Fife Council

Fife Structure Plan 2006 - 2026

Written Statement May 2009

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As approved by Scottish Ministers on 22nd May 2009
Fife Council, Fife House, North Street, Glenrothes, Fife. KY7 5LT

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The Structure Plan is the strategic land use plan for Fife. It promotes Fife in a positive and ambitious way whilst addressing a number of complex economic, social and environmental challenges such as economic development, new housing land, retailing, transportation, renewable energy and minerals. It sets out a strategy and explains how that will be achieved by identifying the scale, type, general location and, where appropriate, the timing of new development. In doing so it provides the context for Local Plans, which translate the broad guidance into site specific detail.

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Plan strukturalny (Structure Plan) to strategiczny plan zagospodarowania przestrzennego Fife. Promuje on Fife w pozytywny i ambitny sposób, a jednocześnie podejmuje wiele skomplikowanych wyzwań ekonomicznych, społecznych i środowiskowych, takich jak rozwój gospodarczy, tereny pod nowe mieszkania, handel detaliczny, transport, odnawialne źródła energii oraz surowce mineralne. Plan przedstawia strategię i wyjaśnia sposoby jej realizacji wskazując skalę, typ, ogólną lokalizację oraz w stosownych przypadkach ramy czasowe nowych przedsięwzięć. W ten sposób plan strukturalny zapewnia kontekst dla lokalnych planów zagospodarowania przestrzennego, które przekładają ogólne wytyczne na szczegółowe projekty specyficzne dla poszczególnych rejonów.

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ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনি আপনার ইংরেজীর উন্নয়ন করতে চাইলে কোর্স ও সহায়তার জন্য দয়া করে উপরে দেয়া আমাদের যে কোন ল্যাংগুয়েজ লাইনে বা অল্টারনেটিভ ফরমাট লাইনে যোগাযোগ করুন।

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اسٹرکچر پلان، فائف میں زمین کے استعمال سے متعلق حکمت عملی پر مبنی منصوبہ ہے۔ یہ منصوبہ اقتصادی ترقی، نئے رہائشی رقبے، پرچون کاروبار، نقل وحمل، قابل تجدید توانائی اور معدنیات جیسے متعدد پیچیدہ اقتصادی، سماجی اور ماحولیاتی چیلنجوں سے نمٹتے ہوئے فائف میں ایک مثبت اور ولولہ انگیز انداز کو فروغ دیتا ہے۔ یہ ایک حکمت عملی تشکیل دیتا ہے اور بتاتا ہے کہ پیمانے، نوعیت، عمومی محل وقوع اور جہاں ضروری ہو، نئی تعمیر و ترقی کے دورانیے کی نشاندہی سے اس حکمت عملی کو کیسے کامیاب بنایا جائے گا۔ یہ کام کرتے ہوئے یہ منصوبہ لوکل پلانوں کے لیے ایسا ماحول مہیا کرتا ہے جو وسعت پذیر راہنمائی کو مخصوص تفصیل کی شکل میں ڈھالتا ہے۔

یہ تحریر کسی اور شکل میں یا اس کا ترجمہ درکار ہو تو اوپر پینل پر درج فون نمبر سے مدد لیں۔ فون کرنے پر براہ کرم اس تحریر کا عنوان بتائیں۔ یو کے لینڈ لائن سے کال کے نرخ 3 تا 7 پینی فی منٹ ہیں، موبائل کے نرخ مختلف ہو سکتے ہیں۔

اگر انگریزی آپ کی اپنی زبان نہ ہو اور آپ اپنی انگریزی بہتر بنانا چاہتے ہوں تو کورسوں اور تعاون پر ہر طرح کی معلومات کے لیے براہ کرم ہماری کسی بھی لینگویج لائن یا مندرجہ بالا آلرنیٹو فارمیٹس لائن کو فون کریں۔

الخطة الهيكلية (ستركشر بلان) عبارة عن مخطط استعمال أرض إستراتيجية لفايف. إنها تحفز فايف بطريقة إيجابية و تواقة في الوقت نفسه تشير إلى عدد من التحديات الاقتصادية, الاجتماعية و البيئية المعقدة مثل التطوير الاقتصادي, الأراضي السكنية الجديدة, البيع بالتجزئة, المواصلات, تجديد الطاقة والمياه. إنها تجهز إستراتيجية وتفسر كيف يمكن إنجاز ذلك بواسطة تعيين المقياس, النوع, الموقع العام ومتى يكون مناسبا وقت المشروع الجديد. القيام بذلك يزودنا محتوى الخطط المحلية, والذي سوف يترجم التوجيه الواسع النطاق إلى مشروع مفصل وخاص.

لطلب شكل أخر أو ترجمة لهذه المعلومات يرجى الاستعانة بأرقام الهواتف المعروضة على اللوحة أعلاه. عندما تتصل, الرجاء الإشارة إلى عنوان هذه الوثيقة. تكلفة المكالمات الأرضية تتراوح من 3 إلى 7 بنسات في المملكة المتحدة. تكلفة الهواتف الجوالة تكون متغيرة.

إذا لم تكن اللغة الإنجليزية لغتك الأولى وكنت تود أن تحسن لغتك الإنجليزية فيرجى الاتصال بأي من خطوط اللغات لدينا أو إذا كنت تريد هواتف أشكال أخرى من المعلومات أو الدورات التعليمية والدعم استخدم الأرقام أعلاه.

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Policies

POLICY SS1: Settlement Development Strategy
POLICY SLA1: Strategic Land Allocations
POLICY BL1: Rehabilitation and Re-use of Brownfield Land
POLICY DC1: Developer Contributions – Essential Community Infrastructure
POLICY C1: Strategic Infrastructure
POLICY E1: New Employment Land
POLICY S1: Town Centres
POLICY S2: Retail Development
POLICY S3: New Shopping Floorspace
POLICY H1: Housing Land Requirement
POLICY H2: Meeting the Housing land Requirement
POLICY H3: Phasing of Residential Development
POLICY H4: Provision of Affordable Housing
POLICY H5: Exceeding the Housing Land Requirement
POLICY H6: Density
POLICY T1: Transport and Development
POLICY T2: Safeguarding of Existing and Potential Transport Routes
POLICY T3: Transport of Freight
POLICY R1: Wind Turbines
POLICY M1: More Sustainable Mineral Extraction
POLICY M2: Construction Aggregates
POLICY M3 Opencast Coal Operations
POLICY W1: Strategic Waste Management
POLICY ENV1: Green Belts for St Andrews and Dunfermline
POLICY ENV2: Nature Conservation – International Sites
POLICY ENV3: Nature Conservation – National Sites
POLICY ENV4: Nature Conservation Enhancement
POLICY ENV5: Built Environment
POLICY ENV6: Forestry
POLICY ENV7: Countryside, Recreation and Access
POLICY MO1: Structure Plan Monitoring

Proposals

Proposal PDC1: Developer Contributions and Requirements – Strategic Land Allocations
Proposal PE1: Proposed and Existing Strategic Employment Land
Proposal PS1: Retail Expansion
Proposal PH1: Housing Land Requirement (2006-2026)
Proposal PH2: Strategic Land Allocations
Proposal PH3: Additional Strategic Supply (Balance arising from Proposal PH1)
Proposal PT1: Transport Proposals
Proposal PT2: Port of Rosyth and Waterfront

Foreword

The approval of the Fife Structure Plan by Scottish Government on 22 May 2009 represents a major step forward in Fife's development strategy. The Plan promotes Fife in a positive and ambitious way whilst addressing a number of complex economic, social and environmental challenges. It presents a powerful vision of sustainable economic growth and regeneration, whilst safeguarding our rich varied environment and built heritage.

