus station.
- Potential for habitat enhancements at Silverburn Park and opportunity to re-use the park buildings
- Likely to be potential to enhance habitats along the coastal strip –would not require public access. Would require more detailed scoping.

Development Site Priorities:

- Protect existing green network assets

LEVGN03: Letham Glen Green Network

The Letham Glen Green Network follows the course of the Scoonie Burn, providing a high quality asset serving the north east portion of Leven and linking into the wider countryside to the north.

Key Features:

- Existing active travel network. Links to Diageo Edge Green Network (LEVGN08). Connects well with the on-street network, including an on-street active travel connection to Levenmouth to Lundin Links Green Network (LEVGN02).
- Letham Glen provides a well-used, high quality greenspace asset.
- Former designed landscape. Contributes positively to the settlement's landscape setting, forming a high quality edge to, and entry point into, Leven.
- Notable habitat assets include the Letham Glen woodland, which provides an important habitat corridor; habitat connectivity is more limited to the south and north.
- Watercourse provides an important flooding and drainage function. Includes a culverted section to the north. Limited/localised flooding has caused some issues to the south of the green network in the past.

Opportunities for Enhancement:

- Potential to enhance woodland habitat value, particularly in the northern part of Letham Glen through new riparian planting, which strengthens habitat connectivity with woodland assets in the wider countryside to the north, potential also to improve contribution to landscape setting. Opportunities in the south might be more limited.
- Existing woodland structure would benefit from woodland management.
- Opportunity to enhance landscape setting and habitat function where connects to Diageo Edge Green Network (LEVGN08).

Development Site Priorities:

- Protect existing green network assets

LDP proposal LEV 003 (Land at Cupar Road) – priorities in developing this area should be to:

- Deliver a high quality development edge along the B927.
- Establish a new high quality landscape edge (incorporating access), along the northern and eastern boundary of the site to create an appropriate landscape setting for the development.
- Provide a link to the north of the site which gives access into Letham Glen.

LEVGN04: Kennoway Den and Esker Green Network

The Kennoway Den and Esker Green Network follows the course of the Kennoway Burn providing a key north-south connection between Kennoway and the strategically important River Leven Valley.

Key Features:

- Forms part of the existing active travel network, along a disused railway line, albeit the active travel route involves crossing the A915. Links to Diageo Edge Green Network (LEVGN08) and to the River Leven Valley Green Network (LEVGN05) via an important bridge link and level crossing over the river and railway.
- Greenspace assets include: Kennoway Den (ancient woodland and former parkland), which has benefitted from community involvement in recent years to improve standards.
- Kennoway Burn performs an important water management/drainage function; no apparent flooding issues.
- Other notable assets/features include the prominent hill of Maiden Castle, and Kennoway Esker.

- Kennoway Burn and associated riparian habitat provides a significant habitat corridor and key habitat asset.
- Other wetland assets include Mill Lade, albeit the watercourse is currently heavily constrained by the adjoining agricultural fields

Opportunities for Enhancement:

- Investment required to enhance the greenspace quality of Kennoway Den including improvements to the path network and planting and vegetation management works.
- Some opportunity to enhance habitat value particularly through appropriate new planting and management: along Mill Lade to the south east; along the southern parts of the Kennoway Burn and to diversify the structure along the core path which follows the route of the disused railway line.
- Potential to improve the landscape edge of the Esker through appropriate new planting and management of existing vegetation.
- Potential to make more of Maiden Castle as a key feature: existing trees are in decline.

Development Site Priorities:

- Protect existing green network assets
1. LDP proposal KEN 007 (East of Sandy Brae Industrial Estate) – in developing the site the priority should be to:
 - Provide a high quality landscape and access link which provides connections to and from the south side of Kennoway (consider in relation to proposal KEN 004)
 - Create a new high quality landscape edge along the southern perimeter of the site, which enhances the setting of Kennoway.
 2. LDP proposal KEN 005 (Old Station Road) - in developing the site the priority should be to:
 - Provide a high quality landscape and access link which provides connections to and from the south side of Kennoway (consider in relation to proposal KEN 006)
 - Create a new high quality landscape edge along the southern perimeter of the site, which enhances the setting of Kennoway.
 3. LDP proposals KEN 002 (Land between Halfields Gardens and Leven Road) – in developing the site the priority should be to:
 - Develop a new high quality green network east-west along the watercourse connecting King George's Field greenspace to Meggie Den and fronted by a good development edge. The green network should incorporate access, high quality SUDS and habitat provision.
 - No development should be within 10m of identified woodland and wetland habitat and unimproved grassland habitat along the Meggie Den.
 - Ensure the layout of the sites provides good north-south connectivity to establish easy access to the green network from within the development and the adjoining communities to the north and south.
 - Deliver a high quality development frontage on to the King George's field greenspace.
 4. LDP proposal WDY 002 (Land at Temple) – priorities in developing this area should be to:
 - Deliver a high quality development edge along Fa-latch Road and Durie Place.

- Establish a new high quality landscape edge, along the northern and western boundary of the site to create an appropriate landscape setting for the development.

LEVGN05: River Leven Valley Green Network

The River Leven Valley Green Network follows the course of the Leven and forms a substantial and strategically important 'green spine' through the heart of Levenmouth.

Key Features:

- Key green network spine, with existing active network. Links to green networks 4 and 8, but some key gaps in network, as well as accessibility, quality and perceived safety issues.
- Railway and River are barriers to north-south: existing crossing points are therefore significant and need to be protected.
- Significant landscape resource, with a strong landscape character – makes an important contribution to landscape setting.
- Significant greenspace asset, but quality is poor and area has significant potential to be used much more heavily for recreation.
- Provides a significant flooding and drainage function.
- Significant habitat corridor through area, but better management of existing vegetation/woodland is required.
- Railway sidings provide good habitat for invertebrates and scrubland/trees developing on railway heritage site.
- Includes some sites with contaminated land issues.

Opportunities for Enhancement:

- Potential to become a key riverside park and significant recreational asset – investment required to improve greenspace quality and accessibility.
- Upgrades are required at the footbridge at the western end to deliver a multi-use north-south active travel link
- Small-scale interventions such as better signage and path works could begin to improve use for active travel.
- Significant potential to develop function as key green network spine, establishing key multi-use active travel connections to green networks LEVGN02, LEVGN04, LEVGN06 and LEVGN07, and to Methil waterfront, the transport interchange, and to Leven promenade.
- Possible future potential to establish an active travel route which links all the way to Loch Leven – would require more detailed scoping.
- Significant potential to enhance habitat value through appropriate new planting and management of existing woodland assets. Potential also to improve contribution to landscape setting.
- Possible mine water treatment plant by Scottish Water Waste Water Treatment Plant may be able to deliver wider green network benefits.

Development Site Priorities:

- Protect existing green network assets
1. LDP proposal MET 004 (Glencast Foundry) – in developing the site the priority should be to:

- Enhance the site through landscape restoration and decontamination
- Establish a high quality landscape edge with the existing River Leven Valley Green Network assets incorporating a formal landscaped walkway along the River Leven frontage that links the areas of protected open space to the west and east of this site.

LEVGN06: SDA Connections – Leven Valley to Buckhaven Green Network

Strategically important area for the establishment of a multi-functional green network which delivers vital connections as a key mechanism in helping to integrate the development of the Levenmouth Strategic Development Allocation (LDP proposal LVA 01) with its wider setting and adjacent communities.

Key Features:

- Forms a crucial pivot for key networks around Levenmouth. Existing active travel network and some connectivity provided to Buckhaven High School. Significant potential to further enhance active travel connections.
- Existing greenspace assets include: Herd Park, the playing fields, recreational ground just to the north of Muiredge, Muiredge plantation and Buckhaven High School Grounds.
- Limited habitat assets at present, but some key areas of small-scale woodland and significant potential to enhance wider habitat value.
- Contribution to landscape setting currently limited – need to improve landscape setting of existing settlement, of industrial buildings at Muiredge and to enhance the sense of arrival on approach from west along A955 and A915.
- Noise from the A915 and overhead wires influences experience of the northern part of the site

Opportunities for Enhancement:

- Opportunity to improve quality of experience of walking between villages through creation of off-road active travel route to link between the Strategic Development Area and East Wemyss (B930 and A955).
- Potential to deliver active travel connection along former disused railway line route to link to the north of East Wemyss.
- CLEAR (Community-Led Environmental Action for Regeneration) are keen to see new woodland habitat creation around Buckhaven: could also enhance the settlement's landscape setting.

Development Site Priorities:

1. LDP proposal LVA 001 (Levenmouth Strategic Development Area) – in developing the area the priority should be to:
 - Establish new high quality greenspace as an integral part of the wider green network, combining greenspace functions, with sustainable drainage, active travel, landscape, and habitat provision.
 - The new high school is a key destination – maintain existing active travel routes and seek to deliver key north-south landscape and access connections which are currently missing providing active travel routes from Windygates, Kennoway, East Wemyss, and Buckhaven to the high school.
 - Fully consider water management and drainage issues: need to identify appropriate land take at the earliest stage in developing proposals for the site; the greenspace to the east of the Diosynth site is located at the lowest point in the Strategic

Development Area and could potentially be linked to the Sustainable Urban Drainage Systems.

- Create a robust landscape framework that: mitigates existing landscape problems (road noise and edge with A915, overhead lines and sense of arrival along A955 and A915 are important considerations); enhances the existing settlement edge and maintains existing path connectivity through this area; creates a new high quality landscape edge along the western edge of the Strategic Development Area.
2. LDP proposal LVA 002 (Levenmouth Link Road) – in developing the area the priority should be to:
 - Ensure that the new Levenmouth link road functions as a street, with well-designed crossing points, so that it does not become a barrier to connectivity.

LEVGN07: Methil Coastal Links Green Network

A significant area for the establishment of green network links, as a mechanism to help improve access to and public realm in the waterfront area and deliver key connections to Leven.

Key Features:

3. Key destination/meeting point at the mouth of the Leven, but legibility, and quality public realm are currently lacking.
4. Poor connection to the Leven to Lundin Links Green Network (LEVGN02), to the transport interchange, and an unwelcoming connection to the River Leven Valley Green Network (LEVGN05) due to the former power station site.
5. No greenspace or civic space function at present.
6. Highly prominent site, with significant potential to contribute positively to landscape setting
7. Outflow of the River Leven. Waterfront protected by sea defences. Current grey infrastructure provides no real drainage function.

Opportunities for Enhancement:

- Significant potential to enhance connectivity to the coast and establish high quality links to the River Leven Valley Green Network (LEVGN05) and the Leven to Lundin Links Green Network (LEVGN02), and to help establish the Levenmouth area as a new 'Gateway to the East Neuk'
- Significant potential to develop this prominent site as a key destination, through public realm improvements/coastal promenade along the waterfront – potential needs to be ground truthed and explored at a more detailed scale
- Likely to be potential to enhance habitats along the coastal strip; does not require public access.

Development Site Priorities:

1. LDP proposal MET 011 (Methil Power Station) – in developing the area the priority should be to:
 - Create a high quality waterfront edge/civic space as a key destination and meeting point at the mouth of the Leven, with a high quality link to the River Leven Valley Green Network (LEVGN05), improving the setting and perception of this area of the waterfront.

LEVGN08: Diageo Edge Green Network

Travelling east-west, the Diageo Green Network provides a significant linking element that defines the northern perimeter of Leven.

Key Features:

- Existing active travel route provides connectivity east-west linking Kennoway Den and Esker Green Network (LEVGN04) to Letham Glen Green Network (LEVGN03).
- Currently no greenspace function
- Existing habitat assets include: Kirkquharnon Wood and Tullylaw Wood, Mill Lade wetland just to the north-west of the Diageo warehouses and a small unnamed wetland/watercourse south of Dembert Law.
- Forms a key settlement edge, with significant potential to improve its contribution to landscape setting and soften the impact of the Diageo warehouse complex

Opportunities for Enhancement:

- Significant potential to improve the settlement edge and screen/soften the industrial warehouses through appropriate new woodland planting – with a diverse structure and varied density – on north side of Diageo. Potential also to enhance habitat value.
- Potential also to enhance existing wetland areas to improve their, landscape and habitat and biodiversity functions.
- Good potential to link to River Leven Valley Green Network (LEVGN05) along the north-west edge of the Diageo site and to establish a green network link to the south side of Kennoway, creating a round active travel route.

Development Site Priorities:

8. Protect existing green network assets

Q. Lochgelly

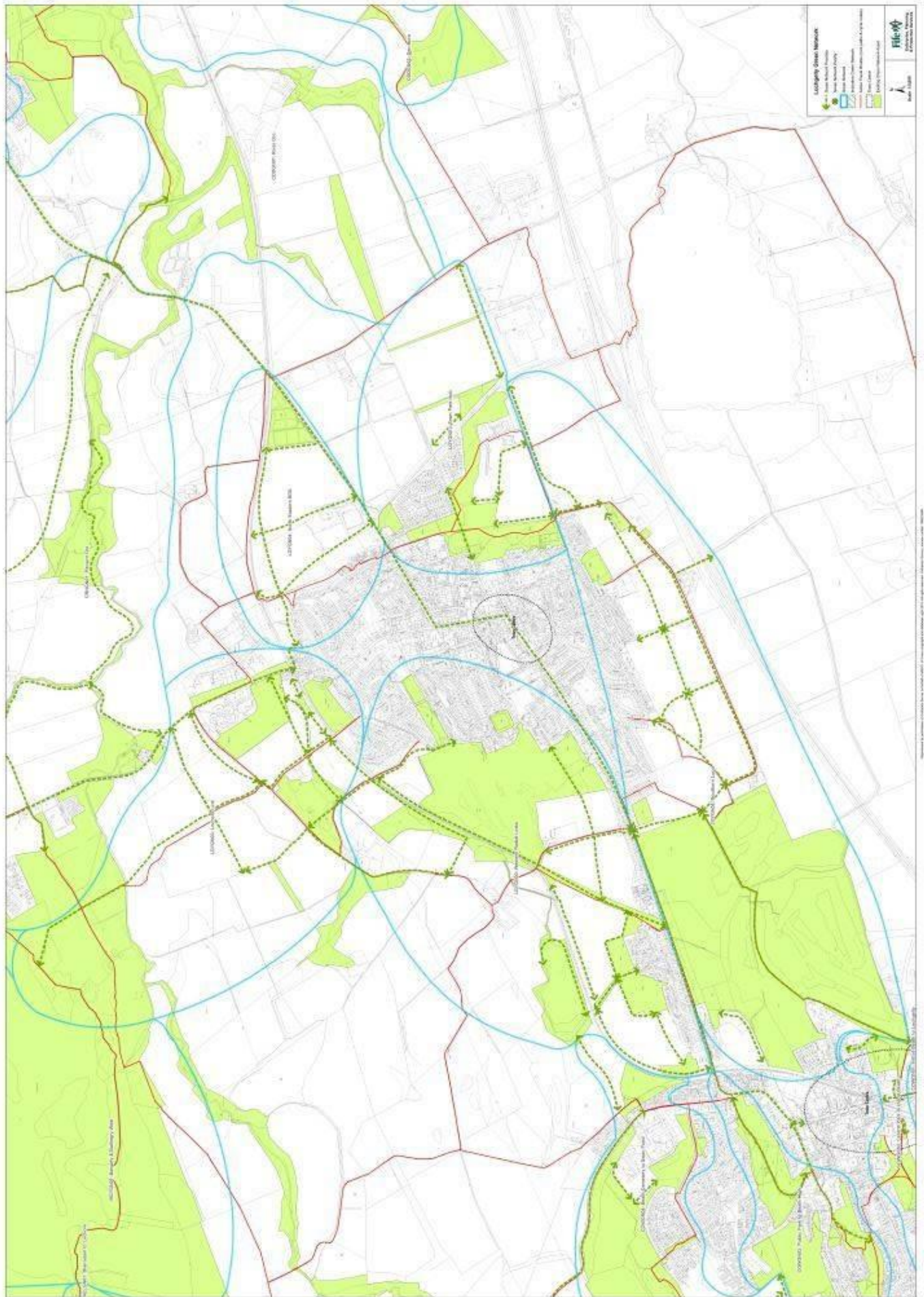
A total of 6 green networks were identified in the workshop. Five of the green networks were ranked as being of 'settlement scale' and recommended for inclusion in the LDP:

- LGYGN01: Town Park Hub Green Network
- LGYGN02: Western Radial Hub Green Network
- LGYGN03: Loch Ore Links Green Network
- LGYGN04: North Eastern SDA Green Network
- LGYGN05: Southern Loop Green Network

A sixth green network – Loch Gelly Circuit Green Network – was indentified, but was considered to be a countryside asset, and was therefore not recommended for inclusion in the LDP at the Lochgelly level.¹

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

¹ Loch Gelly Circuit Green Network is covered in the evaluation matrix in the Annex.



LGYGN01: Town Park Hub Green Network

Centring on the Public Park, the Town Park Hub Green Network serves the eastern portion of Lochgelly, and provides important north-south connectivity.

