

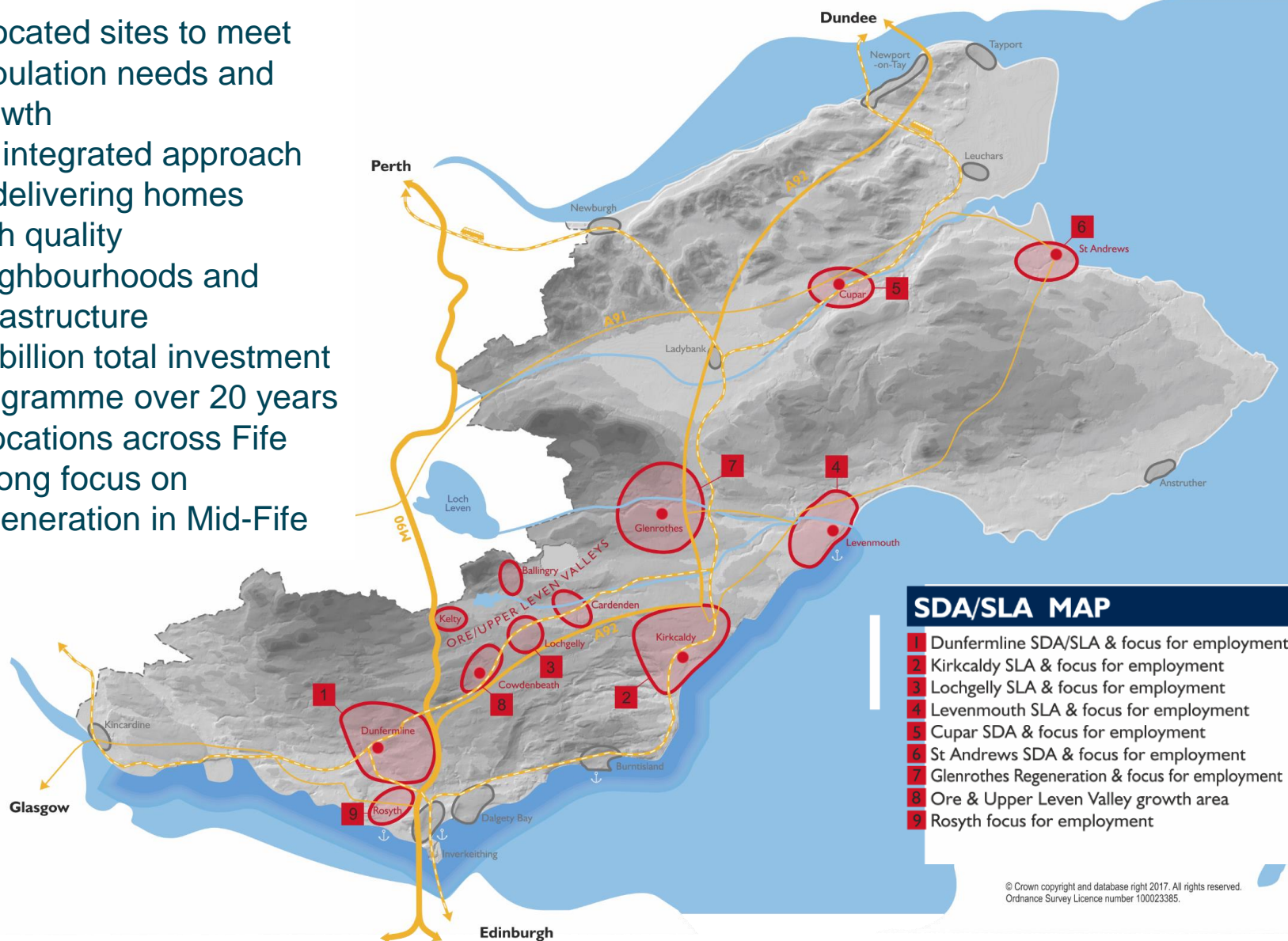
Heads of Planning Scotland Conference

Fife's Strategic Growth

Kevin Treadwell and Steven Iannarelli

10 June 2022

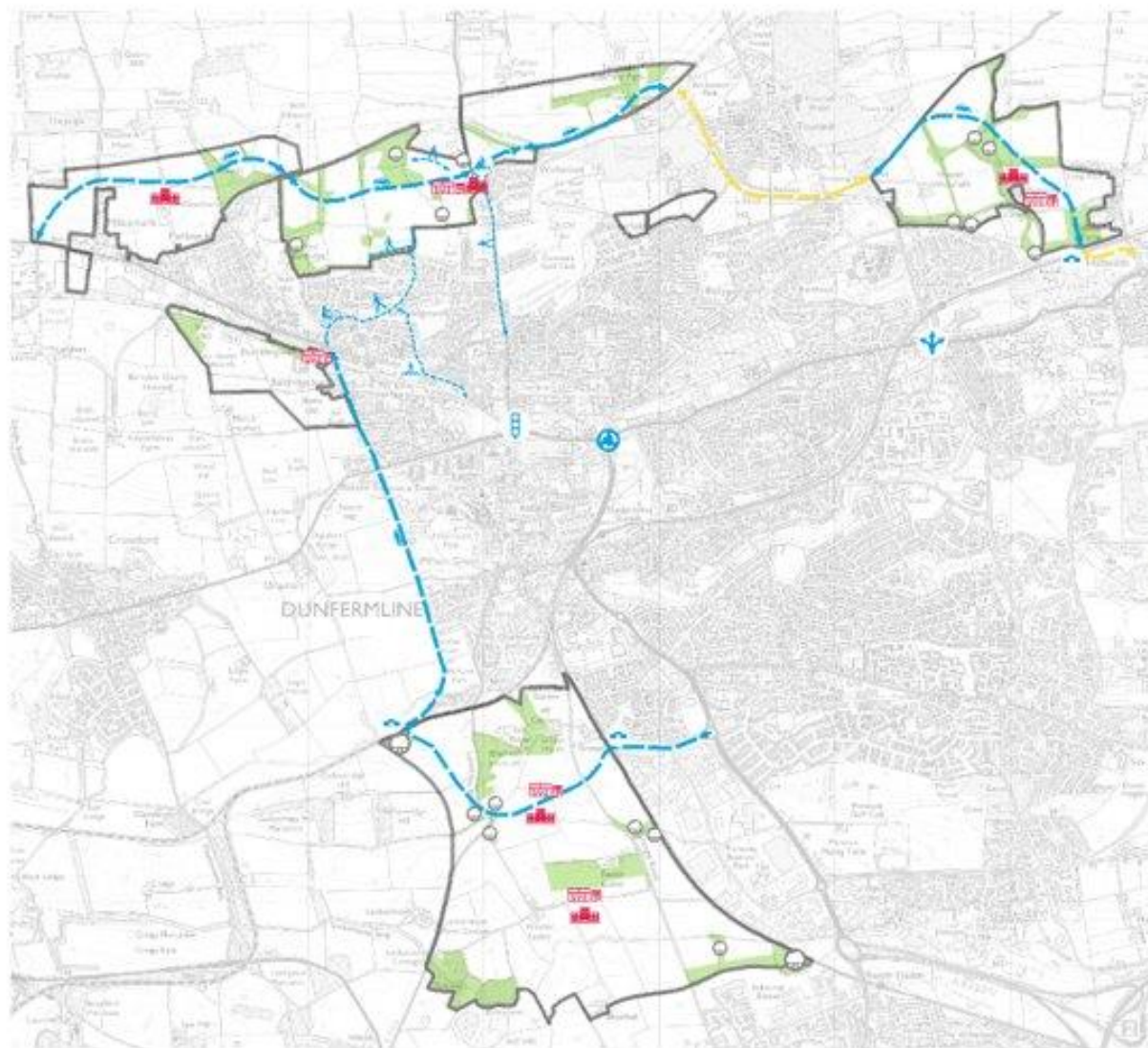
- Allocated sites to meet population needs and growth
- An integrated approach to delivering homes
- high quality neighbourhoods and infrastructure
- £3 billion total investment programme over 20 years
- 9 locations across Fife
- Strong focus on regeneration in Mid-Fife



Strategic Growth in Dunfermline









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Dunfermline SDA Infrastructure

-  Improvements to Sinclair Gardens roundabout
-  Traffic signal upgrade
-  Northern link road & western distributor road
-  New & enhanced pedestrian & cycle links
-  Bridge over railway
-  Junction & road improvements Whitefield Rd/ Halbeath Rd
-  Sections of northern link road outwith SDA's
-  5 new Primary Schools at Wellwood, Broomhall, Halbeath & Swallowdrum
-  Neighbourhood centre
-  Sustainable Urban Drainage
-  Parks & structural landscaping

Other Infrastructure - no location

-  New/enhanced bus service
-  Sites for healthcare facilities - Swallowdrum & Halbeath
-  Contributions towards secondary school provision (not Wellwood) & potential site for new school Carnock Road
-  ART Public Art
-  Wastewater Infrastructure
-  Water Infrastructure
-  Recycling Facilities
-  CHP/Renewable Energy

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Education Infrastructure

- 5 new primary schools
- Equivalent of an additional secondary school in terms of secondary capacity

Primary School	Anticipated Total Cost (current SFT metric and indexed)	Assumed Total Cost (revised SFT metric and indexed)	Difference
Primary school 1	£13.8M	£17.3M	
Primary school 2	£11.5M	£14.3M	
Primary school 3	£13.5M	£16.9M	
Primary school 4	£14M	£17.5M	
Primary school 5	£11M	£13.8M	
Dunfermline PS Total	£63.8M	£79.8M	£16M
Strategic PS Total	£108.4M	£135.6M	£27.2M