The Plan will now be taken forward through the three emerging Local Plans, which translate the broad land use strategy set out in this document into detail. All of these documents are therefore complementary and focused on making Fife a first choice place to live, work and play.

The preparation of this Plan has involved considerable public participation and the strategy is all the stronger for that. This interaction can only be positive as it promotes public participation in the planning process. All comments received have been carefully considered by Fife Council and the Scottish Government.

The completion and adoption of any Plan should not be seen as the end of a process, rather the start. Now that the vision, strategies and policies have been set it is vital to implement them. A number of important issues need to be balanced and addressed, not least; sustainable economic development, provision of quality housing for all, and protection and enhancement of our rich environment.

This Plan will be the last Structure plan covering the whole of Fife. In the future, two separate strategic land use plans will be developed based on the city regions of Edinburgh and Dundee. A settled vision of strategic planning in Fife, therefore makes a powerful positive contribution to the debate with our regional partners on the content of the Strategic Development Plans, as we move into this new era for planning in Scotland.

I am very pleased to present to you this Approved Plan. We will only realise the ambition of sustainable economic growth set out in the Structure Plan, through close partnership working, and I look forward to working with all communities of interest in Fife in making our vision a reality.

Councillor John Beare
Chair of the Planning Committee, Fife Council

What is a Structure Plan?

The Plan sets out the development strategy and strategic land use policies and proposals and identifies the general scale and location of development. The Plan sets the context for Local Plans, which translate the strategic guidance into site-specific detail. Together the Structure Plan and the Local Plans form the Fife Development Plan.

The Plan comprises four interrelated documents:

- the **Written Statement** (this document) which contains the vision, strategy, policies, proposals, and the Key Diagram.

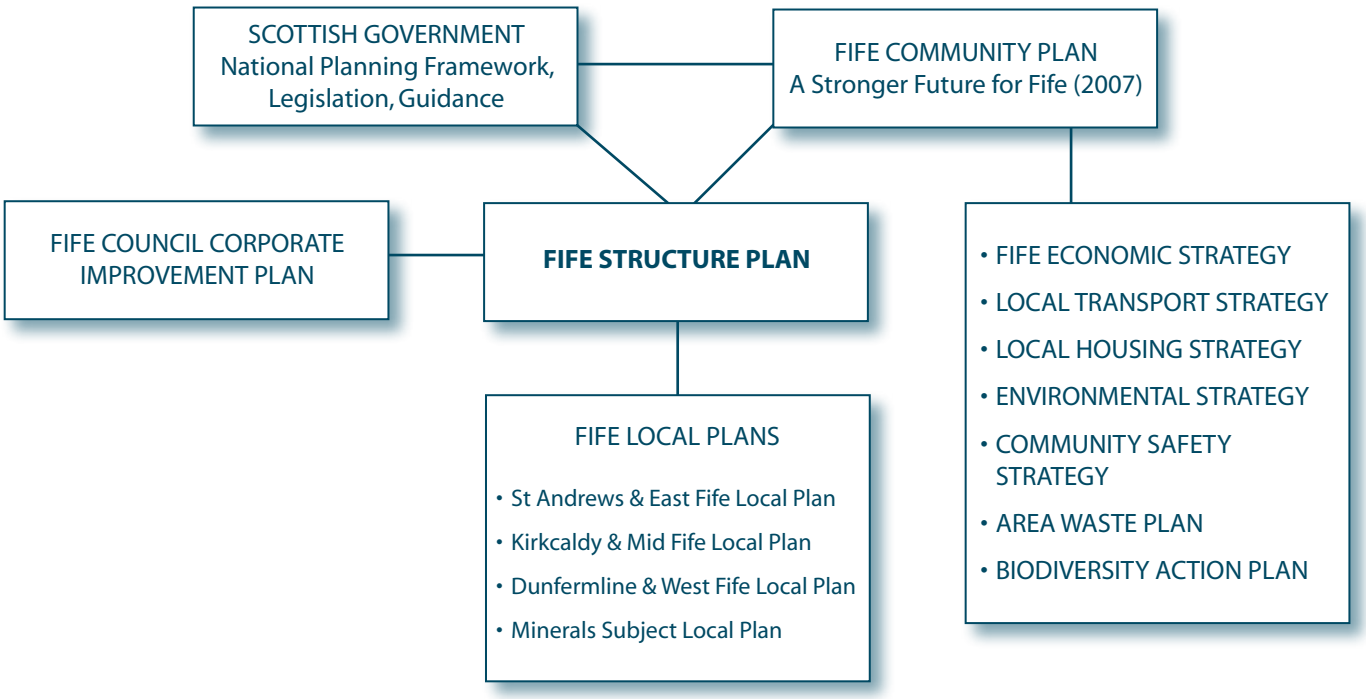
- the **Report of Survey** which provides details of research undertaken and background information which has informed the Plan's preparation.

- the **Action Plan** which sets out the actions to implement the Plan.

- the **Strategic Environmental Assessment** which evaluates and determines the potential impacts as required under the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004.

The Structure Plan in context

The Structure Plan requires to fit into a wider legal context set by European Directives and to be guided by the Scottish Government's Scottish Planning Policies (SPPs), National Planning Policy Guidelines (NPPGs), Planning Advice Notes (PANs) and Circulars. The content of these documents is reflected, but not repeated, in the policies of this Plan. The National Planning Framework 2 identifies the likely change to 2025 and sets out an achievable long-term vision for Scotland. The Fife Community Plan (2007) sets out the shared vision of public sector providers and the wider Fife community over the next 10 years.



Fife in 2026

Fife in 2026 is a very different place from the Kingdom at the turn of the Century.

The economic landscape has been transformed, with Fife's historic strength in manufacturing now balanced by a thriving service sector with growing numbers of knowledge based employers emerging from the higher education sector and the transformation of manufacturing businesses. The rural economy has strengthened through diversification including new energy technologies. A skilled workforce throughout Fife meets the needs of business and industry and economic disparities are reduced. The population is well educated, with a substantial increase in the number of residents holding degrees, and Fife has excellent education facilities.