Key Features:

- Existing active travel network, which links to the North Eastern Strategic Development Area (LGYGN04), albeit via an 'on-street' connection and to the Southern Loop Green Network (LGYGN06).
- Key greenspace assets include the Public Park and the allotments to north. Investment is required to enhance greenspace quality, particularly of the Public Park.
- Large greenspace assets provide a drainage function.
- Important to landscape setting, but potential to significantly improve.
- Limited habitat assets currently, but significant potential to enhance.
- Deliver an active travel connection to the town centre.

Opportunities for Enhancement:

- Masterplan plan and management plan required for Public Park to develop the vision for this to be a key greenspace destination in the town.
- Investment required to enhance greenspace quality and multi-functionality of the Public Park.
- Potential to provide good east-west connection from New Fields Farm development to the town centre through the Public Park.
- Contribution to landscape setting, quality of place, and habitat value could be greatly enhanced.

Development Site Priorities:

- Protect existing green network assets.
1. LDP proposal LGY 003 (The Avenue) - priorities in developing the site should be to:
 - Establish new high quality greenspace as an integrated part of the wider green network, and combine green space functions with active travel, habitat and SUDS provision;
 - Establish a high quality landscape edge along the west boundary of the site and explore opportunities to incorporate sustainable urban drainage and habitat provision.
 - Provide good connections to the Public Park and consider the appropriateness of an off-site contribution to enhance the quality of the park.
 2. LDP proposal LGY 006 (Lochgelly Industrial Park) - priorities in developing the site should be to:
 - Establish a high quality multi-functional, landscape edge to the site.
 3. LDP proposal LGY 007 (Lochgelly East SDA) - priorities in developing the site should be to:
 - Establish a high quality off-road active travel connection east-west along the south boundary as a key missing link in the off-road cycle route between Dunfermline to Kirkcaldy.
 - Provide a high quality landscape edge to the site incorporating SUDS and habitat provision.

LGYN02: Western Radial Hub Green Network

Green network hub serving the west of Lochgelly, encompassing green assets including Lochgelly golf course, Swan Pond and Lumphinnans north.

Key Features:

- Existing, but limited active travel network. Provides an important connection from Lumphinnans to the Loch Ore Links Green Network (LGYN03) and Lochgelly High School.
- Significant barriers to connectivity include the railway line and Lochgelly golf course. Railway underpasses are therefore important and need to be protected.
- Greenspace assets include Lochgelly golf course (albeit not publicly accessible), McGregor Park, and the playing fields at Violet Park and allotments north of Lumphinnans Road in Lochgelly, and the playing fields at Hope Street in Lumphinnans. Greenspace quality is generally poor and investment is required.
- Large greenspace assets provide an important local flooding and drainage function, possibly with some opportunity to improve through investment.
- Other key assets include Swan Pond, which is a functional drainage system and an important wetland habitat asset. Other habitat assets are limited, but significant potential to enhance.
- Contributes to landscape setting and significant in preventing coalescence of Lochgelly and Lumphinnans.

Opportunities for Enhancement:

- Investment is required to enhance greenspace quality and multi-functionality.
- Proposed new sports hub to be developed on the playing fields to the north of Lumphinnans – will become a key asset and destination within the network.
- Consider the opportunity to develop improved active travel functionality including links to: Lochgelly and enhanced 'on-street' connectivity to the town centre and Lochgelly West Primary School (through signage and 'green street' interventions for example); to the Southern Loop Green Network (LGYN05).
- Potential to deliver multi-use connection from Lochgelly North SDA to Lumphinnans along the edge of the railway as a key link to Lochore Meadows and Lochgelly High School.
- Opportunity to deliver an active travel route round Swan Pond (community aspiration), which is owned by Fife Council and to establish connectivity to Cowdenbeath's 'Beath Cemetery to Swan Pond Green Network' (see Cowdenbeath for details).
- Potential to enhance landscape setting and habitat value offered by Lochgelly golf course (for example by strengthening shelterbelts) – would require more detailed scoping, working in partnership with the golf course.
- Potential to deliver active travel connections to Cowdenbeath within the carriageway and provide on-road cycleway through to town centre.

Development Site Priorities:

- Protect existing green network assets.
1. LDP proposal LGY 007 (Lochgelly West SDA) - priorities in developing the site should be to:

- Retain the north-south active travel route through the site and enhance the setting and look to integrate it with greenspace provision, sustainable urban drainage design, habitat and landscape.
 - Establish high quality pedestrian and cycle connections: west to the proposed new Sports Hub north of Lumphinnans and Swan Pond, and east towards Lochgelly.
2. LDP proposal LGY 004 (West Cartmore) - priorities in developing the site should be to:
- Retain the north-south active travel route through the site and enhance the setting and look to integrate it with greenspace provision, sustainable urban drainage design, habitat and landscape.
 - Create a link to McGregor Park.
 - Develop a high quality landscape and habitat edge with the railway line.
3. LDP proposal LPH 002 (Sycamore Crescent) - priorities in developing the site should be to:
- Establish a high quality, multi-functional green network connection east-west to link to Cowdenbeath; to the playing fields and proposed new Sports Hub to the east; and to Swan Pond.
 - Invest in the existing playing fields to enhance their greenspace quality and multi-functional value.
 - Develop a high quality landscape and habitat edge with the railway line.
 - Develop a high quality development edge facing onto the playing fields.
4. LDP proposal LPH 003 (Land to the north of Lumphinnans) - priorities in developing the site should be to:
- Develop a high quality landscape and habitat edge with the railway line incorporating access.
 - Provide a north-south active travel route through the site linking to the railway underpass and Swans Pond to the north.
 - Develop a high quality development edge facing onto the playing fields.

LGYGN03: Loch Ore Links Green Network

Significant area for the establishment of a green network which provides important connectivity north-south between Lochgelly, Lochgelly High School and more widely to the strategically significant asset of Lochore Meadows.

Key Features:

- Provides key active travel connections to Lochore Meadows Country Park and to Lochgelly High School.
- Greenspace assets include the playing fields at Launcherhead Park and the playing fields at Lochgelly High School. Spaces currently offer limited multi-functional value.
- Other key assets include Lochgelly rail station and a small (unnamed) watercourse, which provides a flooding and drainage and some habitat value, albeit it is part culverted under Lochgelly High School playing fields.
- Wider habitat assets include woodland and wetland located to the north west of Easter Cartmore and Lochore Meadows to the north.

Opportunities for Enhancement:

- Opportunity to enhance the route of the existing active travel connection to Loch Ore Meadows Country Park and deliver missing core path link. Work to enhance the landscape setting of the first part of the route is planned.
- Improve active travel connection to Lochgelly High School to fulfil school's aspiration to be able to cycle to Lochore Meadows as a learning destination.
- Investment required to enhance the quality and multi-functional value of the playing fields at Launcherhead Park.
- Potential opportunity to de-culvert the watercourse under the school playing fields and to develop as a riparian habitat corridor – would require more detailed scoping.
- Strengthen connectivity to Lochgelly rail station.
- Improve active travel routes north-south by providing better connections to Lochore and Ballingry and Lochgelly High School. There is also scope to provide a cycleway within the road corridor along the B920.
- SEPA have identified a water body restoration opportunity along the Lochfitty Burn just south of Lochore Meadows.

Development Site Priorities:

- Protect existing green network assets.
1. LDP proposal LGY 007 (Lochgelly North SDA) - Priorities in developing the site should be to:
 - Develop a new high quality landscape edge along the lane to Easter Cartmore, which incorporates the existing north-south active travel route to Lochore Meadows Country Park and enhances its setting.
 - Establish a high quality landscape edge along the western and northern boundary of the site which provides an appropriate setting for the development and provides good access to the wider countryside, reflecting the site's location within the Lomond Hills Regional Park.
 - Develop a new high quality development edge along the east boundary of the site.
 - Establish new high quality greenspace as an integral part of the wider green network, and combine greenspace functions with active travel, habitat, sustainable urban drainage and landscape provision.
 - The unnamed watercourse should form an integral part of the green network through the Strategic Development Area.
 - Develop a high quality landscape and habitat edge along the railway line and establish a pedestrian and cycle link to the core path at the far west of the site to provide access to the proposed leisure facilities at Lumphinnans and the path network around Swan Pond.
 - Establish good active travel links to Lochgelly rail station and to Lochgelly High School as key destinations.

LGYN04: North Eastern SDA Green Network

Key area for the establishment of a high quality green network as a key mechanism in helping to integrate the development of the Lochgelly North East Strategic Development Area (proposal LGY 09) with its wider setting and existing adjacent communities.

Key Features:

- Significant area for the establishment of an integrated and connected green network as part of the development of the Lochgelly North East Strategic Development Area.

- Existing north-south active travel route, connects to the Town Park Hub Green Network (LGYGN01), albeit via an 'on-street' connection to the south; and north to the wider countryside across the railway line.
- No existing greenspace assets – but a need to improve greenspace quality and increase quantity in this area.
- Significant potential to enhance contribution to landscape setting and habitat and biodiversity.

Opportunities for Enhancement:

- Establish good active travel connectivity to Lochgelly rail station and to Lochgelly High School as key destinations, through 'green street' interventions.
- Potential to connect to Lochgelly Cemetery to establish a wider countryside landscape and access link, which could provide connectivity to an existing active travel network which connects to the Kirkcaldy-Dunfermline cycleway.

Development Site Priorities:

1. Protect existing green network assets.
2. LDP proposal LGY 007 (Lochgelly North East SDA) - Priorities in developing the site should be to:
 - Retain the existing north-south active travel route through the site, enhance its setting and integrate with greenspace, sustainable urban drainage, habitat and landscape provision. Establish good links to the adjacent community, in order to help address existing greenspace deficit.
 - Establish active travel links to Lochgelly rail station and to Lochgelly High School.
 - Deliver a cycleway connection along the B981 road corridor to the south to link to Lochgelly town centre and east to Cardenden.
 - Develop a new high quality settlement edge along the southern and eastern boundaries of the site to reflect its location as key entry point to Lochgelly from the east.
 - Develop a high quality landscape and habitat edge along the northern boundary with the railway line and a landscaped edge to the cemetery.

LGYGN05: Southern Loop Green Network

Strategically important area for the establishment of a high quality green network as a key mechanism in helping to integrate the development of Lochgelly South Strategic Development Area (LDP proposal LGY 007) with its wider setting and existing adjacent communities.

Key Features:

- Significant area for the establishment of an integrated and connected green network as part of the development of the Lochgelly South Strategic Development Area.
- Existing active travel network. Links to Town Park Hub Green Network (LGYGN01) and to the Western Radial Links Green Network (LGYGN02), and part of the strategically significant Dunfermline to Kirkcaldy cycleway, albeit there is a gap in the off road cycle network at Lochgelly. Connects to Cowdenbeath's 'Hill of Beath to Lochgelly Green Network' (see Cowdenbeath for details).
- Greenspace assets include Dora Golf Course (which has an active travel route through it) and Arthur Park.

- Significant to the landscape setting of Lochgelly. Existing landscape features provide some habitat value and make an important contribution to landscape character.

Opportunities for Enhancement:

- Potential to enhance landscape setting and habitat value offered by Dora golf course – would require more detailed scoping, working in partnership with the golf course.
- Opportunity to establish active travel connection to Loch Gelly as a key countryside asset – would require more detailed scoping.
- Enhance the setting of the existing Dunfermline-Kirkcaldy cycleway and deliver enhanced connectivity between this strategic route and the rest of Lochgelly;

Development Site Priorities:

1. Protect existing green network assets.
2. LDP proposal LGY 007 (Lochgelly South SDA) - Priorities in developing the site should be to:
 - Consider the site's landscape character and capitalise on existing landscape greenspace assets in forming a development strategy for the area.
 - Provide high quality landscape with pedestrian and cycle links:
 - To connect to the Town Park Hub Green Network (LGYGN01);
 - To link to the Western Radial Links Green Network (LGYGN02)
 - To provide good links into adjacent communities;
 - To the south connecting to the existing Dunfermline-Kirkcaldy cycleway and to the wider countryside
 - Establish a high quality off-road active travel connection east-west along the Avenue, as a key missing link in the off-road cycle route between Dunfermline to Kirkcaldy.
 - Establish new high quality greenspace as an integral part of the wider green network, and combine greenspace functions with active travel, habitat, sustainable urban drainage and landscape provision.
 - Develop a new high quality landscape edge to the settlement along the southern boundary of the site, which incorporates active travel provision as part of a Lochgelly south round route.
2. LDP proposal LPH 001 (Lochgelly Road) - Priorities in developing the site should be to:
 - Develop a new high quality landscape edge with the existing green network, along the southern boundary of the site.

R: Lochore, Ballingry, Crosshill, Glenraig and Kelty

A total of 3 settlement-scale green networks were identified in the Lochore, Ballingry and Crosshill workshop, all of which were recommended for inclusion in the LDP:

BGYGN01: Benarty and Ballingry West Green Network

LHRGN01: Benarty to Crosshill Green Network

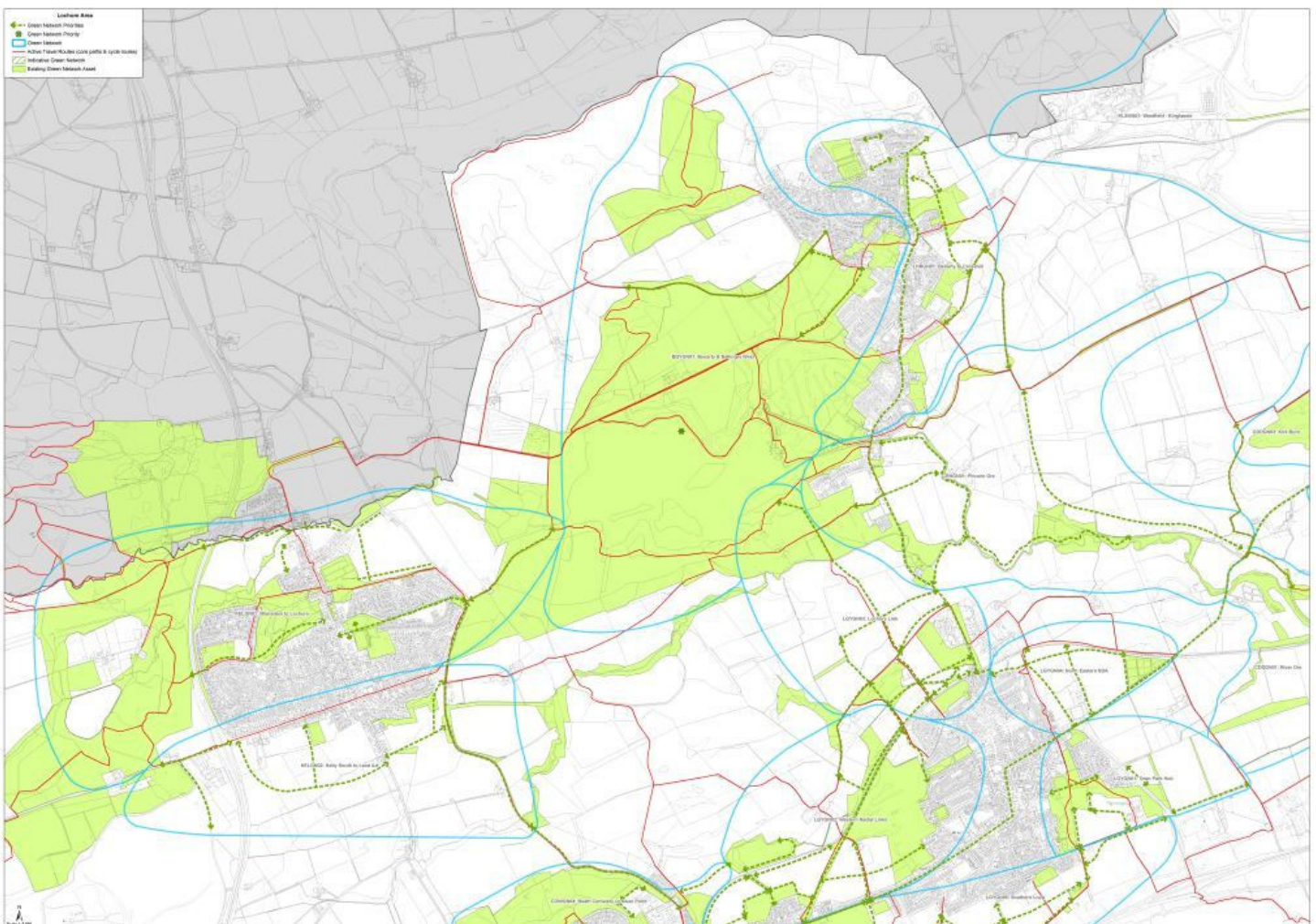
CRHGN01: Pitcairn – Ore Green Network

A total of 2 settlement-scale green networks were identified in Kelty and both were recommended for inclusion in the LDP:

KELGN01: Blairadam to Lochore Green Network

KELGN02: Kelty South to St.Ninian's Land Art Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



¹ The evaluation matrix is included in the Annex

BGYGN01: Benarty and Ballingry West Green Network

Benarty and Ballingry West Green Network spans the western portion of Ballingry and Lochore and part defines their wider landscape setting. The green network provides important connectivity to wider assets include Lochore Meadows and Benarty Woods.