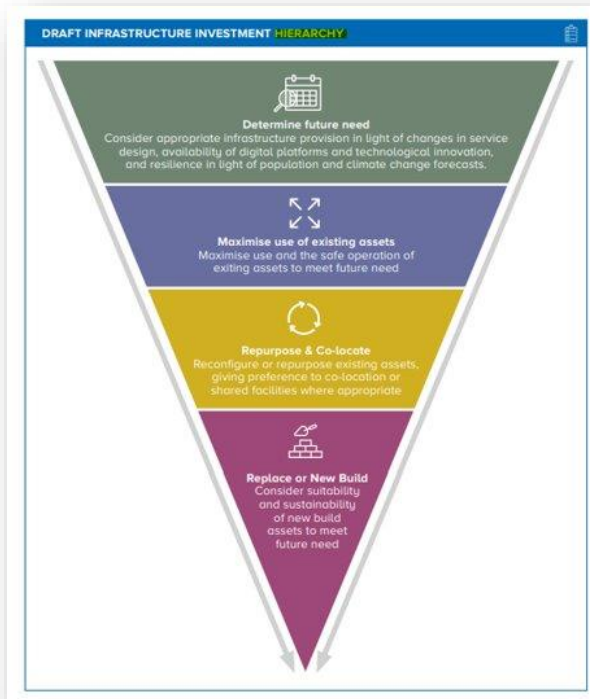
Scotland 2045

Our Fourth National
Planning Framework

Draft



 Scottish Government
Riaghaltas na h-Alba
gov.scot



Policy 8: Infrastructure First

- a) Local Development Plans and delivery programmes should be based on an **infrastructure-first approach**. They should:
- align with relevant infrastructure plans and policies; including the Infrastructure Investment Plan (investment hierarchy) and National Transport Strategy (sustainable travel and investment hierarchies), the Strategic Transport Projects Review, and the National Marine Plan;
 - be informed by evidence on infrastructure capacity, condition, needs and deliverability;
 - set out the infrastructure requirements of the spatial strategy, informed by the evidence base, and how and by whom this will be delivered; and
 - indicate the type, level and location of the contributions (financial or in kind) that development will be required to make.
- b) Where a development proposal **creates an infrastructure need**, it should demonstrate how account has been taken of the Scottish Government Investment Hierarchy, including the utilisation of existing infrastructure.
- c) Development proposals which **provide (or contribute to) infrastructure that is identified as necessary in Local Development Plans and their delivery programmes** should be supported.
- d) Development proposals should **mitigate their impacts on infrastructure**. Development proposals should not be supported unless provision is made to mitigate those impacts. Where planning conditions, planning obligations or other legal agreements are to be used, the relevant tests should be met.

Challenges

- Capacity
- Fianance
- Section 75s



Capacity

- Little spare education capacity
- Road network close to capacity
- Ability to deliver infrastructure



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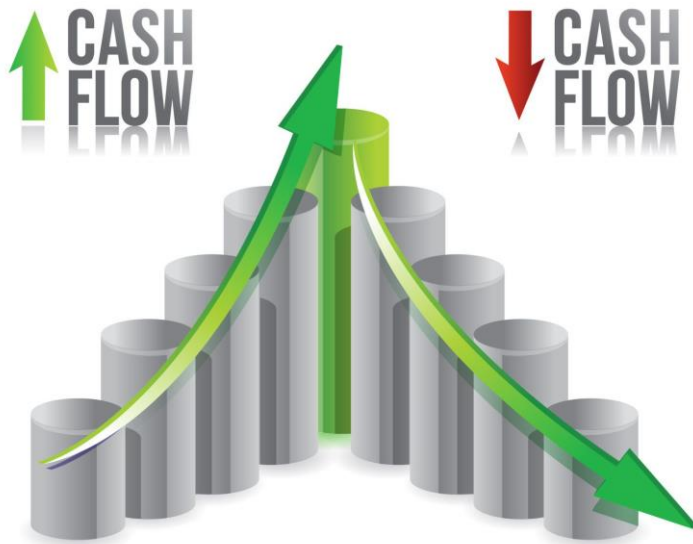


HS2 reaches 9,000 jobs



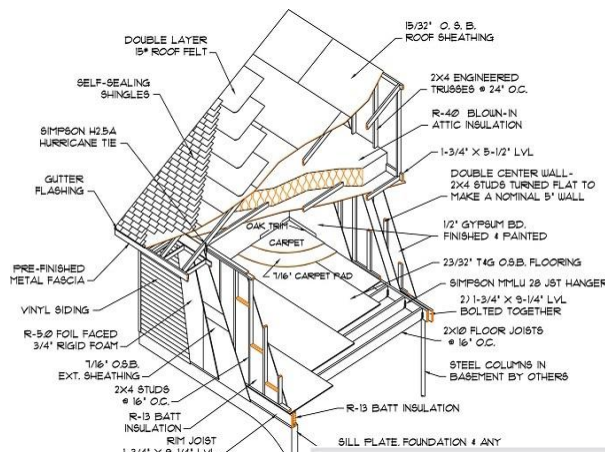
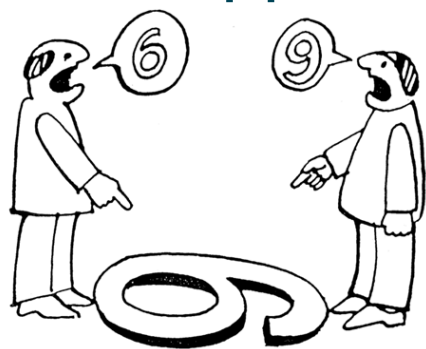
Fianance