Fife's housing market has changed beyond recognition. A thriving construction industry now works in partnership with the Council to create a steady pipeline of new high quality mixed tenure developments helping to deliver housing for all sectors of society.

Although communities like Inverkeithing and Methil are now home to an increasing number of affluent commuters to Edinburgh, locals with more modest incomes have not been priced out of the market thanks to local employment and a strong supply of social rented and affordable houses, cross subsidised by private housing developments.

Fife is one of the fastest growing areas in Scotland, and Mid Fife's population has ceased falling. Growth in the population means that Fife is now better able than before to sustain the excellent range of social care it delivers with its community planning partners.

Although St Andrews remains the pre-eminent visitor destination for tourists, Dunfermline and Coastal Fife now attract visitors from around the world on a regular basis.

In the past, transportation difficulties held back the Fife economy and prevented the population of Mid Fife from sharing the prosperity of the growing Edinburgh and Dundee economies. Improvements like the new Levenmouth rail link, improvements to the A92, cross-Forth Ferry Services and the new multi-modal bridge across the Forth mean that Fife has never been better connected with the rest of the country. Cupar town centre has been revitalised by the diversion of heavy traffic onto the relief road and this has also significantly improved access to St Andrews for all.

Overall, Fife has become more sustainable with an increase in the use of public transport, an increase in businesses within communities and more sustainable forms of development. Fife in 2026 is playing an increasing role in meeting the national agenda. Fife is a first choice in east central Scotland to live, learn, work, play and invest.

1. Executive summary

Introduction

1.1 Although the 20-year timescale covered by the Structure Plan may seem distant in most people's lives, the Plan will have a dramatic impact on the way Fife functions through to 2026. It sets out strategic land use challenges for our communities and is the key land use planning document for directing and managing growth and change. The strategy sets out the challenges for Fife, capitalises on these challenges and outlines the envisaged outcome by 2026.

The Vision

1.2 The Fife Single Outcome Agreement reflects the priorities of the Community Plan "A Stronger Future for Fife" (2007) which sets out the overall vision for Fife and the contributions to the delivery of the outcomes by each of the Community Planning Partners. Within this, the Structure Plan, through directing and managing growth, has a vision by 2026 for Fife to be...

A location of first choice in east central Scotland to live, work, play, learn and invest. An attractive place, with thriving and sustainable communities and a diverse environment. An area with a growing population which has reached at least 375,000 and is still expanding. A place where people can achieve their full potential through education, skills and career development.

The Challenges for the Future

1.3 Addressing the key challenges is fundamental to how future growth needs to be managed and directed. The Fife Partnership will use its land assembly powers, where necessary, and enter into long term partnerships with the private sector to address these challenges. Fife lacks a single dominant urban centre, the economy is underperforming, and the population is ageing. Pockets of high economic inactivity sit alongside communities of relative prosperity. The Community Plan sets out the ten key challenges that face Fife.

- Downward trends in population and economic activity in Central Fife require concentrated and co-ordinated action.
- Increased congestion and major public transport infrastructure challenges require investment to improve sustainable travel choices.
- Diversifying the economy and creating more quality, sustainable jobs.
- Providing good quality affordable housing as part of integrated communities.
- Developing education and skills.
- Creating strong, attractive, vibrant and thriving communities.
- Tackling inequality.
- Increasing voluntary sector involvement.
- Balancing pressure for growth with environmental impact.
- Increasing leadership and vision in promoting Fife.

1.4 The Fife Structure Plan is the major policy document concerning land use planning across Fife over the next 20 years and has been developed to complement, support and inform the work of other key related strategic documents including the Fife Single Outcome Agreement, Regional Transport Strategy, Local Transport Strategy, Local Housing Strategy, and Fife Economic Strategy. Clearly Fife will not stand still during the 20-year life of the Structure Plan. The Plan will be updated on a five-yearly basis, through the proposed Strategic Development Plans for the City Regions and other Fife wide strategies including the Fife Community Plan. An Action Plan accompanies the Structure Plan, and outlines the actions and commitments required to implement the strategy. This will be updated on a biennial basis to monitor implementation.

The Development Strategy

1.5 The strategy sets out how the vision will be achieved across Fife by identifying the scale, type, general location and, where appropriate, the timing of new development. The strategy also implements the land use requirements flowing from the Fife Community Plan and other key documents such as the National Planning Framework.

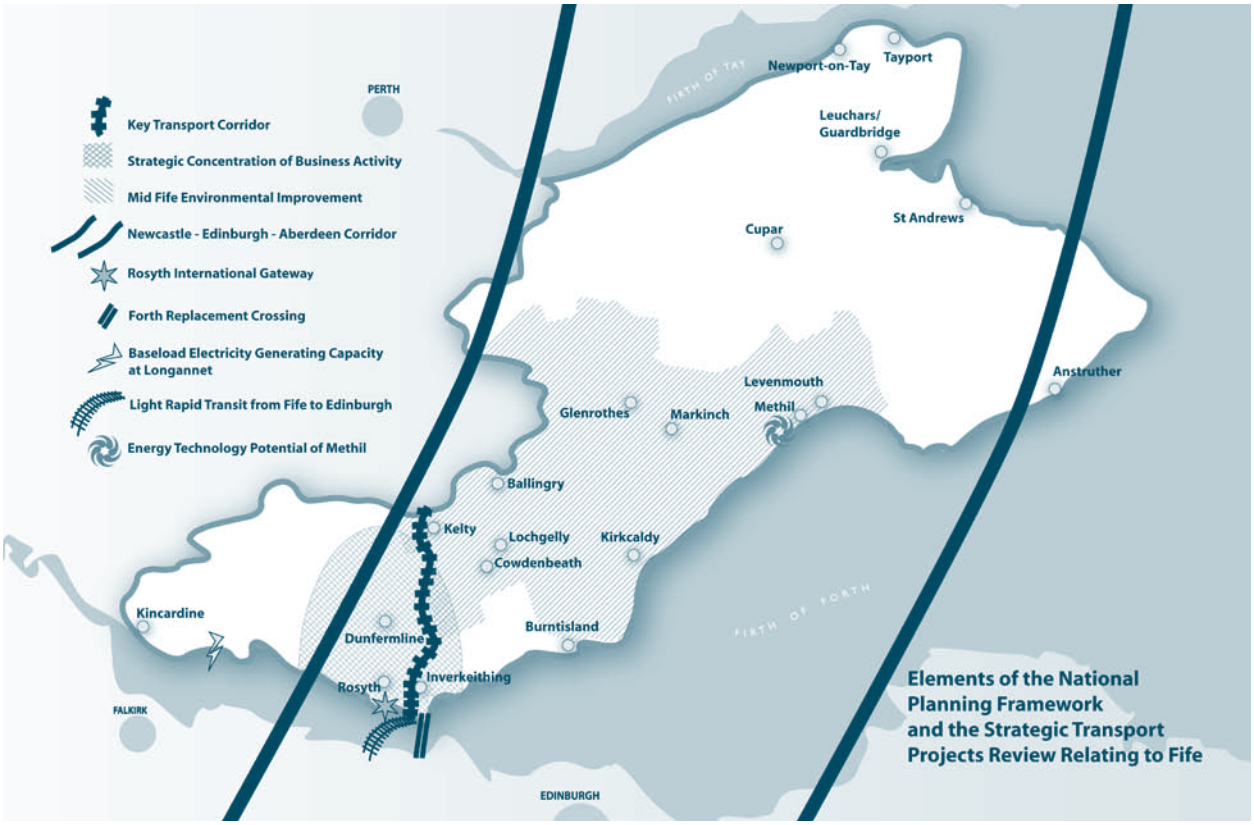
1.6 Fife has the right assets in the right locations together with real potential in a number of areas to grow the economy and increase development activity. Fife has a high quality environment; a well educated/skilled workforce; is in close proximity to the cities of Edinburgh and Dundee; has good access to Europe; and has an available supply of competitively-priced land. The strategy and proposals contained within this Plan, together with existing assets, will make Fife a location of first choice in east central Scotland.