Key Features:

- Existing core path network, including off-road access to countryside assets, including Benarty Wood and Lochore Meadows Country Park, which are important recreational destinations.
- Existing cycle route connects Lochore and Ballingry to Kelty through Lochore Meadows.
- Includes greenspaces in Ballingry and Lochore, but spaces are currently of poor quality and limited functionality. There are community aspirations to improve these local spaces, which would help improve place quality and habitat offer. Other local assets include the new community centre along Ballingry Road.
- Lochore Meadows is an important habitat asset, covered by a number of designations. Other woodland assets include Harran Hill Wood and Benarty Wood, which is within the Living Lomonds Landscape Partnership boundary.
- Key assets include Lochore Meadows Country Park. Much of the land is reclaimed mining land, which tend to drain well.
- There can be some water run-off problems from Benarty Hill, but this does not impact the settlement.
- The settlement edge with the country park would benefit from enhancement.

Opportunities for Enhancement:

- Potential to enhance connectivity to Lochore Meadows and Benarty Woods through upgrading of the existing core path routes, including improving drainage and connectivity to the new Community Centre.
- Open space around the new community could potentially be developed as a new park. Would require more detailed investigation.
- Good potential to enhance place quality and biodiversity offer through improvements to the greenspaces through the settlement, including the smaller incidental spaces along roadsides – would require more detailed consideration.
- The landscape setting could be improved through enhancement of the quality of the settlement edge with the Country Park – particularly Ballingry – through improvements to the golf course and to woodland management in the area – would require more detailed consideration.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal BGY 003 (Ballingry Road) – priorities in developing this area should be to:
 - Maintain connectivity and enhance the existing core path as a key entrance into Lochore Meadows Country Park.
 - Develop a high quality landscape edge with the Country Park, through an appropriate new planting and boundary treatment which helps provide a landscape setting for the development and offers views into the Park.
 2. LDP proposal LHR 004 (Lochore Meadows) – priorities in developing this area should be to:

- Enhance the entrances to Lochore Meadows as key gateways to the country park to encourage greater access to and use of this key asset. Potential to combine with habitat enhancement.
- Upgrading existing core path routes (including improving drainage) to improve connectivity to nearby settlements.
- Potential to develop the cycling and mountain bike trail offer in the country park and provide signage and more information locally on the routes and circuits available (for walking and cycling).
- Enhance the quality of the edges between the settlements and the Country Park.
- Explore the potential for further habitat enhancement and access as part of any future landscaping and sustainable urban drainage proposals.

LHRGN01: Benarty to Crosshill Green Network

The Benarty to Crosshill Green Network provide important north-south connectivity between Lochore, Ballingry and Crosshill, and part defines the eastern landscape setting for the settlements.

Key Features:

- Existing core path network which includes connections to Lochore Meadows Country Park.
- Greenspaces include Crosshill Park and smaller-scale incidental spaces through the village. Investment is required to improve their quality and functionality.
- Other assets include the Ballingry Meadow wildlife site, which contributes to a wider mosaic of wetland, woodland, and grassland habitat.
- Potential to enhance the contribution to landscape setting.

Opportunities for Enhancement:

- Improve active travel north-south – better connect to Lochgelly and the local High School – scope to provide a cycleway within the road corridor along the B920. Establish connection to Kinglassie.
- Investment is required to improve Crosshill Park. The small incidental greenspaces within the settlements also offer good potential to improve the local place quality and deliver habitat enhancements (stepping stones) through settlement.
- Core path from Ballingry south, which would connect to Pitcairn Ore Green Network (3) is not yet developed; surface appropriate to deliver cycleway to Gardenden.
- The landscape setting could be improved through enhancement of the quality of the the settlement edge with the Country Park – particularly Ballingry – through improvements to the golf course and to woodland management in the area – would require more detailed consideration.
- Would benefit from enhancing the entrance to Lochore Meadows as a key gateway to the country park to encourage greater access to and use of this key asset. Potential to combine with habitat enhancement.
- SEPA have identified a water body restoration opportunity along the Lochty Burn within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal LHR 003 (Loanhead Avenue) – priorities in developing this area should be to:

- Maintain and enhance the setting of the existing core path route and establish a new high quality landscape edge to provide a setting for the development and enhance the settlement edge.
2. LDP proposal LHR 001 (Capeldrae Farm) – priorities in developing this area should be to:
 - Consider in association with BGY 001.
 - Establish a north-south green network connection through the site which provides connectivity with the Ballingry Meadow wildlife site that sits to the north and contribute to the wetland, woodland, and grassland habitat through appropriate new planting.
 - Establish a new high quality landscape edge to provide a setting for the development and enhance the settlement edge.
 3. LDP proposal BGY 001 (Flock House South)– housing site– priorities in developing this area should be to:
 - Consider in association with LHR 001.
 - Establish a north-south green network connection through the site which provides connectivity with the Ballingry Meadow wildlife site that sits to the north and contribute to the wetland, woodland, and grassland habitat through appropriate new planting.
 - Establish a new high quality landscape edge to provide a setting for the development and enhance the settlement edge.
 4. LDP proposal BGY 002 (Land to the east of Ballingry) – priorities in developing this area should be to:
 - Establish a new high quality landscape edge to provide a setting for the development and enhance the settlement edge.
 - Establish a north-south green network connection through the site which provides connectivity with the Ballingry Meadow wildlife site that sits to the south and contribute to the wetland, woodland, and grassland habitat through appropriate new planting.
 5. LDP proposal BGY 004 (Former Benarty Centre) – priorities in developing this area should be to:
 - Establish green street frontages along the northern and southern edges of the site, which would improve the quality of the public realm along this route through the village.

CRHGN01: Pitcairn – Ore Green Network

Following the course of the River Ore, through Pitcairn, the Pitcairn –Ore Green Network forms a key connecting element within the wider Fife network which links Lochore to Crosshill, Glencraig, Cardenden, and Lochgelly.

Key Features:

- Existing core path network which includes connections to Lochore Meadows Country Park.
- Lochore Meadows is an important habitat asset, covered by a number of designations.
- Other assets include the River Ore and its tributary the Lochfitty Burn; there are no known drainage or flooding issues in the area. Much of the land is reclaimed mine workings, which tend to drain well. The lochs provide an important attenuation function. There are some water quality issues with the Lochfitty Burn.
- Forestry Commission Scotland owned farm at Pitcairn – recent tree planting along the River Ore has improved the quality and habitat value of the area – currently there is no recreational access however.

Opportunities for Enhancement:

- Part of the longer Fife Pilgrim's Route, which will come through Lochore Meadows and Crosshill and then along Torres Loan (further to the east). Consider the potential to enhance the setting of the existing core path as part of the route development.
- Improve active travel north-south – better connect to Lochgelly and the local High School as a key destination – scope to provide a cycleway within the road corridor along the B920.

- Would benefit from enhancing the entrance to Lochore Meadows as a key gateway to the country park to encourage greater access to and use of this key asset. Potential to combine with habitat enhancement.
- River Ore and Lochfitty Burn represent the most significant opportunity to enhance the habitat and biodiversity locally. Possible potential to consider any opportunities alongside scope to improve water quality. SEPA have identified a water body restoration opportunity along the River Ore (Lochore to Cardenden) within this green network.
- Potential to develop the cycling and mountain bike trail offer in the country park and provide more signage and information locally on the routes and circuits available (for walking and cycling) locally.
- Forestry Commission Scotland owned land at Pitcairn – potential to provide multi-use – walking and cycle – connectivity to Cardenden, creating a longer distance route linking to St. Ninian's Land Art, Blair Adam Forest, Kelty, Loch Ore Meadows, Glenraig and Crosshill. Potential to combine access with improvements to the riparian corridor along the River Ore, including possible opportunities to deliver improved water attenuation and water quality upstream of Cardenden.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal GLC 001(Glenraig East) - priorities in developing this area should be to:
 - Establish a high quality landscape edge with the existing lane which runs along the southern boundary of the site and connects west to a core path which provides access to Lochore Meadows Country Park and east to the River Ore and Pitcairn Farm.
 - Provide access from the development on to this path.
 - Cycleway to be provided within the B920 road corridor.
 2. LDP proposal GLC 002 (Glenraig West) – priorities in developing this area should be to:
 - Establish a high quality landscape edge with the existing core path which runs along the southern boundary of the site and connects into Lochore Meadows Country Park.
 - Provide access from the development on to this path.
 - Cycleway to be provided within the B920 road corridor.

Settlement-Scale Green Networks in Kelty

KELGN01: Blairadam to Loch Ore Green Network

The Blairadam to Loch Ore Green Network spans the strategically important green network assets of Blairadam Forest and Lochore Meadows Country Park, providing important east-west connectivity through the heart of Kelty.

Key Features:

- Kelty has a good amount of greenspace, assets within this green network include Central Park, Blairadam Park and the related amenity greenspace north of Keltyhill Avenue. All would benefit from investment to improve their functionality and quality which is below average.
- Existing core path network, and includes part of the cycle route that links through Blair Adam to Lochore Meadows and south from Blairadam Forest to Kingseat. Currently there is no dedicated cycle provision through Kelty.
- Includes part of the Drumagoil Burn, which runs through Blairadam Forest and connects to the Kelty Burn, along the northern edge of Kelty, from where it flows into Loch Ore.
- Habitat assets include Lochore Meadows Country Park, which is covered by a number of designations, and Blairadam Forest, which is owned by Forestry Commission Scotland and provides a number of recreational forest routes.

- The M90 can present a barrier to connectivity, but an existing underpass to the north of Kelty and a pedestrian footbridge further south provide crossing points. It is important to maintain these access points.
- Provides a key gateway into Lochore Meadows Country Park from the west, with potential to enhance quality and use of this entrance.
- Will form part of the longer Fife Pilgrim's route.

Opportunities for Enhancement:

- Blairadam Park and Central Park both need improved. A masterplan is being developed for the Blairadam Park (2013). Consider potential to establish more core paths through the parks, as an alternate to the current on-street routes. Consider potential to develop shorter round recreational routes.
- Community aspiration for better connectivity to Lochore Meadows as a key recreational asset locally. Seek to upgrade the core path and cycle connectivity into Loch Ore Country Park – improving access for non-vehicular use.
- Consider the potential to combine access improvements with the scope to deliver an enhanced tourism offer in and around the country park, through for example building on the half a million visitors each year, and developing on the existing demand for horse-riding, mountain biking and water sports.
- Upgrade the existing cycle route through Blairadam Forest
- Blairadam Forest forms part of the setting of the designed landscape to the north (in Perth and Kinross) – consider the potential to build on this through for example developing heritage trails. SEPA have identified a water body restoration opportunity along the Kelty Burn within Blairadam Forest.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal KEL 003 (Elmwood Terrace) – priorities in developing this area should be to:
 - Deliver an east-west green network link, which incorporates access provision along the southern boundary of the site to connect Blairadam Park to the east, and the amenity greenspace north of Keltyhill Avenue. Provide good access from the development on to this route.
 - Consider the appropriateness of an off-site contribution to improve the quality of these nearby greenspaces.

KELGN02: Kelty South to St. Ninian's Land Art Green Network

Strategically important area for the establishment of a key missing green network link which will help to successfully integrate proposed development south of Kelty (LDP proposals KEL 004 and KEL 005), with its wider setting and other key green network assets which includes the St.Ninian's Land Art project and Lochore Meadows Country Park.

Key Features:

- Links strategically important green network assets including, St. Ninian's Land Art and Lochore Meadows Country Park, which represent key tourism and recreational assets (or future assets) of Fife and wider importance.
- Junction 4 on the M90 represents an important gateway to the wider Ore Valley, offering scenic views of the wider area along the B914.
- The St. Ninian's Land Art project is likely to be completed by the new site owners in the next few years. Some community woodland is already in place
- The proposed Fife Pilgrim's route will come through the Ninian's Land Art Project and connect to the Blairadam to Loch Ore Green Network north of the B914.

- Includes an existing on-street core path along the B914, which connects Kelty centre to Blairadam Forest across the M90 at junction 4 to the west and east to Lochore Meadows Country Park.
- Includes a couple of small existing greenspaces, which require investment to improve their quality and functionality.

Opportunities for Enhancement:

- Upgrade the Great North Road (through improvements to the existing pavement) to provide a multi-use core path and cycleway which connects Kelty and Cowdenbeath.
- There is considerable potential to develop the tourism offer of the wider area. Ensure good quality connections are established between Kelty and the St. Ninian's Land Art Project – as a key tourist attraction in the future. Also consider carefully the treatment of junction 4 of the M90 as a key gateway to the wider Ore Valley and the St. Ninian's Land Art Project – a landscape-led approach to the junction might be most appropriate.
- There are limited shorter circular recreational routes in the southern part of Kelty – seek opportunities to deliver additional routes locally.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal KEL 005 (Kelty South West) – priorities in developing this area should be to:
 - Develop a new high quality landscape edge along the southern and western boundary of the site incorporating access (walking and cycling) and habitat provision, alongside open space to better integrate and create a landscape setting for the development, and mitigate the visual prominence of the development when viewed from the south. To address potential issues arising from proximity to the M90, consider the need for a high quality landscape edge with the road. Use of different levels could be useful in mitigating the impact of noise from the road.
 - Consider the site's importance as a key gateway location in terms of influencing perceptions of the wider Ore Valley area. Use a landscape-led approach to enhance Junction 4 of the M90 as a key gateway and establish a high quality development edge along the northern boundary of the site which will enhance the setting of the development and retain and frame the existing key views looking east across the Valley.
 - Establish high quality north-south and east-west access (walking and cycling) links which will successfully integrate the development with the adjoining community and provide important connectivity east and west to key off-site assets/destinations including Loch Ore Meadows, the St. Ninian's Land Art and Blairadam Forest, and the Great North Road, which provides connectivity to Cowdenbeath.
 2. LDP proposal KEL 004 (Netherton Farm) – priorities in developing this area should be to:
 - Establish a new high quality landscape and habitat edge along the southern boundary of the site incorporating active travel provision linking east-west and north towards Loch Ore Meadows, to better integrate and create a landscape setting for the development.

S. Lundin Links, Lower Largo and Upper Largo

A total of 2 green networks were identified in the Lundin Links, Lower Largo and Upper Largo workshop, both of which were recommended for inclusion in the LDP:

LLAGN01: Largo and Lundin Links Coast Green Network

LLAGN02: Kiel Burn Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Lundin Links, Lower Largo and Upper Largo

¹ The evaluation matrix is included in the Annex

LLAGN01: Largo and Lundin Links Coast Green Network

Stretching from Lundin Links to Largo along the waterfront and coast, and including the greenspaces along a disused railway line route, the Largo and Lundin Links Coast Green Network forms a scenic part of the strategically important Fife Coastal Path route.

Key Features:

- Coastal edge forms part of the strategic Fife Coastal path route. There is a high tide alternate route along the edge of the golf course; east of Lower Largo the coastal path follows the old railway line as far as Dumbarnie Links Scottish Wildlife Trust Reserve (approx. 1 mile east). Within Lundin Links and Lower Largo the route is on-street.
- Includes the Largo Burn; a core path connects to Upper Largo from the coast along the burn. The Burn is in culvert through Upper Largo.
- An existing off-road cycleway connects to Leven along the A915.
- Includes small greenspaces along the route of a disused railway line through Lundin Links and Lower Largo – some are inaccessible, but do contribute to a habitat corridor through the settlement.
- The Shoreline Management Plan indicates that coastal erosion is predicted along the waterfront at Lower Largo – the policy unit indicates that coastal defences should be maintained; some are public, others are on private land. West of Drummochy wildlife site some lower lying areas might experience coastal flooding and a 'salt lagoon' could form on part of Lundin Links Golf Course in the future. No active intervention is intended along this section of the coast.
- The intertidal zone is of significant habitat value (SPA, RAMSAR and SSSI designations). Includes Drummochy wildlife site on the coastal edge of Lundin Links and areas of coastal grassland to the east of Lower Largo, along the disused railway line.
- Contributes positively to the high quality landscape setting of Lundin Links and Lower Largo, and to the wider Fife coastline.

Opportunities for Enhancement:

- Part of the preferred long-term route for NCN76 to St. Andrews – upgrade old railway line route east out of Lower Largo to multi-use standard. The alternative route would follow the A917 out of Upper Largo.
- Look to strengthen connections and improve the riparian corridor along the Largo Burn where opportunities arise.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal LLA 001(East of Durham Wynd) – priorities in developing this area should be to:
 - Enhance the setting of the existing core path route which runs north-south down Durham Wynd, along the western boundary of the site. Potential to incorporate the existing hedgerow and stone wall within the boundary treatment and to provide a new footpath and landscaping on the development side of the wall overlooked by development.
 - Protect and retain the existing mature trees along the ridge which defines the northern edge of the site, and incorporate as part of a high quality landscape edge to the development
 - Provide a high quality development edge fronting onto the playing fields and incorporating the existing mature trees along the southern edge of the site. Provide access from the site into the adjacent greenspace.
 - Establish a high quality development edge along the eastern boundary of the site.

LLAGN02: Kiel Burn Green Network

Following the course of the Kiel Burn as it flows south towards the Coast, the Kiel Burn forms an important green network resource through Lundin Links and Lower Largo and north into the wider countryside, incorporating access to wider countryside assets.