- Significant infrastructure needed early
- Viability

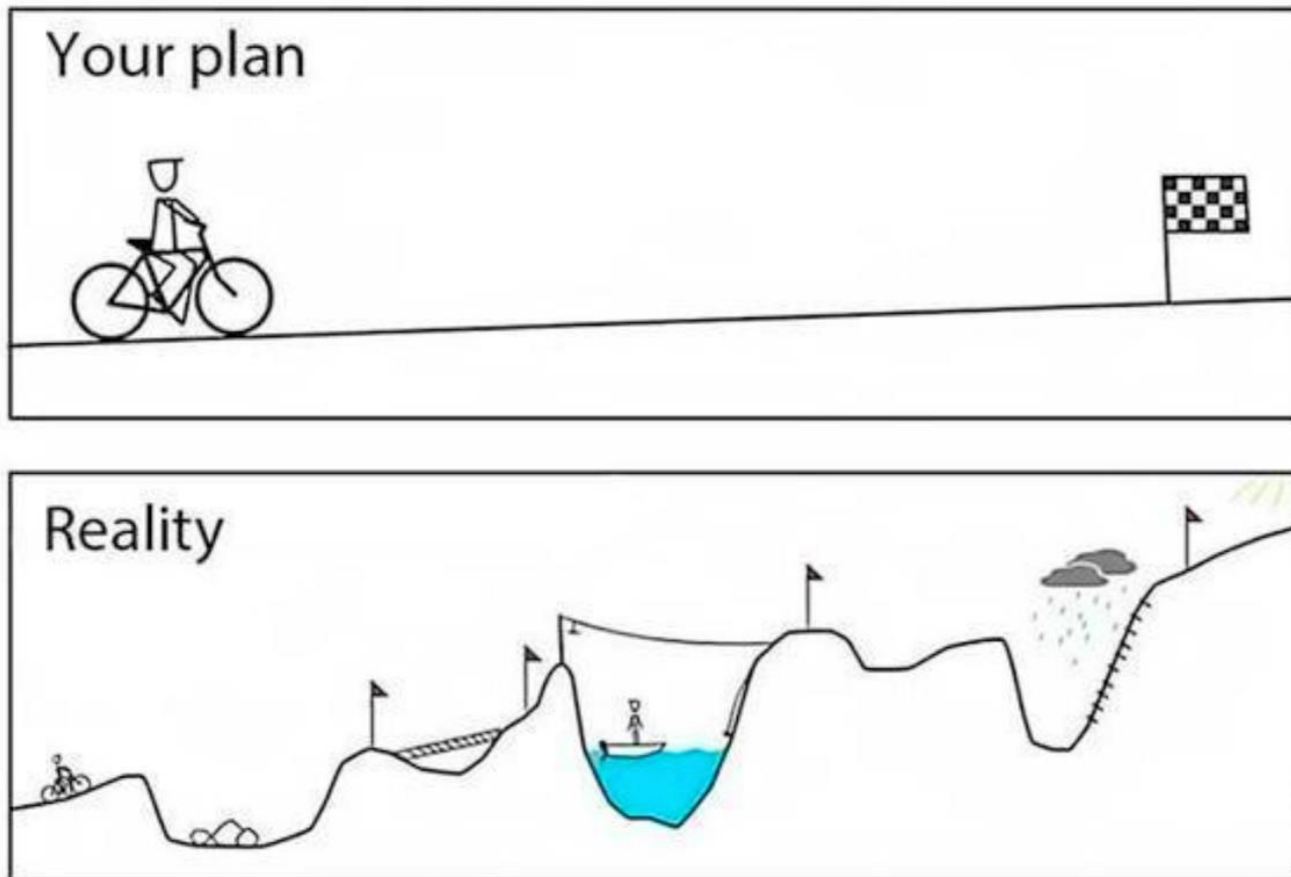


Section 75s

- S75 is reflective of decision made at point in time
- Cost of mitigation estimated (indexation)
- Specification
- Appeals