1.7 The NPF will provide a perspective on Scotland's long-term territorial development up to 2030. The key aims of the NPF strategy are: to increase sustainable economic growth and competitiveness; contribute to the achievement of climate change targets; protect and enhance the quality of the natural and built environment; help build safer, stronger and healthier communities; and support the development of the knowledge economy. In relation to regenerating communities, the NPF identifies two principal issues for spatial planning. These are to ensure that economic priorities are located to benefit communities identified as priorities for regeneration and renewal, and that jobs and opportunities are accessible to disadvantaged groups in these areas.

1.8 NPF 2 also identifies:

- An Aberdeen-Edinburgh-Newcastle corridor where there are opportunities to develop the knowledge economy.
- The University of St Andrews' expertise as an asset within this corridor, able to contribute to both the national and local economy.
- The importance of St Andrews as a tourism destination of international renown and a centre of academic excellence.
- A Strategic Concentration of Business Activity covering West Edinburgh/South Fife.
- Rosyth as a European gateway to improved integration of Scotland's economy with that of continental Europe as well as the rest of the world, and as a strategic growth area.
- The potential for energy technology development at the Fife Energy Park at Methil.
- Mid Fife as an area of national priority for environmental enhancement.
- As key to unlocking the potential of these national assets, the investment in East Coast transport infrastructure, both road and rail, to reduce journey times.
- The principle of the renewal of baseload generating capacity at Longannet.

1.9 At European Union level, Fife and the rest of Eastern Scotland form part of the North Sea Region. The European Spatial Development Perspective identifies the importance of strengthening West-East links in Northern Europe and Fife has a great deal of potential to contribute to these improved linkages.



Growing Fife's Economy and Increasing its Population

1.10 The strategy is to increase job opportunities, particularly in areas of high unemployment, for both employers and those looking for jobs. The strategy takes a positive approach to economic development and directs major new employment-creating development to the main towns, particularly within Mid Fife, and to South Fife/Rosyth and St Andrews.

1.11 South Fife/West Edinburgh is a strategic concentration of business activity. The Port of Rosyth is a growing European gateway with the potential to be further developed. Within the Aberdeen-Edinburgh-Newcastle corridor, Fife will play a key role in developing the knowledge economy links based on business research, especially in the energy sector, and at St Andrews University. A lead is being established with the pursuit of the Fife Energy Park at Methil Waterfront.

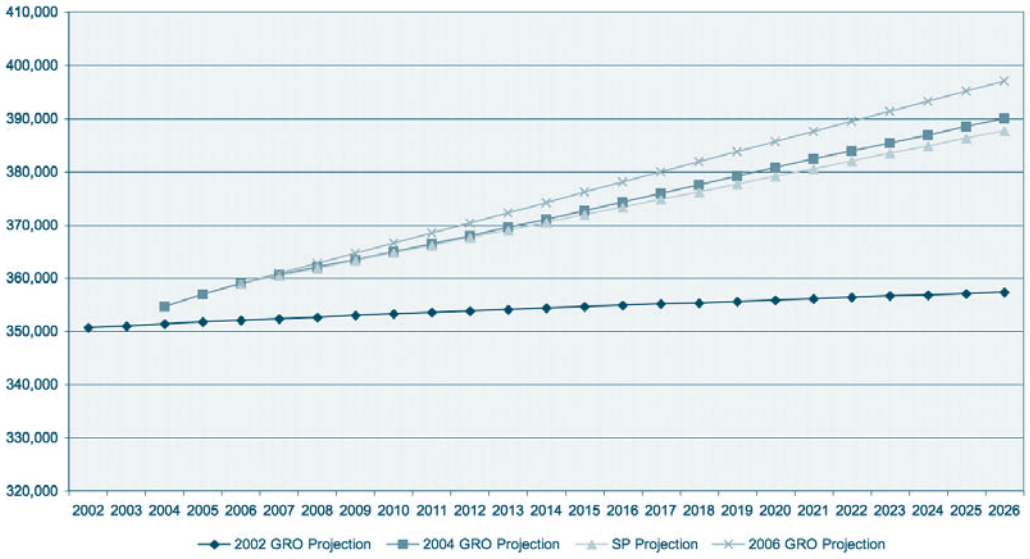
1.12 The General Register Office for Scotland's latest 2006-based population projections predict population growth in Fife of some 11% to 2031 based on a continuation of growth in recent years. The Plan Strategy will, however, only provide for around 8% growth in the population of Fife at this stage, as it anticipates that the higher level of growth may not be sustained over the 20 year horizon of the plan. To accommodate the growth in population, the plan requires 35,200 new homes to be built in Fife over the next 20 years. New house building will be focused in Mid Fife and West Fife to support regeneration, with a smaller strategic housing land requirement in North East Fife.

1.13 Suitable land for new employment sites is identified across Fife. The focus is on helping the service sector to grow, particularly high value and knowledge-based industries, whilst supporting high value manufacturing. The commercialisation of the higher education sector to promote opportunities to develop research and knowledge into local employment opportunities will be strongly supported. The quality, attractiveness and accessibility of Fife within east central Scotland makes it an increasingly attractive location for businesses, from headquarters to established small businesses and start-ups.

1.14 Dunfermline, Kirkcaldy, and St Andrews town centres will be the key centres. The civic, commercial and cultural hub of Dunfermline will be developed as a sub-regional centre, with an emphasis on sustaining and broadening its economic growth. Kirkcaldy's focus will be on growing the town as the main centre at the heart of Mid Fife, offering a wide range of commercial, retail, leisure and business activities and opportunities. St Andrews will be further developed as a world class destination with the potential to build on the international profile which it has as a cultural, leisure and visitor destination, and centre of academic excellence.