Key Features:

- Includes an extension core path network, which connects in land and provides access to Pitcruvie Den and Largo Law wildlife sites.
- Includes the Kiel Burn, as it flows through Lundin Links and Lower Largo. The Hatton Burn forms a tributary.
- Lundin Links and Lower Largo have a good amount, quality and access to greenspace; the main assets include the Common in Lundin Links, and the Keil Burn greenspace.
- Includes Pitcruvie Den wildlife site, Kiel Den Woodland and other watercourse which are important assets, contributing to the wider woodland and riparian habitat networks – protect and enhance.
- Contributes to the setting of Lundin Links, Lower Largo and Upper Largo.

Opportunities for Enhancement:

- Aspiration to upgrade the roadside footway along the A915 between Lower Largo and Upper Largo to multi-use standard to provide a cycle route.
- In Lower Largo, look to strengthen access along the Keil Burn to the Coast where opportunity arises.
- In Upper Largo, consider the potential to provide a path connection to access the southern part of Pitcruvie Den, where opportunity arises.
- Improve the habitat and landscape value where opportunities arise. There might be opportunities to deliver enhancements through Lundin Ladies Golf Course.
- The alternative route for the long-term NCN76 to Elie and on to St. Andrews would follow the A917 out of Upper Largo. The preferred route would be to upgrade the old railway line route east out of Lower Largo to multi-use standard (See Largo and Lundin Links Coast Green Network).

Development Plan Priorities:

- Protect existing green network assets.

T. Newburgh

A total of 3 green networks were identified in the Newburgh workshop, all of which were recommended for inclusion in the LDP:

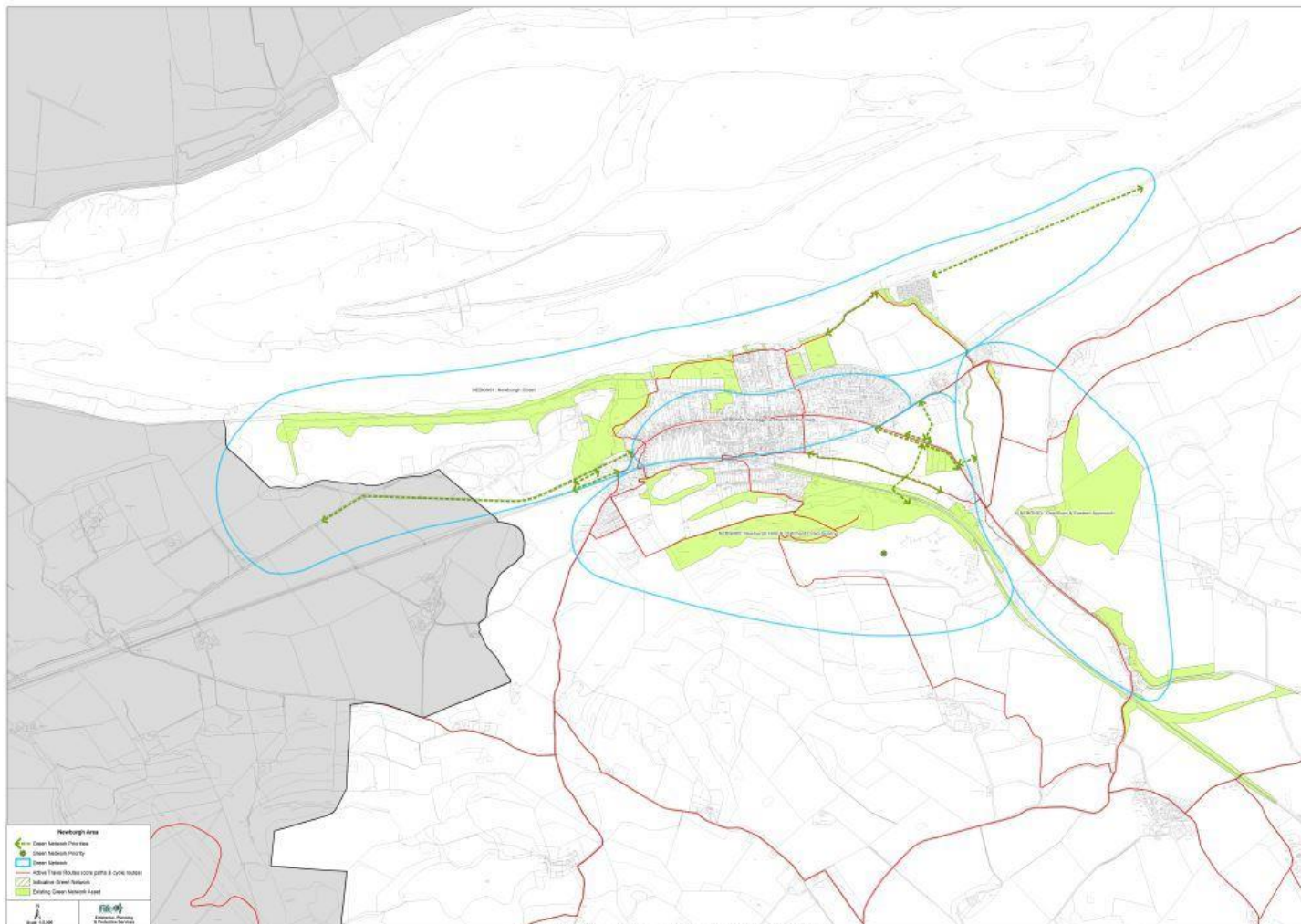
NEBGN01: Newburgh Coast Green Network

NEBGN02: Newburgh Hills and Clatchard Craig Quarry Green Network

NEBGN03: Den Burn and Eastern Approach Green Network

NEBGN04: Heritage Orchards Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Newburgh

¹ The evaluation matrix is included in the Annex

NEBGN01: Newburgh Coast Green Network

Stretching along the banks of the Firth of Tay, the Newburgh Coast Green Network defines the northern edge of the settlement and contributes to its coastal landscape setting, with views towards the Carse of Gowrie and the Braes beyond.

Key Features:

- Part of the Fife Coastal Path route.
- The Public Park and West Shore are high quality assets – potential for interpretation. Slipways provide access to the water.
- The Shoreline Management Plan indicates that improvements or new coastal defences might be required in the longer term. There is also potential scope for managed realignment, which could create more intertidal habitat in the longer-term.
- Includes part of the Den Burn, where it meets the coast, and part of the Gillies Burn where it flows towards the coast.
- The coast is heavily designated for its habitat importance; sites include the Firth of Tay Special Protection Area (SPA). The area is noted as having some good populations of quite rare species.
- There is a woodland habitat network to the west, some of which is on the Ancient Woodland Inventory.

Opportunities for Enhancement:

- Possible area suitable for managed retreat in the area around the waste water treatment works – but would need more detailed scoping. Potential to improve biodiversity value through any future managed realignment projects.
- There is an aspiration to create a coastal active travel/core path route to the west of Newburgh into Perth and Kinross through Abernethy; it was noted that disturbance of the Special Protection Area would need to be avoided and that any route would need to connect into a route within Perth and Kinross.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal NEB 004 (Newburgh Rail Halt) – priorities in developing this area should be to:
 - Deliver a high quality development edge onto the A913 and the Public Park to reflect the location of the site as an important gateway site to Newburgh.
 - Provide a high quality landscape edge along the railway line.

NEBGN02: Newburgh Hills and Clatchard Craig Quarry Green Network

The rising, wooded slopes of the Newburgh Hills and Clatchard Quarry Green Network provide the southern landscape setting to Newburgh, with potential to enhance in relation to the future restoration of the Quarry.

Key Features:

- An existing core path provides access to Clatchard Craig Quarry and beyond to Grange of Lindores; however part of the path through the quarry requires improvement.
- Another core path links to Lochmill Loch and Pitmeddan, which has a network of off-road routes which are used recreationally for cycling.
- The rising, wooded slopes of Ormiston Hill and Newburgh Common contribute significantly to the landscape setting for Newburgh.
- There is an existing woodland habitat network.
- Clatchard Craig Quarry is likely to drain to the Den Burn.

Opportunities for Enhancement:

- Clatchard Craig Quarry – offers significant potential to enhance landscape, biodiversity and access and recreation in the medium term when the site is restored – review the routes proposed in the restoration plans.
- Establishing a recreational access connection to the Den Burn Green Network when the Clatchard Craig Quarry is restored would greatly improve the wider recreational network for Newburgh and Burnside, creating a number of round routes of different lengths.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal NEB 001 (South of Cupar Road) – priorities in developing this area should be to:
 - Deliver a multi-functional green network which runs east-west through the site and successfully incorporates landscape and habitat enhancement, access and high quality SUDS provision, fronted and overlooked by a good development edge.
 - Ensure there is scope to connect the green network to the existing cemetery and to the restored Clatchard Craig Quarry path network in the future, via the existing railway underpass.
 - A cemetery extension will be required in the future – consider the development of a cemetery park, where the site could offer additional recreational greenspace, habitat and landscape value, given the green network's important landscape setting role. Depending on the location of the cemetery extension investigate potential to establish a north-south connection through the future cemetery site to link to the underpass and provide access to the Clatchard Craig Quarry path network, when it is restored, and to link to the Den Burn Green Network.
 - Establish a high quality development frontage on to A913, through an appropriate boundary solution and new tree planting which reflects the wider rural character of the approach to Newburgh from the east as a key entrance to the village
 2. LDP proposal NEB 002 (Land north of Cupar Road) – priorities in developing this area should be to:
 - Establish a high quality development frontage on to A913, through an appropriate boundary solution and new tree planting which reflects the wider rural character of the approach to Newburgh from the east as a key entrance to the village.
 - Create strong landscape edge along the eastern boundary of the site to provide a setting for the development and Newburgh, and to prevent future coalescence with Burnside.

NEBGN03: Den Burn and Eastern Approach Green Network

With a strong rural character, the Den Burn and Eastern Approach Green Network is significant in shaping and defining the approach to Burnside and Newburgh along the A914, contributing significantly the landscape setting of both settlements.

Key Features:

- Existing core path network.
- On-road cycle route to Auchtermuchty and NCN777 connects east to Wormit.
- Includes the Den Burn, which is fed by the Pitcairnie/Bow Burn, and Lindores Loch and provides good riparian habitat; protect and enhance the habitat and landscape value where possible. There is a sluice at Craig Mill, which might indicate the existence of an underground pipe, but this is unclear. There have been water quality issues with Lindores Loch in the past.
- Other habitat assets include woodland and tree belts in the Den of Lindores and on Park Hill and Lindores Hill.
- Important in shaping and defining the character of the approach to Newburgh from the east, and in avoiding coalescence between Newburgh and Burnside – protect and strengthen.

Opportunities for Enhancement:

- Potential to provide a recreational access connection to the Hills and Clachard Quarry Green Network when the quarry is restored.

- Seek opportunities to enhance the habitat and landscape value of the Den Burn corridor.

Development Plan Priorities:

- Protect existing green network assets.

NEBGN04: Heritage Orchards Green Network

While not covered in the workshop it is noted that there are a number orchards in Newburgh which are of heritage and biodiversity value. These have been identified through a separate study.

U. St Andrews

A total of 7 green networks were identified in the St. Andrews workshop, 5 of which were evaluated as being of settlement-scale and therefore recommended for inclusion in the LDP:¹

STAGN01: Ladebraes Green Network

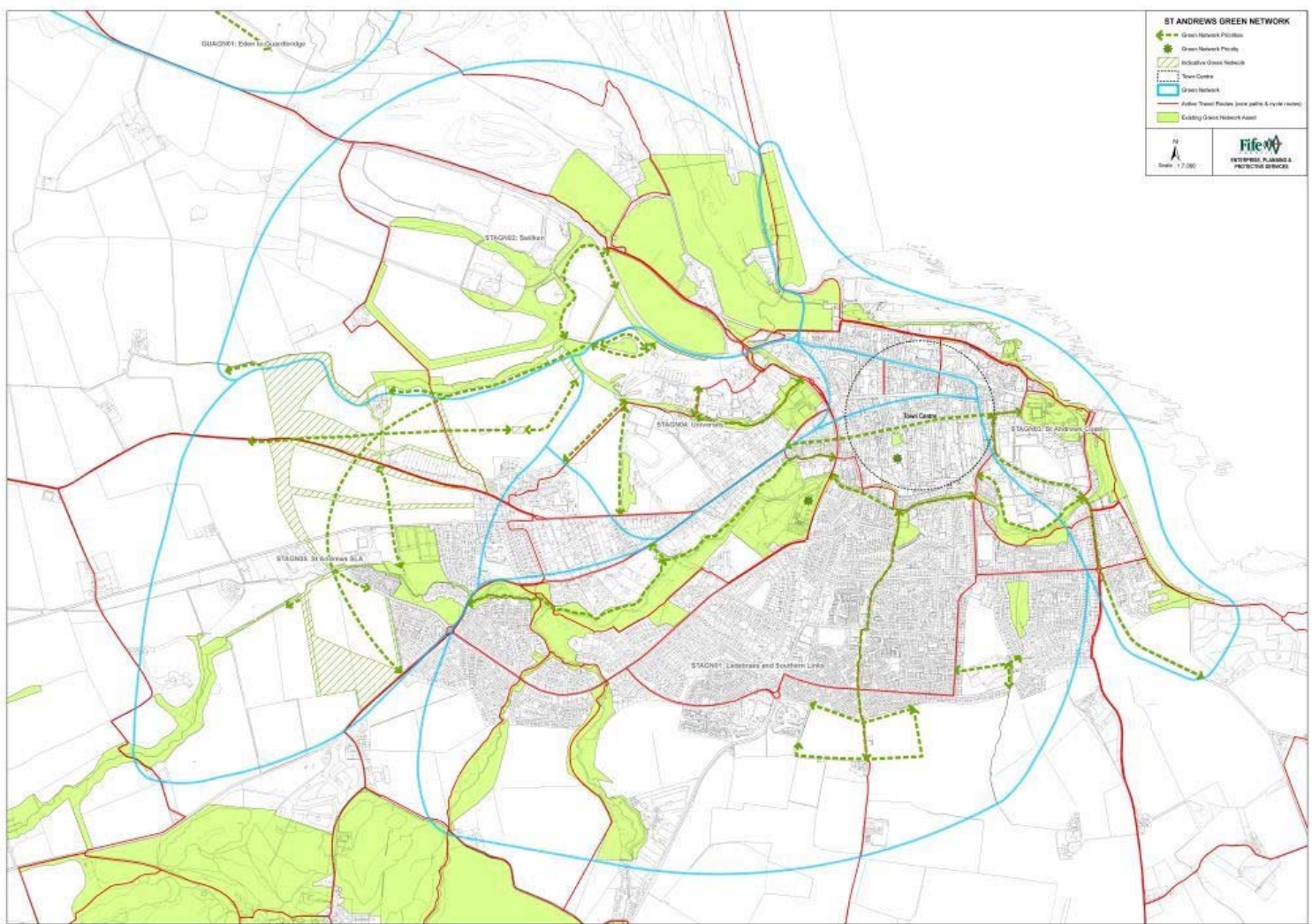
STAGN02: Swilken Green Network

STAGN03: St. Andrews Coast Green Network

STAGN04: University Green Network

STAGN05: St Andrews SDA Green Network

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



Green Networks in St Andrews

¹ Kilrymont green network and a town centre green network were highlighted in the workshop discussion, but both were ranked as being local-level green networks when considered against the evaluation matrix.

STAGN01: Ladebraes and Southern Links

The Ladebraes and Southern Links Green Network follows the course of the Kinness Burn and its tributaries the Claremont, Lumbo and Cairnsmill, forming a significant strategic element passing just to the south of the town centre, and linking the south-west periphery of the settlement to the harbour and coast at East Sands.

Key Features:

- Significant high quality active travel network: links into the wider countryside, including a key route along through Lumbo Den to Craigtoun Country Park; connects to town centre via a fine grain green network through the University backcourts/rigs; and to links to the harbour and East Sands (St. Andrews Coast Green Network (STAGN03)).
- Significant greenspace resource, key assets include Cockshaugh Public Park, the Botanic Gardens, Ladebraes, Cairns Den and Lumbo Den Greenspace quality is generally high, but does vary.
- The Kinness Burn, and its tributaries the Claremont, Lumbo and Cairnsmill provide important flooding and drainage functions, as do the area's large greenspace assets. There can be localised flood risk problems – during periods of heavy rain where there is substantial water run-off from the hills to the south and west of the town.
- Significant positive contribution to landscape setting and quality of place.
- Significant habitat route through settlement, one of the key assets being the riparian planting along the watercourses.
- Section to the south of the town centre is more constrained by development and here there are some localised issues regarding flood risk, landscape setting, and access due to the green network being much more confined.