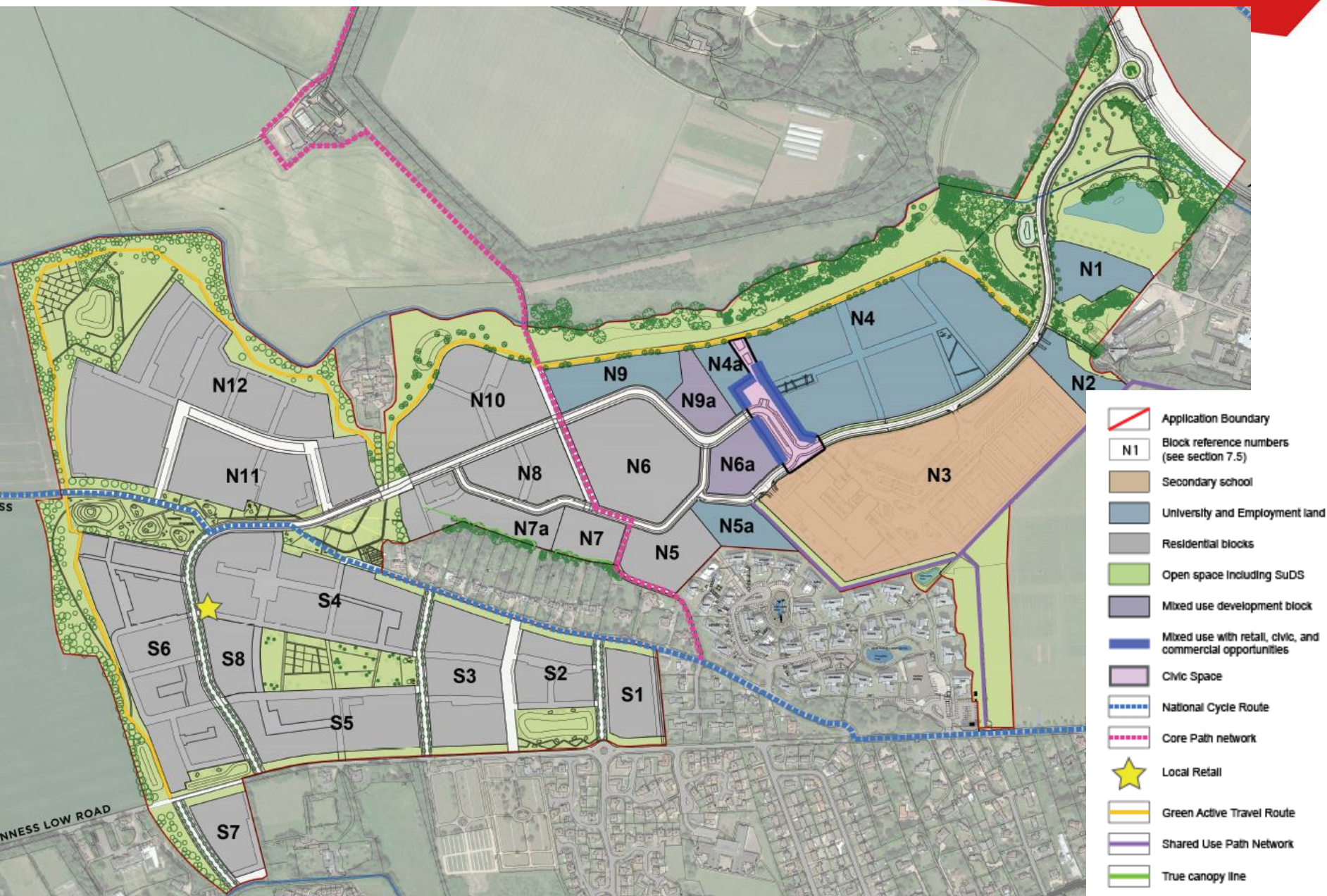


Transition from strategic assumptions to reality on the ground.



St Andrews West - Strategic Growth





NPF4 Strategic Objective: 'Sustainable Places'

- Placed-based design / development priorities via:
 - Development Framework
 - Design Briefs
 - Layouts / DAS