1.15 Development of these town centres is key to the growth of the Fife economy. However, it is still important to support growth in other towns, villages and communities to achieve balanced and sustainable growth throughout Fife. Town centres will continue to be the preferred location for new shopping and leisure facilities with the main focus on the sub-regional centres of Dunfermline and Kirkcaldy, and district centres of Glenrothes, Cupar, St Andrews, Leven and Cowdenbeath.

Population Projections



1.16 The strategy to grow Fife's economy and population is:

- To support the development of a Forth replacement crossing at Queensferry to enhance the national and Edinburgh City Region economies.
- To grow the housing market in Mid Fife.
- To assist the transition to a broader economic base with significant growth in service sector employment.
- To develop a Coastal Development Zone along the North Forth coastline from Rosyth to Leven, linking significant brownfield regeneration opportunities at Inverkeithing Bay and Methil with new proposed Strategic Land Allocations at Inverkeithing, Burntisland, Levenmouth and Kirkcaldy East and South West.
- To support and strengthen the rural economy by encouraging its diversification.
- To support commercialisation of the higher education sector, in particular to capitalise on the knowledge economy and promote opportunities.
- To attract a new higher education campus to substantially enhance the number of residents holding a degree.
- To guide inward migration to Mid Fife in particular, to halt and reverse net outmigration and to assist in regenerating Mid Fife
- To focus major development on public transport interchanges and town centres well served by public transport, and to increase development densities in these areas.
- To attract inward investment through skilled labour, a range of high quality land and premises, good accessibility and a very attractive environment.
- To continue to develop Rosyth Waterfront as an international port, transport hub and economic growth area.
- To focus retail growth in Dunfermline and Kirkcaldy as sub-regional centres, and district town centres, in particular Glenrothes and Cupar and consolidate growth in other town centres.
- To further develop St Andrews as a high quality tourist destination and to build on the tourism industry throughout Fife.
- To provide a choice of quality housing as well as providing for a choice of different locations, prices and tenures, from affordable housing to the high end of the market.
- To provide an attractive range of employment sites throughout Fife, including major land releases.
- To grow the energy sector with a focus on the Renewable Energy Park at Methil and the Green Energy Park at Westfield.

Improving Accessibility

1.17 Whilst the major routes provide local links to the adjacent cities of Dundee and Edinburgh, they are also part of the wider Scottish transportation network to the cities of Perth, Inverness and Aberdeen and the rest of Scotland. Improved transport links are critical to east central Scotland's economy and must be strengthened to improve accessibility and modal choice. Rosyth is a European gateway which has the potential to further develop as a national transport hub. Employment land is allocated adjacent to housing to reduce the need to travel. There is a need to better link regeneration areas with employment hubs, for example, the Levenmouth area with Kirkcaldy and St Andrews. The proposal for a ferry passenger link between Kirkcaldy/Burntisland and Leith/Granton offers potential overall reductions in traffic growth and will assist the regeneration of Mid Fife. The transport connections between Kirkcaldy, Glenrothes and Levenmouth need to be strengthened to assist access to employment opportunities in line with Community Plan social inclusion and regeneration objectives and access to jobs within the wider city regions. The proposal to re-open the Levenmouth rail line will assist social inclusion priorities. Vital to improving accessibility is enhancing the public transport network, increasing modal shift to public transport and increasing the occupancy of vehicles. This will require large-scale investment in new infrastructure. Scottish Transport Appraisal Guidance (STAG) will be used by Fife Council, SESTRAN and developers in an objective-led approach in support of the Plan's identified transport interventions. STAG is required when seeking Scottish Government funding, support or approval for options to change the transport system.

1.18 The strategy to improve accessibility to, from and within Fife is:

- To maximise the efficient use of existing Forth and Tay crossings through supporting increased modal shift to public transport and car share.
- To support the development of a new multimodal Forth crossing at Queensferry to enhance the national and Edinburgh City Region economies.
- To promote mixed use developments to achieve improved accessibility.
- To support the provision of a Cross-Forth Ferry Service and associated infrastructure.
- To promote routes for public transport rapid transit corridors and interchanges with other networks.
- To support the provision of strategic transport improvements outwith Fife which support and improve Fife's economy and accessibility, including the proposed Edinburgh Airport link.

- To support the provision of regional improvements within Fife including Cupar relief road, St Andrews link road, upgrading of the A92 and the Rosyth bypass.
- To further consider options for connecting St Andrews to the rail network in the review of the Local Transport Strategy.

Raising Aspirations

1.19 The envisioned growth in the economy requires to be supported by a skilled and trained workforce. A culture of lifelong learning will be assisted through the spatial strategy by the location and provision of education facilities. The range and quality of educational opportunities is important to attract inward migration and maximise opportunities for Fife's population. Retaining school leavers within Fife and attracting and retaining graduates is important to enhance and broaden Fife's knowledge base and strengthen the workforce, thereby creating wealth, quality of place, and quality of life.

1.20 The strategy to raise aspirations and further develop learning and skills is:

- To identify and protect the land required for new educational facilities.
- To work in partnership with St Andrews University to develop the Campus Plan through master planning and the Local Plan.
- To work in partnership to support the development of Fife's further and higher education sector.
- To work with partners to support the development of vocational training and apprenticeships.
- To encourage developers to use local labour and provide training and skills development/ programmes to expand the skilled workforce in Fife.
- To work with the private sector to grow the construction sector.
- To develop the case with partners for expansion in Higher Education and research capacity in Fife, particularly in Mid Fife.

Improving the Range and Quality of Housing Development

1.21 The standard and overall quality of new development will be raised. Quality and innovative design will be prime considerations in allowing new development whilst designing for high densities of housing where this is close to transport hubs and town centres. The strategy will ensure there is a range of housing types across Fife, including affordable housing, single storey and barrier free housing to meet needs. Raising the quality and standard of housing and ensuring that it is secured by design will have health and social benefits.

1.22 The strategy to improve the range and quality of housing is:

- To raise the standard of quality and design in new development. To this end an Urban Design Guide for Fife has been published, which will be used to influence change.
- To align the range of new housing, including single storey houses, to meet the needs of the population taking account of demographic changes.
- To encourage imaginative solutions to increase density through good design and enhance the sense of community.
- To deliver quality new affordable housing and investment to improve the standard of housing.
- To integrate higher density housing, where appropriate, with public transport hubs and town centres, and to support new and improved public transport services to serve these developments.

Sustainable Communities

1.23 Affordable housing is a significant issue within Fife at the present time, as growth in house prices has priced housing in many communities outwith the reach of first-time buyers. The Structure Plan anticipates that private sector developers will make a substantial contribution to the provision of affordable housing through a range of tenures.