Opportunities for Enhancement:

- Opportunity to enhance the eastern end of the active travel route along the Kinness Burn, by replacing the current on-street section to the harbour with a route that follows the course of the Burn.
- Deliver east-west active travel connection and multi-use link south to Pipelands.
- Investment is required to enhance the greenspace quality of Cairns Den.
- Could enhance habitat connectivity through appropriate new planting. Also good potential to establish wider connectivity to key woodlands assets to the south of the town.
- Consider benefits of the catchment management further upstream, as a possible means of reducing flood risk issues further downstream, particularly in the more constrained sections of the green network.
- Potential to deliver multi-use active travel connection through Ladebraes and linking to town centre.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal STA 006 (St Leonards) – priorities in developing this area should be to:
 - Develop a new high quality landscape edge with the existing green network and;
 - Deliver a new high quality active travel connection along the southern boundary of the site to link Greenside Place to St Mary Street.
 2. LDP proposal STA 003 (New Park School) – priorities in developing this area should be to:
 - Develop a new high quality landscape edge with the green network.

3. LDP proposal STA 004 (Madras College site, Kilrymont) – priorities in developing this area should be to:
 - Provide a high quality active travel link east-west through the site providing connections to the core path along Roundhill Road and Kilrymont Road;
 - Deliver enhancements to the riparian corridor of the Kilrymont Burn in association with high quality SUDS provision and habitat enhancement;
 - Establish a new high quality greenspace as an integral part of the wider green network combining greenspace functions with active travel, habitat and SUDs provision.
4. LDP proposal STA 004 (Madras College site, South Street) – priorities in developing this area should be to:
 - Protect the mature trees and landscaping that provide the setting for the scheduled monument and listed buildings on the site;
 - Provide pedestrian connections onto Lade Braes Walk to the east of the site and appropriate north-south pedestrian connections through the site (as identified in the Design and Development Principles document prepared for the site).
5. LDP proposal STA 012 (Botanic Gardens) – priorities in developing this area should be to:
 - Take suitable measures to protect the existing quality and character of the botanic gardens and enhance through appropriate new planting.
6. LDP proposal STA 013 (Pipeland Farm) – priorities in developing this area should be to:
 - Provide a high quality active travel route north-south through the site linking Pipeland Farm to the town and with connections to the housing north of the site. Provide associated landscaping and planting particularly along the northern section (through the housing).
 - Develop a high quality landscape edge along the northern boundary incorporating high quality SUDS and habitat creation.
 - Develop high quality landscape edges along the southern, eastern and western boundaries of the site to provide an appropriate landscape setting for the school and incorporating habitat enhancement.

STAGN02: Swilken Green Network

The Swilken Green Network follows the course of the Swilken Burn and forms an important strategic element running south-north through the western fringes of St. Andrews to the iconic links of the Old Course and coastal fringe at West Sands.

Key Features:

- Key riparian corridor along the Swilken Burn.
- Currently no access provision, but significant potential and need when the St. Andrews Strategic Development Area is developed.
- Significantly important to the landscape setting of the town and potential to enhance.
- Quality woodland asset, with significant potential to improve habitat value at Strathrym and western end.
- Other notable assets include: The heronry in the woodland along the A91, and the Old Course.
- The Swilken Burn provides an important flooding and drainage function, as does the area's large greenspace assets. A small section of the Swilken is culverted under Station Park.
- Green network runs along the northern edge of the area of the proposed St. Andrews Strategic Development Area (STA001).

Opportunities for Enhancement:

- Significant active travel potential. Potential to establish access routes that connect to the St. Andrews Coast Green Network (STAGN03), University Green Network (STAGN04) and St. Andrews Strategic Development Area Green Network (STAGN05).
- Significant potential to enhance habitat value, through appropriate new planting (particularly at the western end) and management of existing vegetation. Consider in relation to the development of the St. Andrews Strategic Development Area (See St. Andrews SDA Green Network (STAGN05)).
- Potential to enhance the multi-functional value of the Station Park; also potentially an opportunity to partially de-culvert the Swilken – would require more detailed scoping.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal STA 008 (Strathrym) – priorities in developing this area should be to:
 - Retain and enhance existing woodland assets to the west of the site and take suitable measures to protect them during construction works.
 - Develop a new high quality landscape edge with the existing green network, and consider the potential to integrate sustainable urban drainage system, active travel provision, and appropriate new planting.
 - Establish a high quality active travel connection to the north-east to link to the established route that provides connections to the town centre.

STAGN03: St. Andrews Coast Green Network

The St. Andrews Coast Green Network encompasses East Sands and West Sands and forms a key element within the strategically important Fife Coastal Path route.

Key Features:

- Part of the strategically significant Fife Coastal Path route; along 'green' streets through the Scores area, north of the town centre. Connects to the Ladebraes Green Network (STAGN01) in the harbour area, albeit the link is 'on-street', to the University Green Network (STAGN04), and to the Swilken Green Network (STAGN02).
- Key assets include: the blue flag beaches of East and West Sands, Bow Butts, East Bents, the Cathedral and Priory, Kirkhill Cemetery and the Harbour.
- Some coastal erosion issues, which limits potential to access some parts of shore line. There are various coastal protection measures in place and works are currently ongoing at Castle Sands to deal with problems caused by a recent landslip.
- At risk from coastal flooding due to low lying nature of much of the coastline; there is some dune management but this could be better co-ordinated.
- Intertidal zone is of significant habitat value at West Sands and to the east of East Sands (SPA, RAMSAR, SSSI designations).

Opportunities for Enhancement:

- Potential to enhance connection to the Ladebraes Green Network (STAGN01) around the harbour.
- Potential to improve access to the coastal greenspaces and East and West sands.
- Habitat enhancement potential – of the grassland along the coastal strip at East Bents.
- Dune management could be better co-ordinated to help reduce the risk from coastal flooding.
- Part of NCN76 to be provided along the A914.

Development Plan Priorities:

- Protect existing green network assets.

STAGN04: University Green Network

Spanning the grounds of St. Andrew's University and connecting to Kinburn Park, the University Green Network provides a key linking element between the western fringes of the town and the historic town centre.

Key Features:

- Existing active travel network, but also significant potential to enhance and an increasing need when the St. Andrews Strategic Development Areas are developed. Currently connects to the Swilken Green Network (STAGN02) and links to the Ladebraes Green Network (STAGN01) via an 'on-street' connections.
- The university grounds are currently a key barrier to wider connectivity – significant potential to enhance access, but this would require agreement with the University. Potential to upgrade ex-core path to multi-use.
- There is a greenspace deficit in this area. Key greenspace assets include the University grounds (which are not publicly accessible) and Kinburn Park, which would benefit from investment to enhance its multi-functionality.

- Existing sustainable urban drainage system ponds in the university grounds and the large greenspace assets provide an important flooding and drainage function. The proximity of new proposed Strategic Development Areas has the potential to contribute to an increased flood risk, which will need to be considered.
- Contributes to landscape setting and habitat, but potential to improve.

Opportunities for Enhancement:

- Significant active travel potential and an increasing need to successfully integrate the St. Andrews Strategic Development Area with the town centre. Potential to establish access routes that link through the St. Andrews SDA Green Network (STAGN05) and connect to the Swilken Green Network (STAGN02), and potential to enhance and deliver improved connectivity with the Ladebraes Green Network (STAGN01).
- Potential to improve habitat value and contribution to landscape setting through appropriate new planting, particularly along active travel routes.
- Potential to enhance the multi-functional value of the Kinburn Park, through investment, to develop this as a vibrant greenspace within the town.

Development Plan Priorities:

- Protect existing green network assets

STAGN05: St. Andrews Strategic Development Area Green Network

Strategically important area for the establishment of a green network 'hub' as a key mechanism in helping to integrate the development of the St. Andrews Strategic Development Area with its wider setting and adjacent community

Key Features:

- Existing high quality landscape with a high scenic value, key views to the town centre, and a number of high quality assets. Makes a significant positive contribution to landscape setting of the town and provides an important scenic gateway to St. Andrews from the south west. Includes land designated as a Local Landscape Area and included as part of St Andrews green belt.
- Existing active travel network, with some established links to the wider countryside however the university grounds represent a barrier to connectivity and there are a number of key missing links. Connects to the Ladebraes Green Network (STAGN01) via an 'on-street' connection.
- The Claremont Burn runs through part of the green network, providing a flooding and drainage function.
- There are few existing greenspace assets apart from North Haugh pond, and there is currently a deficit of publicly accessible greenspace in this area.
- Existing woodland assets, particularly along the Claremont Burn provide some notable habitat value locally.
- Significant area for the establishment of an integrated and connected green network as part of the development of the St. Andrews Strategic Development Area.

Opportunities for Enhancement:

- Opportunity associated with North Haugh pond – to enhance and develop role as a key multi-functional greenspace asset. Protect North Haugh pond from encroachment.

Development Plan Priorities:

- Protect existing green network assets
1. LDP proposal STA 001 (St. Andrews Strategic Development Area) – priorities in developing site should be to:
 - The development strategy needs to capitalise on the site’s existing landscape assets, high quality setting and scenic value and address the landscape issues.
 - Establish new high quality greenspace as an integral part of the wider green network within the site. Combine greenspace with active travel, habitat, sustainable urban drainage and landscape provision.
 - Provide high quality landscape and pedestrian and cycle links to connect to the Swilken Green Network (STAGN02); to the Ladebraes Green Network (STAGN01) and to the University Green Network (STAGN04) to establish good connections and integration with the town centre and the coast.
 - Develop a new high quality landscape edge with the Swilken Burn corridor (Swilken Green Network (STAGN02)), and the Claremont Burn corridor, which incorporates active travel routes (as part of a St.Andrews south-west round route), and new habitat provision.
 - Develop a new high quality landscape edge along the south west boundary, which incorporates active travel routes (as part of a St.Andrews south-west round route) with connections to the wider countryside and new habitat provision and establishes a high quality gateway to St. Andrews from the south west.

V. Taybridgehead

A total of 2 green networks were identified in the Taybridgehead workshop, both of which were recommended for inclusion in the LDP:

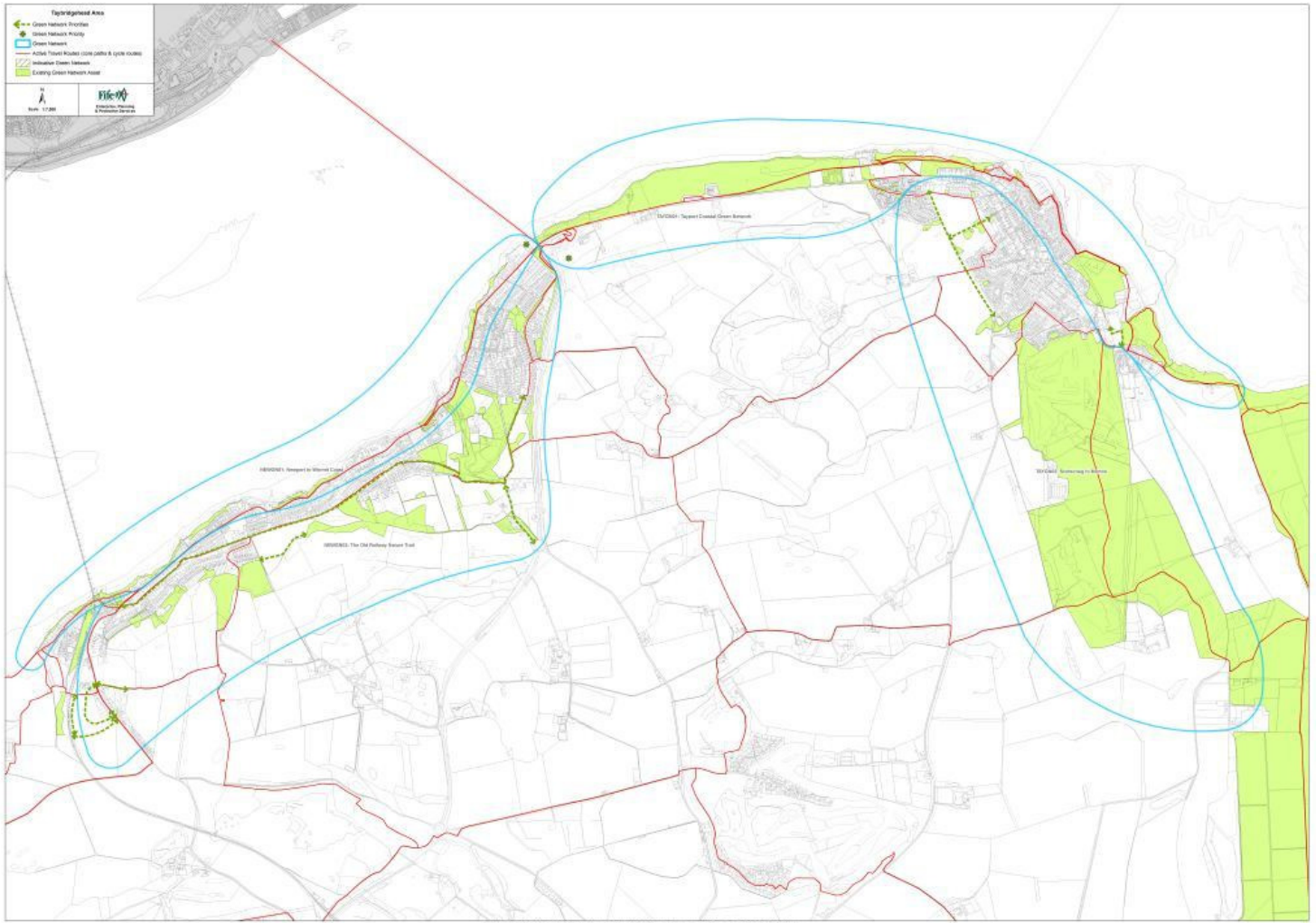
TAYGN01: Tayport Coastal Green Network

TAYGN02: Scotsraig to Morton Green Network

NEWGN01: Newport to Wormit Green Network

NEWGN02: The Old Railway Nature Trail Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in the Taybridgehead area

¹ The evaluation matrix is included in the Annex

TAYGN01: Tayport Coastal Green Network

Stretching along Tayport's coast from East Common to the Tay Bridge, this scenic green network contributes to the settlement's and encompasses part of the longer distance Fife Coastal Path route.

Key Features:

- Includes the Fife Coastal path route – some sections of the path might be at risk from coastal flooding in the future, in particular at the eastern end of Tayport (north of Shanwell Road).
- An existing cycle route connects Tayport to the Tay Road Bridge and beyond to Dundee, to Newport and beyond and east to Tentsmuir Forest although access could be improved.
- Tentsmuir Forest has a recreational path network.
- Quality greenspace assets include East Common and West Common. Sea level rise might mean that East Common is under threat of inundation in the longer-term.
- The Shoreline Management Plan indicates the potential for coastal flood risk and a possible need for new coastal defences in some areas in the longer term. Currently there is some erosion in the area around the caravan park.
- Includes part of the Scotsraig Burn, which flows through Tayport, partly in culvert (exact route unknown) before meeting the sea at the East Common. Also includes part of the Great Drain, which flows from Leuchars.
- The coast is heavily designated for its habitat importance sites and includes the Firth of Tay and Eden Estuary Special Protection Area (SPA).
- Makes a significant contribution to landscape setting – priority to avoid coalescence with Newport and maintain the current high quality.

Opportunities for Enhancement:

- Connections on to the Tay Bridge could be improved to permit easier active travel use, in particular cycle access.
- The Shoreline Management Plan identifies the Common and further east into Tentsmuir as an area for possible managed realignment in the future, given the likely impact of sea level rise on the area. Any future project could deliver habitat enhancements, but there are also past landfill uses would also need to be dealt with.
- Works might be required to sections of the Coastal Path in the future, where sea level rise causes issues for the current route.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal LWD 017 (South East of the Tay Bridge Roundabout at the A92/B946 junction) – priorities in developing this area should be to:
 - Ensure that high quality active travel connections are provided to this facility from Tayport and Newport.
 - Provide landscape screening to maintain the quality of the approach to and from the Tay Road Bridge.
 2. LDP proposal TAY 007 (Abertay Works) – priorities in developing this area should be to:
 - Provide a high quality development edge, fronting on to East Common.

TAYGN02: Scotsraig to Morton Green Network

Spanning Speir's Hill, Scotsraig Golf Course and Morton Loch, this green network makes an important contribution to Tayport's landscape setting and to the area's wider biodiversity value.

Key Features:

- Existing core paths provide connection to Tentsmuir Forest, and Drumoig. Also connects to the Fife Coastal Path route.
- High quality habitat value - includes Scotsraig Golf Course, which contributes to the woodland and grassland habitat networks locally. Includes Morton Loch, which is a National Nature Reserve and Site of Special Scientific Interest (SSSI).
- Includes part of the Scotsraig Burn, which flows through the eastern part of Tayport, part of culvert before meeting the sea at the Tayport Common.
- Sensitive landscape setting issues to consider with any development on Speir's Hill.

Opportunities for Enhancement:

- Aspiration to improve the connection over Speir's Hill
- Community aspiration for allotments – suitable site yet to be identified

Development Plan Priorities:

- Protect existing green network assets.

NEWGN01: Newport to Wormit Coast Green Network

Stretching along the Newport and Wormit Coast between the Tay Bridges, this is a fine grain coastal green network which makes an important contribution to the character and setting of both settlements.