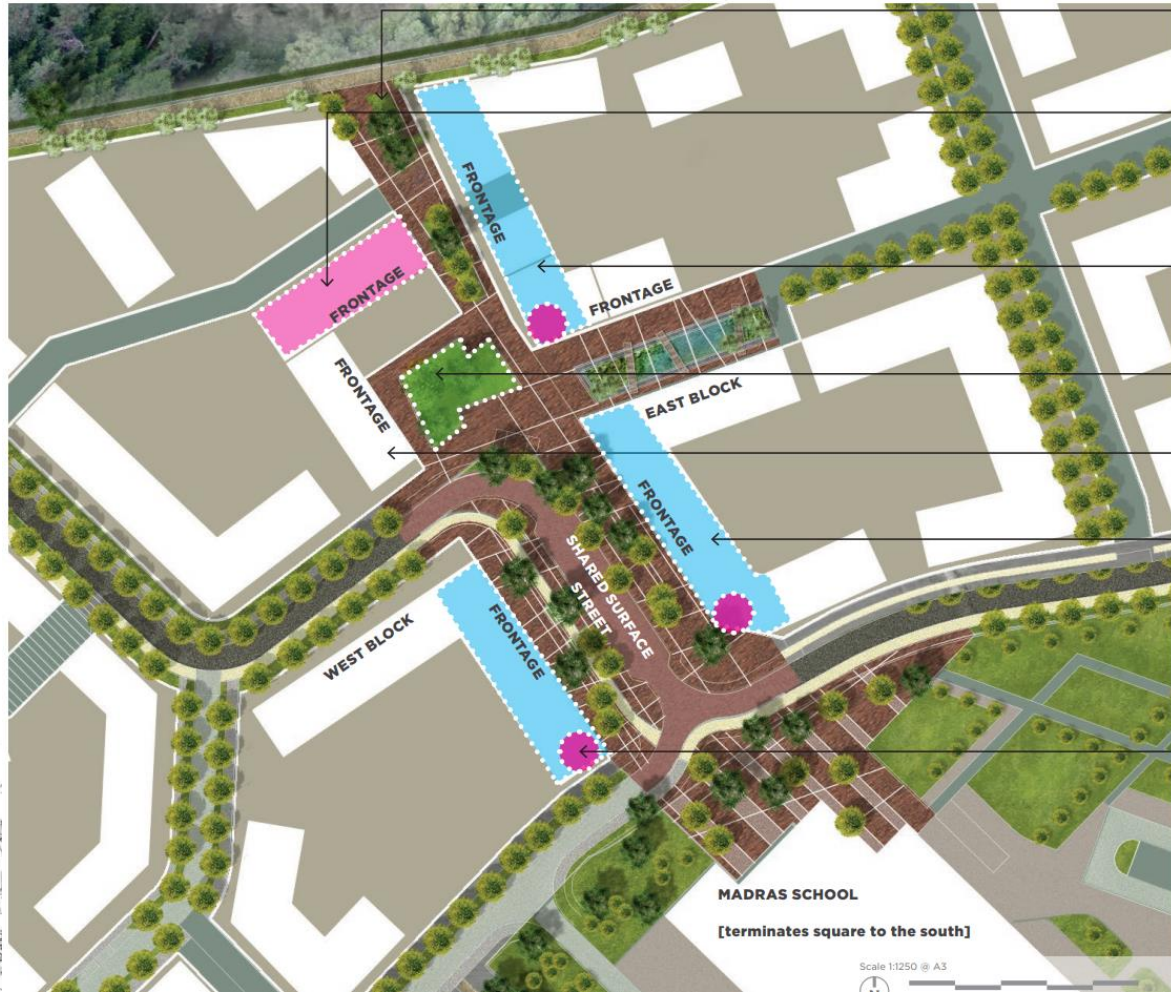
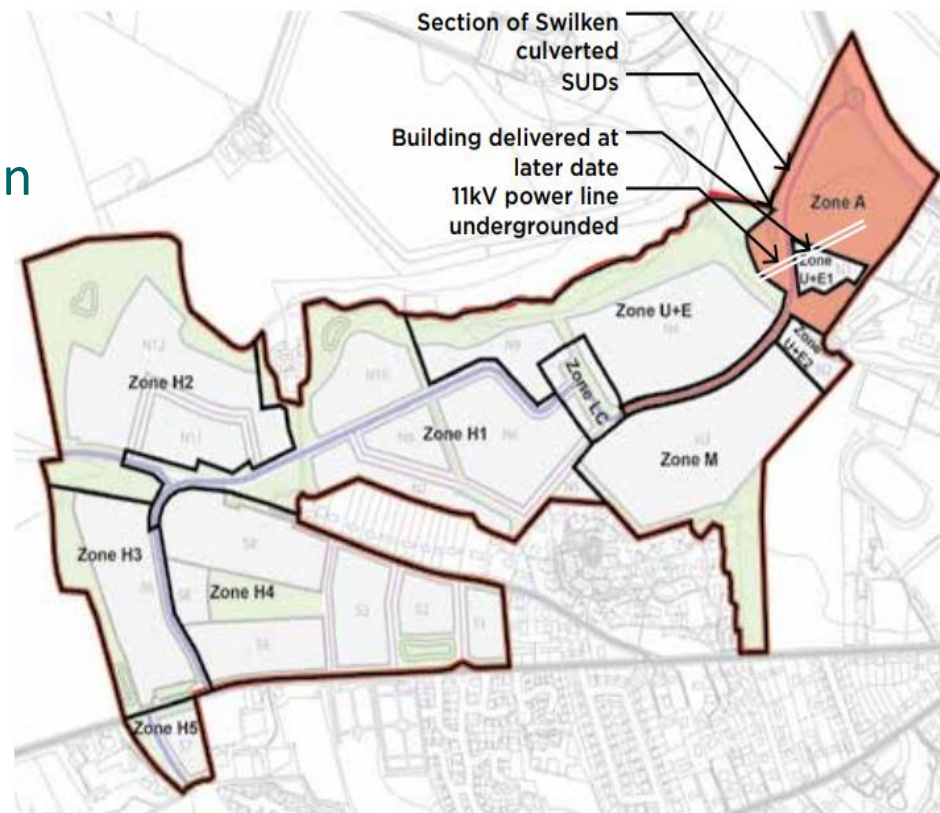
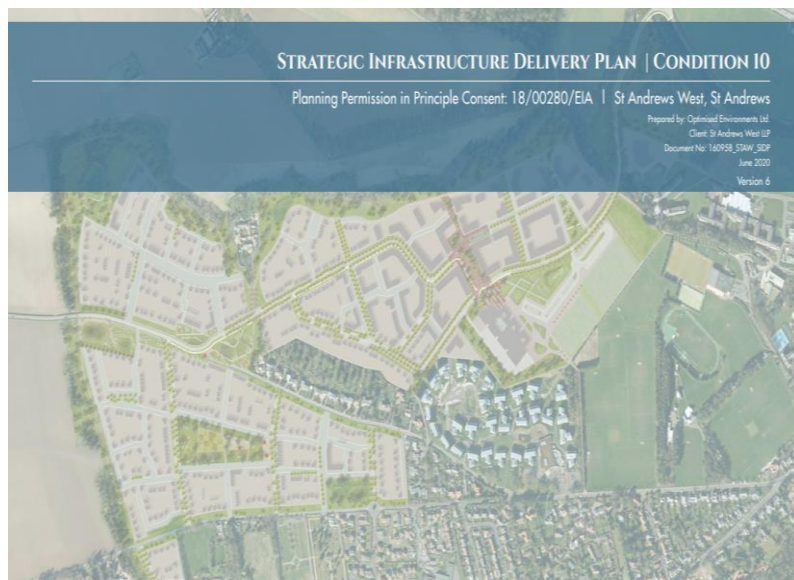


Figure. 76: Civic Centre: Sketch view from Madras college

NPF4 Policy 8: 'Infrastructure First':

