

**TCC Chairman;** If Planners decide to route the road further North as I and many others suggested at the outset – **Fantastic**, but how likely is this to happen? Therefore in response to specific concerns raised and suggestions offered by TCC (should the indicative route as per plan be used):-

**E-mail received from Planning Dept (FC) 17<sup>th</sup> May 2017**

“Council Officers recently walked the indicative route of the Northern Link Road (NLR) as shown in the Modified Proposed FIFEplan. It was clear from the site visit that there is scope to prepare a design of the NLR that would address comments and concerns raised by the Townhill Community Council and NDCG, including –

- The existing footpath/cyclepath on the former railway line on the southwest boundary of Townhill could remain exactly as it is (with banking landscaped).
- The existing bridges at Loch Street and Main Street could remain.
- Loch Street will remain a cul-de-sac (never any intention to connect it to NLR).
- No Stewart St Gardens will be reduced as reported (never any intention to enter private back gardens).
- The junction of the NLR with Main Street could be located south of the railway bridge and gas governor, for example through the disused/overgrown/flooded car park, but no further south than the existing vehicular access to the Water Ski centre.
- There should be no increase in noise for existing Townhill residents (the submission of a noise assessment and mitigation strategy would be a requirement of a planning application).
- In effect, the NLR would still be following the indicative alignment as shown in FIFEplan, but will be relocated slightly to accommodate the above.

A full consultation would be carried out by the Fife Council design team at the preliminary design stage with further consultation to show how comments received had been addressed, prior to the submission of a detailed planning application. The events would be carried out in convenient locations, for example within Townhill Community Centre, and times (not in school holidays or the week before Christmas).

The sections of the NLR (and other identified Dunfermline transportation intervention measures) would be delivered as and when there are sufficient funds available from the developer contributions. The first contributions should be submitted this financial year.

There are currently **no** detailed designs for the NLR. To date, the Design and Construction Team have not been formally appointed to carry out the preliminary and subsequent detailed design and supervision of any of the transportation intervention measures. Separately, Fife Council is part of the “South East Scotland City Deal”, which is seeking capital funding from the UK and Scottish Governments to front fund the Dunfermline transportation intervention measures, including the NLR. However, as a result of the UK elections the final outcome of the bid will not be known for a few months.”