1.24 It is essential that a balanced, mixed community is achieved with a range of house types and housing tenures. The provision of employment land, affordable housing, community facilities including schools, integrated public transport and high quality design is critical to achieving mixed communities.

1.25 Sensitive growth and development in the rural economy is supported through employment opportunities, new housing, including the provision of quality affordable housing and improved public transport. Population will continue to steadily increase to sustain communities. Housing development within the rural areas will focus on the West Villages, Cupar, St Andrews, East Neuk settlements, and Newport/Tayport/Wormit. Longer-term growth of Newburgh is proposed within the next 30 years and may support a new rail station. Support for farm diversification that contributes to sustaining rural jobs and maintains Fife's sense of place and quality of environment will be encouraged. The decline in traditional industries along the East Neuk coast has resulted in the need for the economy to diversify.

1.26 The strategy to develop and maintain sustainable communities is:

- To deliver affordable housing as part of new development and to raise the overall quality of the housing stock.
- To prioritise the development of brownfield sites where possible.
- To focus strategic land allocations within Mid Fife, Dunfermline, Cupar and St Andrews which will provide community facilities, employment land and a choice of different house types and tenure.
- To sustain jobs and improve accessibility in the rural areas and small communities.
- To implement the development of the Strategic Land Allocations to deliver regeneration priorities in partnership with other public service providers and the private sector.

Safeguarding and Improving Fife's Environment

1.27 Fife has a rich and varied natural and built environment, which requires to be improved. Green Belt will be designated, through the Local Plans, at St Andrews and Dunfermline to protect the landscape setting of their historic cores, manage planned growth and integrate the towns with their landscape settings. Settlement coalescence will be avoided to protect settlement identity.

1.28 The strategy to safeguard and improve Fife's environment is:

- To accelerate the use of appropriate brownfield, vacant and derelict land within settlements and to encourage the re-use of buildings.
- To protect the landscape setting of the historic cores of Dunfermline and St Andrews through the introduction of Green Belt as part of a long-term land use planning strategy to direct planned growth to the most appropriate locations.
- To protect and enhance the character and distinctiveness of Fife's towns and villages.
- To maintain, protect and enhance, where possible, Fife's natural heritage, built and historic environment, water resources and air quality.
- To meet global challenges and opportunities, such as climate change, energy efficiency and low or zero carbon developments by encouraging the development and use of micro-generation or renewable energy technologies, if possible at a decentralised level, in both commercial and residential settings.

2. The settlement strategy

Introduction

2.1 The Structure Plan sets a clear target for growth in both Fife's economy and its population during its 20-year lifetime. Continued growth in Dunfermline and development in Cupar and St Andrews is balanced by a major regeneration of Kirkcaldy as the main centre for Mid Fife. A Coastal Development Zone will transform coastal West and Mid Fife through a series of targeted, housing-led regeneration proposals along the North Forth shore.

2.2 Strategic land is allocated within each of the defined four Housing Market Areas. Strategic land allocations are identified as set out in Chapter Three. The key land uses within them are specified in this Plan.

Coastal Development Zone

2.3 The relative prosperity and environmental quality of East Fife's coastal communities has not been matched in other Fife coastal stretches. From Leven to Rosyth, many of the communities have significant regeneration needs. There are a range of major development opportunities within this area for housing, employment, leisure and retail. The combination of these discrete projects into a major development zone will stimulate greater development interest and facilitate additional investment from both public and private sectors in this area. The Council will develop a comprehensive strategy for the North Forth shore and this will bring together the following elements:

- Continued development of Rosyth as an international port.
- Regeneration of Inverkeithing Bay and Burntisland.
- Three Strategic Land Allocations at East and South-West Kirkcaldy and Levenmouth to assist in the regeneration of the wider Kirkcaldy and Levenmouth area.
- Retail opportunities in Kirkcaldy town centre.
- Cross Forth Ferry passenger service from Kirkcaldy/Burntisland to Leith/Granton.
- Major land releases for employment opportunities at Kirkcaldy East.
- Reintroduction of passenger rail services between Kirkcaldy and Levenmouth to assist in delivering social inclusion and maximising use of the existing rail network.
- Enhancement of Levenmouth's role as a gateway to the East Neuk coastal villages.
- Regeneration of Levenmouth and Methil Waterfront, including development of an Energy Park.

Strategic Land Allocations

2.4 Strategic Land Allocations will contribute significantly to developing the Fife economy and enhancing communities. These areas will be the focus for mixed-use developments containing a minimum of 300 houses. Largely these developments will be on greenfield land, whilst maximising the redevelopment of brownfield land where possible, particularly in Levenmouth. Proposals PH1, PH2 and PH3, in Chapter 3 set out the approximate scale of new housing.

Dunfermline

Dunfermline will be expanded, growing out through development to the South West/West/North around a revitalised city centre to further enhance the attractiveness of this small city over the next 30-40 years. Significant improvements to the transport infrastructure will allow its population to grow to 50,000 over the 20 year life of this Plan. New and improved infrastructure will deliver benefits for the existing community. Green corridors/Green Belt designations will be formed to protect the historic setting of the city. Within the period to 2026, 80ha of employment land for business use, a minimum of 3,800 new houses, and the provision, by the private sector, of public transport rapid transit corridors and a distributor ring road will be developed and integrated with the existing city commencing from 2011. Development will commence in the South West/West in the 2011 to 2016 period to deliver early strategic infrastructure. The potential to connect a light rapid transit network to Edinburgh City and West Edinburgh will be addressed in the context of the Forth Replacement Crossing. The city centre will be the focus of further retail development. Further capacity for both employment land and housing

within this area will be developed post-2026. A green belt defined in the Local Plan will protect Dunfermline from coalescence with towns to the west and south west. Additional housing arising from the 1,280 unit strategic allocation to the Dunfermline and West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to the expansion of Dunfermline SW/W/N following further assessment. Further housing units at Dunfermline SW/W/N may be considered if it is demonstrated through the masterplan and business plan that they are essential to deliver the strategic transport and other infrastructure required to secure the regeneration of the area.

Kirkcaldy

Kirkcaldy will be expanded as the main centre at the heart of Mid Fife over the next 20 years, further enhancing its popularity as a residential community and reinforcing town centre and community regeneration measures within the town. Expansion and redevelopment within the town centre will focus on creating an employment and retailing centre, providing regional services and leisure facilities and maximising the potential of the waterfront. Business growth will focus on the A92 and will attract higher value, knowledge based and service sector industries to Mid Fife. In addition to maximising the redevelopment of brownfield sites, two Strategic Land Allocations will be developed in Kirkcaldy. Additional housing arising from the 1,550 unit strategic allocation to the Kirkcaldy, Glenrothes and Central Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Kirkcaldy East and Kirkcaldy SW following further assessment.