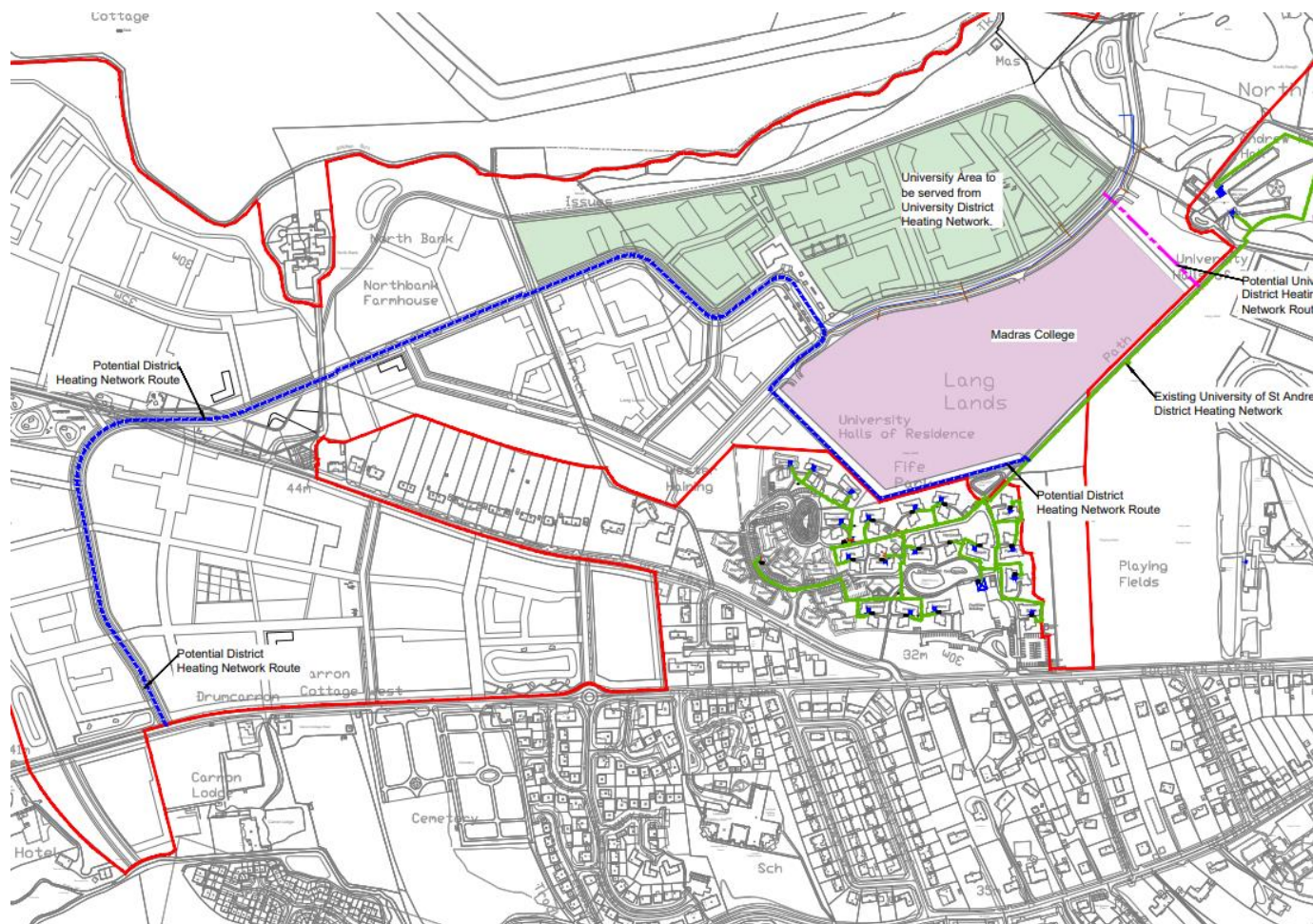
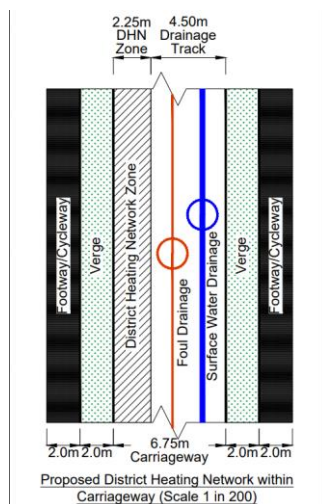
- Infrastructure & design led delivery
- Strategic Infrastructure Delivery Plan (SIDP)



TIMESCALE	2018-2021 (on site)
INFRASTRUCTURE	First phase Link Road complete September 2019 11kV line undergrounded
LANDSCAPE	North Haugh Park, including Link Road mitigation

NPF4 Policy 2: 'Climate Emergency'

- Decarbonisation
- Full Life cycles
- District Heating Connection
- Safeguarding Future Connectivity



NPF4 Policy 10: 'Sustainable Transport'