Key Features:

- Part of the Fife Coastal Path currently runs on-street through the town.
- An on-road cycle route provides existing east-west connectivity.
- The Shoreline Management Plan indicates that there is little risk of coastal flooding if the existing coastal defences and rock/beach are maintained; most are located in privately owned land.
- The coast is heavily designated for its habitat importance sites and includes the Firth of Tay and Eden Estuary Special Protection Area (SPA). The smaller rocky spaces along the shore also contribute to the habitat value.
- Wormit has a lack of access to greenspace. There are a number of small-scale greenspaces – the quality could be improved through small-scale interventions, but there are no neighbourhood parks.
- Newport has good access to greenspace and good quality spaces.
- Contributes to the coastal character and landscape setting of Wormit and Newport.

Opportunities for Enhancement:

- Connections on to the Tay Bridge could be improved to permit easier active travel use, in particular cycle access.
- Link to proposed park and choose.
- Small-scale greenspaces – quality could be improved through small-scale interventions.

Development Plan Priorities:

- Protect existing green network assets.

NEWGN02: The Old Railway Nature Trail Green Network

Following an old railway line, this green network provides an important east-west access network and habitat corridor linking communities in Wormit and Tayport.

Key Features:

- Existing core path network, which includes a route along the former railway line linking Newport to Wormit, and routes connecting to Tayport.
- The railway line route provides a great resource and an important local habitat corridor through the settlements – protect and enhance where possible.
- Other habitat assets include Muttonhole Wood and the private Tayfield House Estate, which includes Tayfield Den. Some of the woodland is on the Ancient Woodland Inventory.
- Makes an important contribution to the landscape setting of Wormit and Newport.

Opportunities for Enhancement:

- Upgrade the existing path to a multi-use standard, as an important active travel connection.
- Provide an active travel connection to the future park and choose facility.
- A core path at the western end, to the south of Wormit is yet to be developed.
- There is an aspiration to establish a multi-use active travel route to connect to Drumoig and Leuchars in the longer term.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal WOR 003 (South of Wormit Farm) – priorities in developing the site should be to:
 - Provide a multi-functional greenspace on the site.
 - Provide a high quality development edge to the south and east of the site to provide an appropriate gateway into Wormit.
 - Create a high quality landscape edge and buffer to the west along the railway.
 - Incorporate an access route through the site, which connects into the proposed developments to the north of the site (WOR 001 and WOR 004) and onto the B946 and permits easier access into Wormit.
 2. LDP proposals WOR 001 (Wormit Farm) – priorities in developing these sites should be to:
 - Retain and enhance the route of the existing core path through an appropriate boundary treatment and a high quality development edge which fronts and overlooks the route.
 - Incorporate an access route through the site, which connects into the proposed developments south of the site (WOR 003 and WOR 004) and onto the B946 and permits easier access into Wormit.
 3. LDP proposals WOR 002 (Wormit Sandpit) – priorities in developing these sites should be to:
 - Retain and enhance the route of the existing core path through an appropriate boundary treatment and a high quality development edge which fronts and overlooks the route.
 4. LDP proposals WOR 004 (Wormit Farm (Rail Halt)) – priorities in developing these sites should be to:
 - Incorporate an access route through the site, which connects into the proposed housing developments to the north and south of the site (WOR 001 and WOR 003) and permits easier access into Wormit.
 5. LDP proposal NEW 001 (Ericht Road) – priorities in developing the site should be to:
 - Retain the existing core path route which runs along the western boundary of the site and upgrade to multi-use standard. Ensure the route is overlooked by a good development edge, which enhances the route and provides a setting for the development.
 - Deliver a high quality landscape edge along the southern boundary of the site through appropriate new planting and boundary solutions to provide an appropriate setting for the development and deliver a physical woodland habitat connection.
 6. LDP proposal NEW 002 (South of Victoria Park) – priorities in developing the site should be to:
 - Retain the existing core path route which runs along the western boundary of the site and upgrade to multi-use standard. Ensure the route is overlooked by a good development edge, which enhances the route and provides a setting for the development.

7. LDP proposal NEW 003 (North West of Forgan Roundabout) – priorities in developing the site should be to:
 - Establish a new high quality landscape edge to the west of the site to provide a setting for the development and incorporating a cycling/walking active travel route along the B995 linking to the Forgan roundabout.
8. LDP proposal LWD 031 (Land west of Forgan Roundabout) – priorities in developing the site should be to:
 - Establish a new high quality landscape edge to the east of the site to provide a setting for the development and provide an appropriate settlement edge.

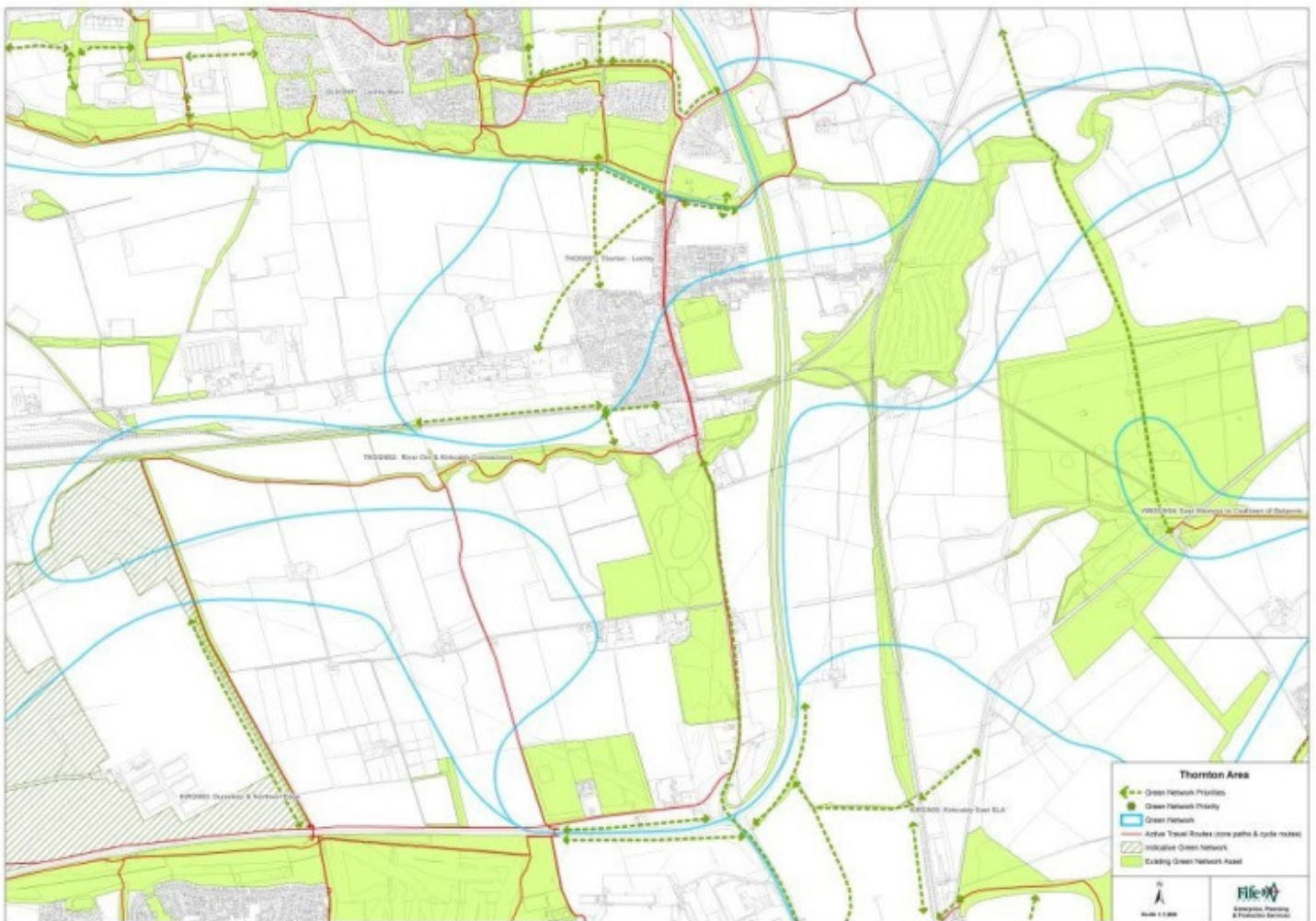
W. Thornton

A total of 2 green networks were identified in the Thornton workshop, both were recommended for inclusion in the LDP:

THOGN01: Thornton – Lochty Green Network

THOGN02: River Ore and Kirkcaldy Connections Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in Thornton

¹ The evaluation matrix is included in the Annex

THOGN01: Thornton – Lochty Green Network

Important area for the creation of a robust green network which makes more of the Lochty Burn as a key asset, delivering important water management, habitat, and recreational functions, and providing a strong landscape setting for Thornton, which helps avoid coalescence with Glenrothes.

Key Features:

- Rights of way connect east across the A92 and railway line, to connect to Queen Mary's Road. Connections to west are limited due to mining.
- The on-road NCN766 cycleway connects through Thornton to Glenrothes along the B9130 and to Kirkcaldy – it is a well-used route.
- Includes the Lochty Burn north of Thornton and its associated flood plain – significant contribution to flooding and drainage function – protect flood plain as an important asset.
- Lochty Burn includes associated riparian habitat and provides a habitat corridor, which includes Stenton Ponds and Lochty wetland on the Glenrothes side, which is a high quality asset.
- Contributes to landscape setting – significant potential to develop a more robust green network which would help enhance contribution and help avoid the sense of coalescence with Glenrothes.

Opportunities for Enhancement:

- There is a shortage of round recreational routes in and around Thornton – there is an aspiration to develop new routes where possible.
- Enhance the habitat, landscape and access along the Lochty Burn where possible – as a key recreational asset for Thornton and Glenrothes and to avoid coalescence.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal THO 003 (Land to the west of Thornton) – priorities in developing this area should be to:
 - Fully consider the site's complex water and drainage issues (noted to include areas of pluvial flooding through the centre and to the south of the site, and part of the Lochty Burn's flood plain along the northern part of the site); identify appropriate land take at the earliest stage in developing proposals for the site; the layout should successfully integrate high quality SUDS provision as part of a multi-functional green network through the site.
 - Establish a high quality, strong landscape edge along the Lochty Burn corridor, as an important means of successfully avoiding coalescence with Glenrothes; integrate the Lochty Burn watercourse and its floodplain as part of a robust multi-functional green network, fronted and overlooked by a good development edge.
 - Provide a pedestrian bridge across the Lochty Burn, to enable access to Glenrothes and green network assets on the northern wider of the Lochty Burn, including Lochty Wetland.
 - Ensure there is good north-south connectivity through the site.
 2. LDP proposal THO 007 (Orebank Terrace/ Strathore Road) – priorities in developing this area should be to:
 - Establish a high quality landscaped edge along the railway
 3. LDP proposal THO 008 (The Former Rothes Colliery) – priorities in developing this area should be to:
 - Establish a high quality landscaped edge along the railway

THOGN02: River Ore and Kirkcaldy Connections Green Network

Following the course of the River Ore to the south of Thornton, as it flows east, the River Ore and Kirkcaldy Connections Green Network contributes to the southern landscape setting of Thornton and incorporates important access links to Kirkcaldy.

Key Features:

- There is a core path along the River Ore, as far west as Johnny Marshall's Loan, which then connects into Kirkcaldy's Dunnikier Park. Paths further west are limited due to mining.^{H-156}

- Rights of way connect east across the A92 and railway line, to connect to Queen Mary's Road.
- The on-road NCN766 cycleway connects to Kirkcaldy along the B9130 and to Glenrothes – it is a well-used route.
- Includes part of the River Ore, and its associated flood plain, to the south of Thornton – significant contribution to flooding and drainage function – protect flood plain as an important asset.
- Thornton has a good quantity and quality of greenspace; assets include Thornton Memorial Public Park.
- There is some riparian habitat associated with the River Ore, with significant scope to deliver habitat enhancement. Thornton Golf Course and the new woodland north of Balbeggie Avenue contribute to a wider woodland habitat network in the area.
- Contributes to landscape setting – significant potential to develop a more robust green network along the Ore which would help enhance contribution and avoid coalescence with Kirkcaldy.

Opportunities for Enhancement:

- An off-road active travel connection to Kirkcaldy, to replace the existing on-road connection as far as Heatherywood Road, is planned for delivery by the end of 2016.
- Enhance the habitat, landscape and access along the River Ore where possible – as a key recreational asset for Thornton and as an important means of avoiding the sense of coalescence with Kirkcaldy.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposal THO 009 (Riverside) – priorities in developing this area should be to:
 - Establish a high quality landscaped edge along the railway and the western boundary of the site.

X. Wemyss Villages: East Wemyss, West Wemyss and Coaltown of Wemyss

A total of 4 settlement-scale green networks were identified in the Wemyss workshop, all of which were recommended for inclusion in the LDP:

WMSGN01: Wemyss Coast Green Network

WMSGN02: Coaltown of Wemyss Green Network

WMSGN03: East Wemyss and Dens Green Network

WMSGN04: East Wemyss to Coaltown of Balgownie Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



Green Networks in the Wemyss Villages

¹ The evaluation matrix is included in the Annex

WMSGN01: Wemyss Coast Green Network

Stretching along the Wemyss waterfront the Wemyss Coast Green Network forms a key element within the longer strategically important Fife Coastal Path. The network encompasses the wider landscape and associated habitat assets along the coast.

Key Features:

- Part of the Fife Coastal Path route; Connects to Kirkcaldy Coast Green Network and Methil to East Wemyss Green Network.
- Significant contribution to landscape setting and biodiversity value. Habitat assets include a strong woodland network and internationally important intertidal habitat of the Firth of Forth SPA.
- West Wemyss - the village has a good greenspace network, which includes a lot of woodland coastal assets. There is a good quantity of greenspace and all properties having easy access.
- Some areas of coast between West and East Wemyss are experiencing coastal erosion, which could impact on the coastal path, particularly where the route is along the bottom of the cliff edge – coastal path might have to be re-routed further inland in the future. The sea wall in East Wemyss works well, but can prevent water draining out to sea. Erosion of Michael Bing west of East Wemyss is managed by the Coal Authority and recent work has been undertaken to stabilise.
- Other notable features include part of the Wemyss Castle Garden & Designed Landscape and the Wemyss caves, Scheduled Ancient Monument – there are some problems with erosion in the area around the caves.
- No existing cycleway provision.

Opportunities for Enhancement:

- Potential Coal Authority water treatment works – likely to be potential to enhance the biodiversity value and landscape in relation to any planned works – consider in developing proposals.
- Potential to enhance the woodland network along the coast and within the Wemyss Estate – connecting ancient woodland areas together to create core woodland, which can support a greater range of species.
- Deliver new multi-use cycle and core path along the southern edge of the allocation, as an alternative inland route to the Fife Coastal Path and NCN76 preferred route.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal WWS 001 (Wemyss Estate Land at West Wemyss) – priorities in developing this area should be to:
 - Consider landscape setting and biodiversity impacts in developing proposals for the site – including the geological interest of the cliffs. Ensure proposals respect the local landscape and townscape character and avoid development that would impact on the characteristic coastal woodland assets within the site.

WMSGN02: Coaltown of Wemyss Green Network

Coaltown of Wemyss Green Network forms a green network hub which centres on the settlement and spans out from there, providing a high quality landscape setting for the village and incorporating important linking routes.

Key Features:

- Significant contribution to the landscape setting of Coaltown of Wemyss – the key is to maintain the existing high quality setting and the green network's existing high quality habitat value.
- Includes an existing core path network that links to the Wemyss Coast Green Network and to East Wemyss to Coaltown of Balgownie Green Network. No existing cycleway provision.
- Coaltown of Wemyss has a good quality greenspace network for this size of village, which includes Lochhead Memorial Park. Further greenspace should be provided through any future development.
- No existing cycleway provision.
- There are no watercourses through Coaltown of Wemyss – SUDS to date have relied on natural and manmade outlets south of the settlement.
- Includes part of the Wemyss Castle Garden & Designed Landscape.

Opportunities for Enhancement:

- The A955 forms the alternate route for NCN76. The preferred route is through the Wemyss Coast Green Network, using the coastal path route.
- Potential to enhance the woodland network within the area - connecting ancient woodland areas together to create core woodland, which can support a greater range of species.
- Deliver an off-road, north-south multi-use cycleway and core path along Main Street to connect the Standing Stanes Road to West Wemyss and replace the existing on road core path.
- NCN76 – provide a 3m wide NCN section along the northern edge of development site.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CLW 002 (Land south of Coaltown of Wemyss) – priorities in developing this area should be to:
 - Consider the SUDS requirements at the earliest opportunity given the likely difficulties of the site; soakaways would provide an opportunity to create a multi-functional green network which successfully integrates greenspace functions, access provision, and habitat with the land required to accommodate the soakaways.
 - Deliver an off-road, north-south multi-use cycleway and core path along the western boundary of the site (at the edge of Main Street).
 - Provide a high quality landscape edge along the southern boundary of the site, which incorporates access provision and connections to Main Street and the north-south lane that runs along the eastern boundary of the site. No development should be within 10m of adjacent area of woodland.

WMSGN03: East Wemyss and Dens Green Network

The East Wemyss and Dens Green Network centres on East Wemyss and incorporates the assets associated with Wemyss Den and the Kingslaw Burn, and along the course of the Back Burn.