Kirkcaldy East

Expansion to the East will accommodate a minimum of 2,000 new houses, 40ha of employment land and a commercial/leisure development which will assist in regenerating the area to 2026. As part of this development the predicted transport capacity constraints will require to be mitigated through interventions at key links and junctions on the trunk road network and also through public transport interventions. Without such interventions significant expansion to the east will not commence. Further development capacity exists post-2026. Further housing units at Kirkcaldy East may be considered if it is demonstrated through the masterplan and business plan that they are essential to deliver the strategic transport and other infrastructure required to secure the regeneration of the area.

Kirkcaldy South West

Land to the South West will be developed from 2011 to accommodate a minimum of 1,000 new houses with further capacity available post-2026. The development will assist in regenerating the Kirkcaldy area including the provision of affordable housing, improvements to transport and education infrastructure and supporting community regeneration. Key linkages to the town centre and public transport network are essential. To the North West, adjacent to the A92, a longer-term employment site will be identified in the Local Plan and protected for implementation post 2026.

Lochgelly

Lochgelly will be expanded to provide land for a minimum of 1,400 new houses and 25ha of employment land for business and general industrial use to 2026. Further expansion will follow post-2026. Development options will be linked to the public transport network and will drive the regeneration of the town through improving the town centre, creating employment opportunities, and enhancing the town's identity. Additional housing arising from the 1,280 unit strategic allocation to the Dunfermline and West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Lochgelly following further assessment.

Levenmouth

Levenmouth comprises the settlements of Leven, Methil, Methilhill and Buckhaven. To assist in the regeneration of the area, a minimum of 1,000 new houses and 15ha of employment land for business and general employment use will be provided by 2026. This allocation will be primarily greenfield development. In addition, a significant amount of brownfield land will be allocated through the local plan to underpin regeneration. Key linkages to the public transport network are required together with contributions towards the possible reintroduction of passenger rail services and the safeguarding of land that may be required for associated station developments. Additional housing arising from the 1,550 unit strategic allocation to the Kirkcaldy, Glenrothes and Central Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Levenmouth following further assessment. Further housing units at Levenmouth may be considered if it is demonstrated through the masterplan and business plan that they are essential to deliver the strategic transport and other infrastructure required to secure the regeneration of the area.

Cupar North

Although Cupar has experienced recent growth and is popular as a place to live, the Structure Plan seeks to consolidate its role as the service centre for a large part of rural East Fife. The revitalisation of Cupar town centre will require the development of a master plan and the provision of a relief road to remove through traffic. The relief road will be funded through developer contributions from Cupar North. Any house building on other sites within Cupar but outwith Cupar North will be required to make financial contributions to the revitalisation of the town centre. This development will help attract more commercial investment, support services, employment, investment in infrastructure, and public transport connections. Land for a minimum of 1,200 new houses in the period to 2026 will be identified to the north of the town and in other, smaller, sites. Details of the proposal will be the subject of further community consultation through a master plan which will determine the phasing and precise scale of development, safeguard local distinctiveness and provide for landscape mitigation and enhancement. The proposals will enhance the economic, social and environmental strengths of the town and will include new retail and business park provision to provide employment. A maximum of 200 additional housing units arising from the allocation to the Cupar and North West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Cupar North following further assessment.

St Andrews West

The strategy is to realise the potential of St Andrews as an economic driver for the whole of Fife in terms of academic development and tourism, whilst reconciling this against the need to protect its internationally important heritage. This strategy has significant implications for land use and expansion of the town and has to be balanced with the need to protect its landscape setting. High quality development and expansion of employment land is required over the longer term. Land for a minimum of 1,000 houses in the period to 2026 will be identified; a large proportion of which will be within a Strategic Land Allocation to the west of the town and will maximise the use of brownfield sites where possible and meet the significantly higher need for affordable housing provision in St Andrews and NE Fife. A 10ha Science Park and a 10ha general business park will be identified to provide opportunities for employment growth. The Local Plan will define the Green Belt boundaries taking account of the need to provide land for development over, and potentially beyond, the Plan period. Contribution to a new link road will be required as part of this development. Up to 90 additional housing units arising from the 270 unit strategic allocation to the St Andrews and NE Fife HMA as set out in Proposals PH1 and PH3 may be assigned to St Andrews West following further assessment.

Glenrothes East/Markinch

A minimum of 1,000 houses is allocated to the Glenrothes East / Markinch area, reflecting the lower requirement for greenfield units in the Kirkcaldy and Central Fife Housing Market Area. This approach will complement the anticipated increase in brownfield sites in Glenrothes to ensure continued renewal in the Glenrothes housing market. Additional housing arising from the 1,550 unit strategic allocation to the Kirkcaldy, Glenrothes and Central Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Glenrothes East/Markinch following further assessment. Local Plan policy will prevent these two towns from coalescing. Communities and other key stakeholders will be involved in the masterplans to ensure that their views help to shape future development.

Inverkeithing

A minimum of 400 houses is allocated to Inverkeithing over the 20 year period. Additional housing arising from the 1,280 unit strategic allocation to the Dunfermline and West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Inverkeithing following further assessment. The location of development will be considered through the Local Plan and masterplan. If brownfield sites become available and deliverable within the next 20 years, they will be considered for development in addition to the housing land requirement.

East Neuk Settlements

The greenfield site allocation of 500 houses in the East Neuk settlements will be supplemented by brownfield sites as these are brought forward. Consideration will be given to small scale housing at Crail Airfield through the Local Plan. Affordable housing will be provided through this new development. The location of development will be considered through the Local Plan and the views of communities and others sought. Up to 90 additional housing units arising from the 270 unit strategic allocation to the St Andrews and NE Fife HMA as set out in Proposals PH1 and PH3 may be assigned to the East Neuk settlements following further assessment.

Tayport/Newport/Wormit

A minimum of 450 houses is allocated to this grouping of settlements. Up to 180 additional housing units arising from the 270 unit strategic allocation to the St Andrews and NE Fife HMA as set out in Proposals PH1 and PH3 may be assigned to these settlements following further assessment. This will be supplemented by brownfield sites as they are brought forward to assist in facilitating the delivery of new affordable housing. The location of development will be considered through the Local Plan and the views of communities and others sought.

West Villages

500 houses are allocated to the West Villages to support the strategy of organic growth to meet local needs for both housing and employment. Consideration will be given to small scale housing at Comrie Colliery through the Local Plan. Additional housing arising from the 1,280 unit strategic allocation to the Dunfermline and West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to the West Villages following further assessment.

Burntisland

300 houses are allocated to Burntisland to assist in regenerating the town through reuse of brownfield land. The location of development will be considered through the Local Plan. Up to 50 additional housing units arising from the 1,550 unit strategic allocation to the Kirkcaldy, Glenrothes and Central Fife HMA as set out in Proposals PH1 and PH3 may be assigned to Burntisland following further assessment.