- Central to design & development strategy objectives

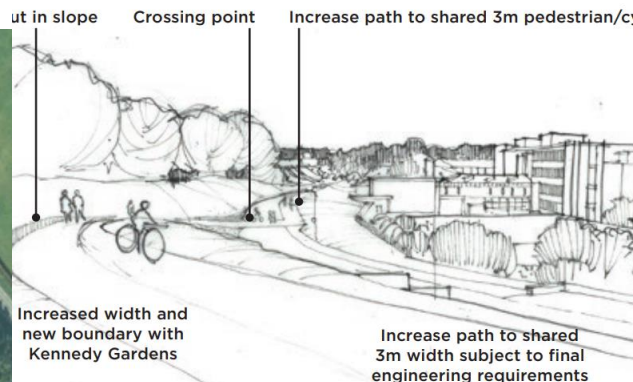
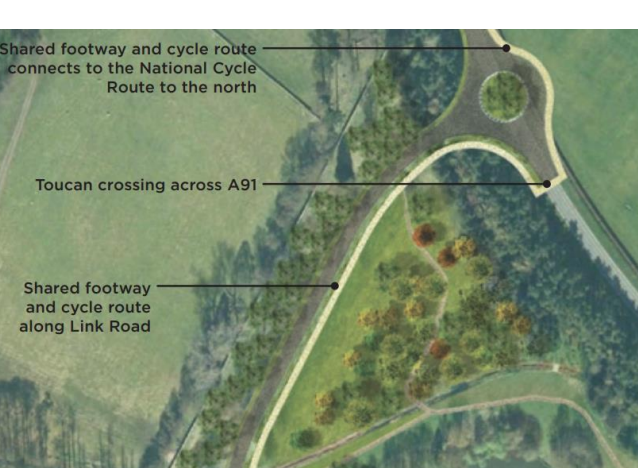
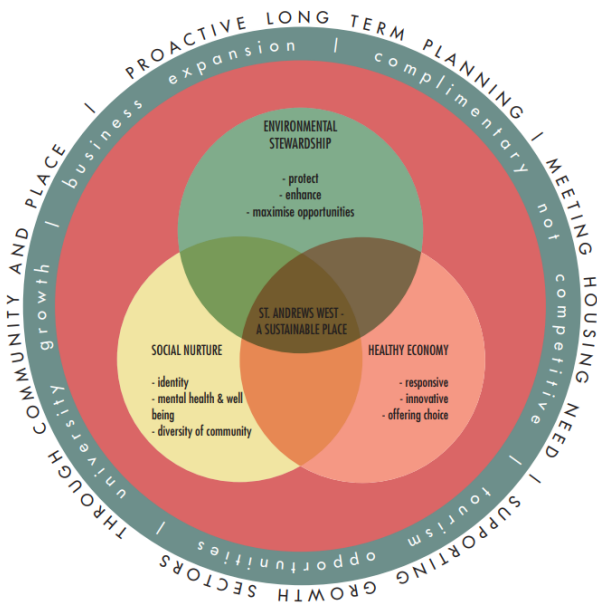


Figure 59: Potential Improvements: Buchanan Gardens

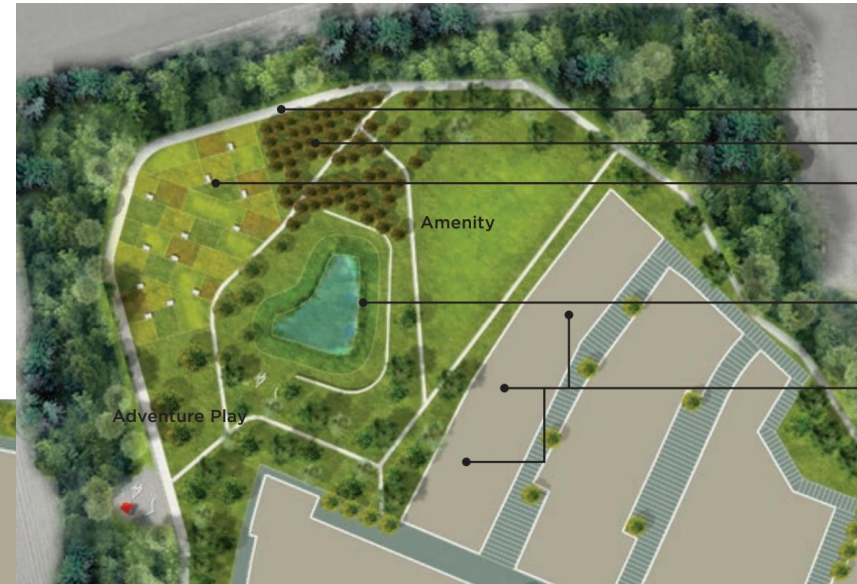
NPF4 Policy 16: 'Productive Places'

- Employment, University & Commercial: Interlinked opportunities.



NPF4 Policy 12: 'Blue & Green Infrastructure, Play & Sport'

- Interconnected green networks



Strathkinness
High Road

Proposed
Entrance
landform
offering
public views
to town and
interpretation:
Pilgrims Mount

Link Road

NPF4 Policy 3: 'Nature Crisis'

- Biodiversity Enhancement



Figure. 66: North Haugh Park: Plan

Key points

NPF4 > LDP2

Moving targets?

Reverse telescope effect

Complexities implementing
NPF4 objectives - Development
Plan vs Historic PPPs

Focusing growth within allocated strategic sites

Framework for delivery for NPF4 will be crucial.



- End