Key Features:

- East Wemyss – the quantity and access to greenspace is good, but the quality of some spaces is poor. Assets include Wemyss and Kingslaw Dens which provide large areas of semi-natural woodland on the edge of the village, but the management and quality would benefit from improvement. There is a path network through Wemyss Den, but the routes are very wet and would benefit from improvement
- Take a Pride in Levenmouth are in the process of completing an access audit of the area.
- Kingslaw Park and the Barony provide large areas of amenity grassland.
- The woodland assets provide an important contribution to the landscape setting of East Wemyss and are of habitat value and help to avoid coalescence with West Wemyss.
- Other habitat assets include the riparian corridors along the Chemiss Burn, and the unculverted sections of the Kingslaw Burn and Back Burn.
- There can be some localised problems with the culverts along the Back Burn becoming blocked, which can result in local flooding. Problems with fly tipping can exacerbate the problem along both the Kingslaw Burn and Back Burn.
- Includes part of Wemyss Castle Garden & Designed Landscape.

Opportunities for Enhancement

- The A955 forms the alternate route for NCN76. Between East Wemyss and Buckhaven the disused railway could be used. The preferred route is through the Wemyss Coast Green Network, using the coastal path route.
- Take a Pride in Levenmouth access audit of the area is likely to highlight opportunities for improvement to the local path network.
- Wemyss Den would benefit from: removal of rubbish, fence repairs, and improvements to the path network, which might help increase the usability of the area, and in turn discourage fly tipping.
- Kingslaw Den would benefit from: removal of litter, considering removing play equipment, and resurfacing of paths.
- Improvements to the Barony greenspace to provide boundary features, planting, paths, and seating would enhance the quality and functionality of this space.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal EWS 001 (West of Randolph Street) – priorities in developing this area should be to:
 - Retain the existing mature trees at the entrance and along the drive to the main house as part of the site proposals. Ensure proposals respond appropriately to the rural character of the site and enhance the existing strong pattern of woodland shelterbelts and coastal woodland. No development should be within 10m of woodland habitat to the west and south of the site.
 - Provide a 3m wide section of NCN 76 cycleway along the northern edge of development site and develop a high quality development edge on to the A955, which reflect the wider rural character.
 - Establish a green network connection through the site to link the development and East Wemyss to the wider coastal core path network.

WMSGN04: East Wemyss to Coaltown of Balgonie Green Network

The East Wemyss to Coaltown of Balgonie Green Network follows the course of the Chemiss and Lappy Burns and along the historic Queen Mary's Road route across Barrel Brig to Coaltown of Balgonie.

Key Features:

- Existing core path, which connects to the historic Queen Mary's Road to link as far as Coaltown of Balgonie.
- Connects to East Wemyss and Dens Green Network
- Other notable assets include the watercourses include the Lappy Burn and Chemiss Burn, which both run into the part-culverted Back Burn.

Opportunities for Enhancement

- The Queens Way should be a core path route, as an important and historic right of way connecting to Coaltown of Balgonie and beyond; Barrel Brig Scheduled Ancient Monument urgently needs restored.
- Likely to be some potential to enhance the riparian corridors of the Lappy and Chemiss Burns, but would require more detailed consideration.

Development Plan Priorities:

- Protect existing green network assets.

Y. West Fife

A total of 10 settlement-scale green networks were identified in the West Fife workshop, all of which were recommended for inclusion in the LDP:

CNHGN01: Cairneyhill to Crossford Green Network

LKSGN01: Limekilns – Crombie Point Green Network

TORGNO1: Torry Green Network

HVFGNO1: Valleyfield – Blairhall Green Network

CULGNO1: Crombie Point to Culross Coastal Green Network

KCDGNO1: Kincardine to Longannet Coast Green Network

KCDGNO2: Devilla to Tulliallan Green Network

BLAGNO1: Blairhall and Comrie Bings to Saline Green Network

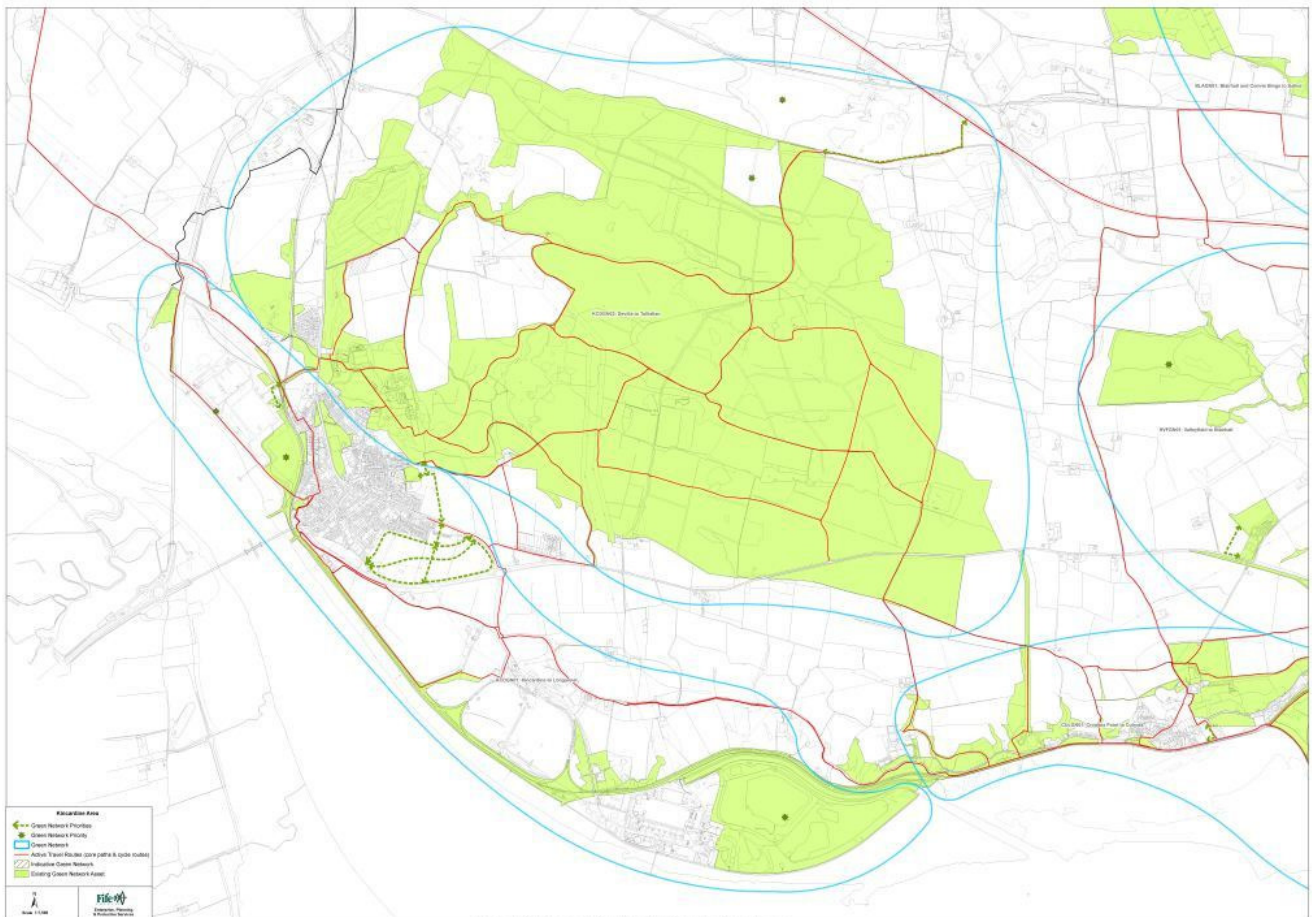
GWKGN01: Inzievar to Gowkhall Green Network

SALGNO1: Saline and Steelend Green Network

A short description summarising their key features, functions and opportunities is provided on the following pages.¹



¹ The evaluation matrix is included in the Annex



CNHGN01: Cairneyhill to Crossford Green Network

The Cairneyhill to Crossford Green Network incorporates the strong woodland and landscape assets which help define the setting for both villages and includes local access networks which provide important connectivity to wider countryside assets and surrounding villages.

Key Features:

- Part of the Pilgrim's Way route.
- Includes on-road cycle connections north from Cairneyhill and Crossford to link to the West Fife Way (Dunfermline to Alloa cycle route). Cairneyhill is connected to the A985 cycle route along Muirside Lane; Crossford has an on-road connection along Waggon Road.
- Includes the Crossford Burn which flows north south through Crossford and is a tributary to the Lyne Burn, which flows east-west from Dunfermline and whose flood plain stretches across a large area south of Crossford and Pitfirrane (Dunfermline) Golf Course. There are mine water treatment works south of Pitfirrane Golf Course/north of Pitliver House - the area to the west forms an important wetland site for geese – important to protect.
- Includes the Torry Burn which flows south from Forester Park Golf Course, and then east-west through Cairneyhill towards Torryburn and the coast.
- Both Cairneyhill and Crossford have less than the average quantity of greenspace. Investment is also required to improve the quality of some spaces. In Crossford greenspace assets include: the King George V playing fields which are of good quality, and Links Drive amenity greenspace. In Cairneyhill the main greenspace is located south of the Primary School, other assets include the primary school playing fields and an amenity greenspace on the southern edge of the village. Other assets include the allotments in Crossford and the Pitfirrane and Forester Park Golf Courses and recreational access to wider countryside assets.
- Strong habitat assets and woodland network, which contribute to a strong landscape framework and setting – protect and enhance where possible. Avoid coalescence between Cairneyhill and Crossford.

Opportunities for Enhancement:

- Cairneyhill roundabout presents a barrier to active travel connectivity – there is a need to deliver a better active travel connection to Torryburn over the roundabout.
- Long-term aspiration to deliver an off-road active travel connection linking Crossford to Dunfermline.
- Crossford Waggon Road - potential opportunity to provide a predominantly off-road cycleway south to connect to the A985, upgrading the core path through the shelterbelt at the edge of the Waggon Road and utilising the section of the old road south of the railway bridge – would require more detailed scoping/consideration.
- Investment is required to improve the quality and functionality of a many of the greenspaces within the villages.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CNH 003 (Conscience Bridge 2) – priorities in developing this area should be to:
 - Deliver a high quality landscape edge along the northern and western boundaries of the site, given the site's prominence at this busy road junction and as an important gateway to the village.
 2. LDP proposal CNH 005 (Land north of Cairneyhill) – priorities in developing this area should be to:
 - Establish a high quality landscape frontage and strong landscape framework along Oakley Road and the A994, through appropriate planting and boundary solutions, which reflects the strong rural character of the approach to Cairneyhill from the west and north.
 - Establish a high quality development edge with the un-named burn, which delivers landscape and habitat enhancements, alongside access and high quality SUDS provision.
 3. LDP proposal CNH 001 (Pitdinnie Road) priorities in developing this area should be to:

- Establish a high quality landscape edge with the Torry Burn, which delivers landscape and habitat enhancements, alongside high quality SUDS provision.
 - Provide structural landscaping to the eastern edge of the site.
 - Deliver an access connection north-south through the site and connect from the development on to the existing core path to the north; upgrade the core path along the northern edge of the site – as a key route to access wider recreational assets.
4. LDP proposal CNH 006 (Land east of Pitdinnie Road) priorities in developing this area should be to:
- Upgrade the existing core path to the east of the site to address damage to the path caused by localised flooding issues;
 - Provide enhancement of the riparian planting along the Torry Burn corridor and other habitat enhancements as an integral part of the SUDS development.
5. LDP proposal CNH 004 (Land to north of Cairneyhill) priorities in developing this area should be to:
- Boundary treatment, including tree planting and structural landscaping must be provided to mitigate any potential landscape and visual impacts.

LKSGN01: Limekilns to Crombie Point Green Network

Stretching from Limekilns to Crombie Point this scenic green network provides the landscape setting for and defines part of the West Fife Coastline, and encompasses part of the longer distance Fife Coastal Path route.

Key Features:

- Existing off-road cycleway along the A985, which stretches between the bottom of Waggon Road (south of Crossford) and Muirside Lane, which connects to Cairneyhill. An on-road cycleway links down into Charlestown and Limekilns. A quiet road connects Crombie to Crombie Point and from there along the coast to Torryburn.
- Existing core path network and forms part of the longer Fife coastal path route – some upgrades are needed to the surface of route.
- There is a greenspace deficit in Limekilns and Charlestown. Assets include the village green and cricket pitch in Charlestown, the public park in Limekilns and Brucehaven which is an attractive greenspace on a rocky outcrop with panoramic views over the Forth. There is also good public realm along the waterfront. Other assets include the lime kilns, and the harbour at Charlestown which offers key views south and east towards the Forth Bridges.
- Includes part of the Lyne Burn where it flows to meet the coast.
- Some minor, localised coastal issues – the Shoreline Management Plan policy unit identifies 'hold the line'.
- Strong woodland habitat network throughout the area, with riparian habitat along the Lyne Burn and wetland habitat assets north of Crombie – protect and enhance where possible. The coast is heavily designated sites and includes the Firth of Forth Special Protection Area (SPA).
- Significant contribution to landscape setting – strong woodland assets along the raised beach. Charlestown is a designed village and has its own particular vernacular. Includes the private part of the Broomhall Estate, which has a strong landscape framework and significant wooded assets, which contribute to the landscape setting for Limekilns and Charlestown.

Opportunities for Enhancement:

- There are gaps in coastal access at the Crombie MOD site – there is a long-term aspiration to improve access provision through this area which could connect west to the Fife Coastal Path at Crombie Point and just east of the Lyne Burn, link into an old railway line which could be used to provide a connection north to the existing A985 cycleway (and other core paths) along the A985.

- Brucehaven greenspace in Limekilns – would benefit from clarification on public access and improvements such as surfaced paths, seating, and biodiversity management.
- Good potential to improve the active travel provision along the A985 to provide off-road cycling and walking connection linking to Waggon Road, which would provide a completed, safe and strategic-level connection which links to the West Fife villages.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CHL 003 (Land at Charlestown Harbour, Ballast Bank) – priorities in developing this area should be to:
 - Consider the site's proximity to the Firth of Forth SPA at an early stage in developing proposals for the site.
 - Make provision for some public open space and access to the waterside within the development, which capitalises on the site's views across the Forth. Proposals should include protecting and retaining of some of the existing coastal grassland and delivering public realm improvements, such as surfaced paths, interpretation, seating, and welcoming entrances.

TORGN01: Torry Green Network

The Torry Green Network centres of the riparian corridor along the Torry Burn and includes the strong landscape and wooded assets to the north and south which comprise the approach to and wider landscape setting of Torryburn from the east.

Key Features:

- Includes a core path network, and will form part of the Pilgrim's Way route.
- Strong woodland assets and landscape features contribute significantly to the landscape setting and local character. Includes the private parkland of Torry House and of the former Craigflower Estate, which contribute to the landscape and habitat value. Some of the woodland is on the Ancient Woodland Inventory.
- Includes the Torry Burn and associated woodland.
- The standing stone at Tuiyies is a notable feature.

Opportunities for Enhancement:

- Some upgrading is required to the existing core path through Torry Wood, which will form part of the Fife Pilgrim's Way route.
- The woodland of the private Torry House and the former Craigflower Estate could be enhanced through improved management – a woodland management plan should exist for the former Craigflower Estate.
- In the longer term there is an aspiration to provide a cycle route along the B9037 and improve cycle provision and access to Cairneyhill at the Cairneyhill roundabout.
- Potential opportunity to use the short section of old road to the east of the A985 at the Cairneyhill Roundabout could be used to provide an active travel connection between the off-road cycleway along the A985 and the B9037; part of this route currently forms a core path.

Development Plan Priorities:

- Protect existing green network assets.

HVFGN01: Valleyfield – Blairhall Green Network

Centred on the Bluther and Grange Burns the Valleyfield – Blairhall Green Network encompasses the significant woodland assets associated with these watercourses and the former designed landscapes in the area, linking High Valleyfield to the West Fife Way.

Key Features:

- Provides good core path access between Valleyfield and Blairhall; path is suitable for cycling, but not a designated cycle route.
- High Valleyfield has a deficit of greenspace deficits, but there is a good access to wider countryside assets, which include Valleyfield Woodland Park. Other greenspace assets include the playing fields adjacent to the primary school – the site would benefit from investment to improve its quality.
- Valleyfield Woodland Park is a semi-natural wood and encompasses remnants of the former Valleyfield Designed Landscape – as the only Humphrey Repton designed landscape in Scotland the estate is of notable importance. The wood has been a focus for improvements over the years, but would benefit from further improvements – a management plan for built, cultural and landscape is desirable.
- Other woodland and habitat assets include Balgownie Wood and riparian habitat associated with the Bluther and Grange Burns. Some of the woodland is on the Ancient Woodland Inventory and some is owned by Forestry Commission Scotland.
- There have been some small-scale flooding issues with the Bluther Burn, but this was remote from settlements/housing.
- Recent access improvements have been delivered to the north west of Shiresmill by the West Fife Woodlands Group, including the provision of two footbridges.

Opportunities for Enhancement:

- The West Fife Woodland Group would like to see a link established to connect west to Devilla through Shiresmill, linking Valleyfield, Balgownie and Devilla woodlands. This would build on recent access improvements delivered by the group north west of Shiresmill. Possible project to discuss with Forestry Commission Scotland, given their landholdings locally.
- There is an aspiration to improve Valleyfield Woodland Park and restore further aspects of the former Valleyfield Designed Landscape. A recent application for HLF funding was turned down, but some small-scale projects are planned as part of the Inner Forth Landscape Initiative, including works to the walled garden to establish a community orchard.
- The greenspace adjacent to the Valleyfield Primary School would benefit from investment to improve its quality in the longer term; improvements could include tree and shrub planting.
- Improvements to woodland management locally could enhance the biodiversity value.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal HVF 002 (Land to the north of Woodhead Farm Road and East of the B9037 Road) – priorities in developing this area should be to:
 - Retain and enhance the route of the existing core path which runs along the eastern boundary of the site, and provides a key access under the A985 to the Valleyfield Woodlands Park. Provide access from the development on to this route.
 - Establish a strong landscape framework along the northern and western boundaries of the site to help create a setting for the development and enhance this area as a gateway to the village. Consider options to mitigate noise from the A985.

CULGN01: Crombie Point to Culross Green Network

Stretching from Crombie Point to Culross this coastal green network incorporates the wooded backdrop and coastal edge which define the landscape setting for Torryburn, Newmills, Low Valleyfield and Culross, forming part of wider West Fife Coastline and a scenic part of the longer distance Fife Coastal Path route.

Key Features:

- Forms part of the longer Fife Coastal Path route. The coastal route will also form the Fife Pilgrim's Way route through this area.

- There is a good quality NCN route along the coast, some of which is off road and has recently been upgraded; further upgrades to some parts are desirable. An on-road route connects north from Culross to the Dunfermline-Alloa West Fife Way cycle route, but this is not signed.
- Culross has good greenspace provision and good access to greenspace. The public realm is also of good quality. The railway line can present a barrier to coastal access – priority to maintain access to coast where it exists and improve where possible. Assets include the Community Garden and Low Causeway greenspace.
- Other greenspace assets benefitting Low Valleyfield, Newmills and Torryburn include: the lagoons, Torry Bay and Valleyfield woods.
- Contributes significantly to landscape setting – strong woodland assets along the raised beach and remnants of parklands and policy landscapes remain.
- Significant habitat value. The coast is heavily designated sites and includes the Firth of Forth Special Protection Area (SPA). Other assets include the Valleyfield Ash Lagoons, which is a local nature reserve and SSSI. Access is available to some parts of the site, but access to the site involves using a railway bridge.
- Some pockets of coastal erosion, but defences exist to protect the rail infrastructure – and works would be undertaken as needed.

Opportunities for Enhancement:

- The Inner Forth Landscape Initiative has been considering a possible project to improve the cycle route section through the Valleyfield Ash Lagoons.
- Potential to further enhance the biodiversity value of the Ash Lagoons in the longer term, as their active deposition reduces.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal CUL 001 (Blackadder Haven) – priorities in developing this area should be to:
 - Deliver a high quality development edge with an appropriate boundary treatment with the Fife Coastal Path route and the core path which runs along the eastern boundary of the site.

KCDGN01: Kincardine to Longannet Coast Green Network

Running between Longannet and Kincardine, this green network comprises part of the wider West Fife Coast line. Designated for its internationally important habitats, in this area the Firth of Forth, wildlife lives alongside nationally important infrastructure, which includes Longannet Power Station.

Key Features:

- Includes start/end of the Fife Coastal Path route and a core path network which provides good access to the wider countryside. There is a lack of shorter round walking routes – the access to Tulliallan is important in catering for this need currently.
- Has good off-road cycle routes which connect east, south and a cycle route along a quiet road connects west to Kennet Pans and Clackmannan.
- The coastline is a key feature, with a number of old piers which provide fishing boat access to the Forth. The railway line presents a barrier to access; important to maintain the existing railway crossing points and enhance where possible.
- Kincardine has a greenspace deficit. Greenspace assets includes Feregait and Kilbagie Street greenspace – both would benefit from improvements. Feregait in particular suffers from poor drainage. Other green assets includes the field to the east of the former Kincardine Power Station site, which is not publicly accessible.
- Includes part of Moor Loch Burn, which is in channel through parts of the settlement, and in culvert through Feregait greenspace.
- Habitat assets, includes the coast, which is heavily designated and includes the Firth of Forth Special Protection Area (SPA). Other habitat assets include the area of managed realignment to the west of the Clackmannanshire Crossing and the areas of habitat around

Longannet power station and the former Kincardine Power Station site – protect and enhance.

- There is no real coastal erosion, but there can be coastal flooding on reclaimed land near Longannet.

Opportunities for Enhancement:

- Investment is required to improve the greenspace quality. Feregait would benefit from drainage improvements and the Kilbargie Street greenspace would benefit from additional planting of trees and shrubs.
- Aspiration for allotment provision locally, but a suitable site has not as yet been identified.
- There is an aspiration for the provision of better coastal access, but the railway line presents a barrier and there are no apparent opportunities to improve access.
- Consider whether there is scope for the greenspace in the eastern part of the private former Kincardine power station site to be made publically accessible public, as coastal greenspace.
- In the long term there might be opportunities associated with the former Kincardine Power Station site and with Longannet depending on the future of this site. Would need more detailed consideration and study as part of any proposals that might come forward.

Development Plan Priorities:

- Protect existing green network assets.
- 1. LDP proposals KCD 001 and KCD 005 (Burnbrae East and Land North and East of Burnbrae House) – priorities in developing this area should be to:
 - Establish a high quality landscape edge with a strong rural character along eastern boundary of the site, which incorporates north-south access provision to link to the core path north of the site and provides a strong landscape setting of the development. Potential to enhance the wider woodland habitat network through appropriate planting proposals.
 - Enhance the boundary with the A985 through appropriate new planting and boundary solutions which seek to retain the sense of arrival and reflect the rural character of the approach to Kincardine from the east.
 - Provide a safe point to cross the A985 to enable easy access to the burial ground and adjoining community to the south.

KCDGN02: Devilla – Tulliallan Green Network

Incorporating the substantial woodland assets of Devilla Forest and Tulliallan Golf fold and designed landscape the Devilla – Tulliallan Green Network defines the northern landscape setting of Kincardine and provides an important recreational asset locally.

Key Features:

- Includes an extension core path network which provides access to wider countryside and recreational assets.
- There is a lack of shorter round walking routes in the area – the access to Tulliallan is important in catering for this need currently – seek to maintain access in the longer-term.
- Incorporates the significant woodland assets of Devilla and Tulliallan and other habitat asset, which contribute strongly to the area's landscape character and to the setting of Kincardine.
- The area is known to have red squirrels.
- Other notable assets include Tulliallan designed landscape, which currently forms the setting for the Police Scotland's dedicated training college.
- Includes Moor Loch and Moor Loch Burn. A flood prevention scheme diverts water west from Moor Loch to prevent any problems further downstream.

Opportunities for Enhancement:

- In the longer term it would be desirable to establish a cycle route which connects Kincardine to Bogside through Devilla Forest; which could utilise one of the existing forestry routes, if some upgrades were delivered.
- Longer-term opportunities include: potential for access through Burrowmine Moor quarry site in future as part of restoration to link to the north east to connect to the Forestry Commission-owned core path and Forestmills (in Clackmannanshire); potential to deliver habitat enhancements as part of the restoration of the Burrowmine Moor quarry sites.

Development Plan Priorities:

- Protect existing green network assets.

BLAGN01: Blairhall and Comrie Bings to Saline Green Network

Centred on Blairhall Bings and Comrie Colliery this green network represents an important location for the delivery of future landscape and habitat enhancements as part of the restoration of these key sites, which will add to the area's existing locally important access network.

Key Features:

- Existing off-road active travel connection links Blairhall to Comrie and Oakley.
- The area has a core path network; there is also demand locally for equestrian routes.
- Blairhall has a good greenspace network, but investment is required to improve the quality.
- The northern portion of the green network includes part of the course of the Bluther Burn.
- Contributes to landscape setting, with significant potential to enhance through the restoration of the Bings and collieries locally.
- Provides some habitat value with significant potential to enhance, notable assets include Lockshaw Mosses SSSI to west and Great Crested Newts, a European Protected Species are also known to be present locally.

Opportunities for Enhancement:

- A cycle connection linking Blairhall to the West Fife Way (Dunfermline to Alloa) NCN route should be delivered in 2014/15.
- A multi-use path route is planned to connect Blairhall, Oakley and Saline through Comrie Colliery – it is hoped the route will be delivered in the next 3-5 years.
- Potential/aspirational link to connect west to Forest Mill.
- Blairhall – greenspace quality issues – investment is required to enhance the quality of Wilson Street greenspace which is the largest space on the south eastern edge of the village, improvements could include new planting, seating, fencing.
- Significant potential to enhance landscape setting and habitat value through restoration of the colliery sites and bings.
- Main Park in Blairhall requires investment to improve its quality and functionality.
- SEPA have identified a water body restoration opportunity along the Grange Burn within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal LWD 018 (Comrie Colliery) – priorities in developing this area should be to:
 - Consider the need to survey for Great Crested Newts, which are known to be present on a nearby site and are a European protected species (EPS), with particular licensing requirements.
 - Deliver habitat and landscape improvements - in developing proposals for the site, consider its location adjacent to Lockshaw Mosses SSSI and the potential to deliver wider habitat network enhancements.
 2. LDP proposal BLA 002 (Comrie Castle) – priorities in developing this area should be to:

- Allow for road, pedestrian and cycle links to adjoining areas.
 - Ensure that the existing trees on the western boundary of the site be retained.
3. LDP proposal BLA 003 (Land West of Rintoul Avenue) – priorities in developing this area should be to:
- Deliver an east-west green network connection through the site.
 - Ensure that the remainder of site is retained for woodland with public access.
4. LDP proposal BLA 001 (Land south of Blairhall) – priorities in developing this area should be to:
- Consider alongside site BLA 004.
 - Take suitable measures to protect the existing mature trees and area of woodland along the northern and western boundaries of the site and incorporate as part of a recreational green network which runs east-west, along the northern boundary of the site; include potential to develop a future access link connecting west to the B9037 and east, as a possible future path connection to Dean Wood. Deliver a high quality development frontage on to this green network.
 - Deliver an access connection north-south through the site and include potential to develop a future access link south to provide a direct connection on to the West Fife Way NCN route, as an important active travel link.
5. LDP proposal BLA 004 (South Avenue) – priorities in developing this area should be to:
- Consider alongside site BLA 001
 - Deliver a high quality development frontage along the northern edge of the site, where it bounds Wilson Street greenspace; incorporate an access point from the development into the greenspace.
 - Take suitable measures to protect the existing mature trees and area of woodland along the eastern and southern boundaries of the site and incorporate as part of a good quality development edge; potential to provide recreational access from the development and Wilson Street greenspace into this woodland resource, to create a future round recreational route.
 - Consider the appropriateness of an off-site contribution to enhance the quality and multi-functionality of Wilson Street greenspace.

GWKGN01: Inzievar to Gowkhal Green Network

Centred on the Comrie Burn which has the potential to form a high quality multi-functional green network linking Gowkhal, Saline and Oakley the Inzievar to Gowkhal Green Network also incorporates the extensive woodland network associated with Inzievar Estate, which sits to the south of Oakley.

Key Features:

- Includes a strong core path network; there is also demand locally for equestrian routes.
- The West Fife Way (Dunfermline to Alloa) NCN route runs just the south of Oakley, Comrie and Saline, with short on-road connections from the villages.
- An off-road active travel connection links Oakley to Blairhall.
- Includes the Carnock/Comrie Burn which flows east-west along the north western edge of Gowkhal, through Saline and Oakley and forms a tributary to the Comrie Burn. The Blair Burn forms a tributary flowing north-south, defining the boundary between and landscape setting of Comrie and Oakley.
- Greenspace assets along the Carnock Burn, partly define Oakley's landscape setting -
- Includes the extensive woodland assets and landscape features of the private Inzievar designed landscape. The woodlands lie to the south of Oakley and are on the ancient woodland inventory.
- Also includes riparian woodland in Luscar Dean, north of Gowkhal.

- There are wildlife sites (Black Wood and Comrie Dean) along the Blair Burn, north of Oakley and associated with the Comrie Burn.
- Contributes to landscape setting with potential to enhance alongside delivering biodiversity improvements.

Opportunities for Enhancement:

- A multi-use path route is planned to connect Blairhall, Oakley and Saline through Comrie Colliery – it is hoped the route will be delivered in the next 3-5 years.
- Off-road connection required between Carnock and Oakley – potential to deliver along the Carnock Burn. Consider the potential to deliver greenspace, landscape and riparian habitat improvements in association with any route development.
- Upgrade link under railway line to connecting south from Oakley.
- Significant potential to develop a high quality greenspace asset along the Carnock Burn, but needs investment to enhance the quality and current problems with litter need addressed. Potential to establish a green network connection to Carnock and Gowkhall which currently have a deficit of greenspace locally.
- The connections to the Blair Burn and Inzievar woodland could be improved.
- Missing core path link along the edge of the Carnock Burn between Gowkhall and Carnock which needs to be delivered. Consider the potential for riparian habitat improvements as part of route development.
- Aspiration for an access connection east-west linking Gowkhall to Craighluscar Road (at the western edge of Dunfermline).
- Potential for improvements to the public realm through Oakley village centre.
- Management of the private woodlands could be improved.
- Long-term restoration of the Oakley Open Cast mine presents an opportunity to enhance green networks.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposals OAK 002, OAK 003, OAK 004, (Oakley North) – priorities in developing this area should be to:
 - Establish high quality north-south multi-functional green network connections which will connect south to the village centre and north to provide access to wider countryside assets.
 - SEPA have identified a water body restoration opportunity along the Grange Burn. Development should deliver water quality improvements in association with SEPA (OAK 003 only).
 2. LDP proposals OAK 001 and OAK 005 (Woodburn Crescent and Holy Name Primary School) – priorities in developing this area should be to:
 - Deliver a north-south access connection to link Sir George Bruce Road to the Carnock Burn greenspace.

SALGN01: Saline and Steelend Green Network

Key Features:

- Includes some core paths; there is also demand locally for equestrian routes.
- A quiet road cycleway north is currently being piloted on the North Road out of Saline.
- Saline has a reasonable amount of greenspace, but the quality could be improved through investment. There are drainage issues in the main park; investment is needed to enhance its quality and functionality.
- Follows the course of the Saline Burn east-west along the northern edge of the settlements. The southern portion of the green network also includes part of the course of the Bluther Burn.
- Ancient woodland inventory woodland along the Saline Burn – protect and enhance.
- Landscape setting – consider in relation to any development

- Woodland, unimproved grassland, wetland and heathland mosaic habitat north east of Steelend

Opportunities for Enhancement:

- A multi-use path route is planned to connect Blairhall, Oakley and Saline through Comrie Colliery – it is hoped the route will be delivered in the next 3-5 years.
- There is demand for an off-road multi-use access link connecting Steelend and Saline.
- Investment is required to enhance the quality of existing local greenspaces.
- Shortage of round recreational routes locally – consider potential for new routes to be delivered through Forestry Commission Scotland-owned land to help meet local demand.
- SEPA have identified a water body restoration opportunity along the Bluther Burn (source to Gibsley Farm) within this green network.

Development Plan Priorities:

- Protect existing green network assets.
1. LDP proposal SAL 003 (Land at West Road) – priorities in developing this area should be to:
 - Establish a high quality development frontage on to the B914 through appropriate boundary solutions which enhance the sense of arrival and reflect the wider rural character on approach from the west.
 - Incorporate the existing landscape features into proposals for the site and create a strong landscape framework along the western and southern boundaries of the site, through appropriate planting and boundary solutions, which incorporates access provisions and reflects the strong rural character of the area to provide an appropriate setting for the development.
 2. LDP proposal SAL 001 (North Main Street) – priorities in developing this area should be to:
 - Consider appropriateness of an off-site contribution to improve the quality and functionality of the greenspace which runs along the Saline Burn, immediately north of the site. Proposals should consider and reflect the woodland's ancient woodland inventory status and enhance access to the riparian corridor.
 - Deliver a high quality development edge which fronts on to the Saline Burn greenspace
 - Incorporate a north-south access through the site to provide access to the Saline Burn greenspace from the B914.
 3. LDP proposal SAL 002 (Land at Kinnedar Mains) – priorities in developing this area should be to:
 - Consider appropriateness of an off-site contribution to improve the quality and functionality of the existing greenspace to the east of the development and provide safe points to cross Oakley Road to access this greenspace.
 - Establish a high quality landscape frontage, through appropriate planting and boundary solutions, which reflects the strong rural character of the approach to saline from the south along the Oakley Road.
 4. LDP proposal SAL 004 (Land south of Saline Park) – priorities in developing this area should be to:
 - Establish a high quality landscape frontage, through appropriate planting and boundary solutions, which reflects the strong rural character of the approach to saline from the south along the Oakley Road.
 - Connect into the greenspace immediately to the north of the site.