Kelty/Ballingry/Lochore

An allocation of 300 houses to this grouping of settlements will be considered through the Local Plan and views of the communities and others sought. Additional housing arising from the 1,280 unit strategic allocation to the Dunfermline and West Fife HMA as set out in Proposals PH1 and PH3 may be assigned to the Kelty/Lochore/Ballingry following further assessment.

Wider Fife Settlements

2.5 Beyond these Strategic Land Allocations, smaller scale development in other settlements will be identified through Local Plans. The approach for these settlements will be one of organic growth to meet local needs for both housing and employment. Again, priority will be placed on developments that reuse brownfield land and contribute to regeneration. Local Plans are the key mechanism for identifying appropriate sites for development and they also allow for consultation with the community and other stakeholders and for assessment of how well a proposal meets the community needs. The overall policy framework that supports the strategy of this Structure Plan is outlined within Chapter 3.

2.6 The policies in Chapter 3 set out the framework for development and providing for community needs, whilst seeking to protect Fife's natural and built assets. Housing policies emphasise the importance to be placed on meeting the needs for affordable housing, and the need to promote balanced communities that fulfil the Community Plan commitment of developing strong attractive, vibrant and thriving communities. Such communities are vital to providing a high quality of life for everyone. Local Plans are the key mechanism for bringing forward proposals for improved community facilities, employment land and housing land.

3. Implementing the strategy

Introduction

3.1 The Plan's strategy seeks to ensure that development is located in the most sustainable locations. It is based on the need to balance social justice with economic competitiveness and environmental issues. Therefore, partnership working, co-ordinated action and quality of development will be promoted. Policy SS1 provides a strategic framework for local planning and the assessment of development proposals.

Settlement Development Strategy

POLICY SS1: Settlement Development Strategy

Development shall take place within settlements unless there is a justified need for a countryside location. In identifying sites for development in Local Plans, and in the assessment of other development proposals, the Council will have regard to:

the existence or anticipated availability of:

- strategic transport network improvements.
- community infrastructure, including school provision.
- public transport nodes and interchanges.
- access to local services.
- water and drainage.
- brownfield land opportunities.

and:

- the avoidance of the coalescence of settlements.
- the protection of mineral deposits from sterilisation.
- the protection of the built heritage and the historic environment.
- the protection of features of the natural environment and the conservation of biodiversity.
- the avoidance of development in areas at risk of flooding and/or coastal erosion.
- the risk of mining subsidence, gas and mine water and ground contamination.
- the contribution towards achieving both urban and rural regeneration priorities.
- the need to create a more diverse economy.
- the need for Sustainable Drainage Systems (SuDS) to address surface water runoff and to contribute to sustainable development and nature conservation and enhancement.
- the need for high quality urban design and the protection and enhancement of landscapes.

Master plans led or adopted by the council incorporating development briefs where required, will be prepared in consultation with communities specifying phasing, scale and siting of development, where stated, and will address:

- the delivery of mixed communities with a range of house types and tenures from quality affordable housing to executive housing.
- the potential to contribute to employment opportunities, community safety, and social inclusion.
- high quality design, energy efficiency, the use of sustainable building materials and the use of renewable energy sources.

3.2 A range of sites will be identified through the Local Plans to meet the housing land requirements. Opportunities to redevelop brownfield land are maximised by taking account of the amount of brownfield land that is likely to be available for redevelopment over the 20 years. However, this will not, by itself, be sufficient to meet the needs of development. The release of greenfield land will also be required. Large scale development, in the form of Strategic Land Allocations, is required to ensure that development needs, particularly for housing and employment land are met and, in Mid Fife, to continue urban regeneration and stabilise the population base. Policy SLA1 sets out the policy framework for

Strategic Land Allocations that will be integrated with existing settlements. This will ensure the release of greenfield land comes through in a planned sustainable way rather than in piecemeal fashion. Stakeholder consultation and partnership working will be a feature of masterplanning exercises.

POLICY SLA1: Strategic Land Allocations

Strategic, large-scale expansion will occur in fourteen locations across Fife over the next 20 years. These are listed in Proposals PH1 and PH2. Provision will be made for employment land, a minimum of 300 houses, integrated transportation links, infrastructure, community facilities, healthcare, education, affordable housing, structural landscaping, public art and open space in each case. Other, compatible, uses will be considered. These developments will assist in meeting economic and social inclusion objectives.

Local Plans will define the specific sites, phasing and mix of uses. An integrated and phased masterplan for the development of the land will be prepared in consultation with local communities, landowners and stakeholders. Masterplans will accord with the Fife Masterplans Handbook and take account of landscape capacity, the establishment of green networks and flood risk studies in accord with SPP7. Policy DC1 and Proposal PDC1 set out the developer requirements and community benefits associated with each Strategic Land Allocation. Planning agreements will accompany each masterplan to guarantee its content and its satisfactory implementation. Piecemeal development will not be acceptable. Planning applications will require to be supported by Transport, Environmental and Design Assessments.

Brownfield Land

3.3 The redevelopment and re-use of derelict and vacant land can greatly improve the appearance and environmental quality of an area. Derelict and vacant land should be promoted for early redevelopment/ re-use in Local Plans. This is particularly relevant in Mid Fife, which is one of three areas identified for environmental improvement within the National Planning Framework 2009.

3.4 There can also be significant areas of derelict land in the countryside. Normally, the most appropriate uses for such sites after rehabilitation will include agriculture, woodland, countryside recreation, and nature conservation. However, on other significant sites such as Comrie Colliery and Crail Airfield, other uses may also be considered (excluding large-scale housing) including leisure and tourism. Fife Council will therefore work with site owners to secure rehabilitation and a positive but sensitive afteruse for such sites.

3.5 Policy BL1 sets out the circumstances in which other uses may be supported. All rehabilitation operations must themselves be environmentally acceptable. Local Plans will identify countryside areas of derelict and/or vacant land and propose new uses, where appropriate.

POLICY BL1: Rehabilitation and Re-use of Brownfield Land

Development securing the redevelopment and/ or re-use of derelict land or vacant land will be supported where the new use:

- is appropriate to and compatible with the surrounding area;
- provides environmental/community/economic benefits;
- can be achieved in an environmentally acceptable and sustainable manner; and,
- accords with other Structure and Local Plan policies.

Developer Contributions

3.6 It is important that any negative impact of new development on communities is minimised, and that the potential for benefit and improvement is maximised. New development should not have a net detrimental effect upon the communities of which they will be a part, or adjacent to. Rather, it should contribute to the quality of the environment and to these communities. This will include appropriate contributions to infrastructure and services to meet shortfalls in such provision. In the case of the Strategic Land Allocations, there will be shortfalls in the strategic infrastructure to serve these developments and the development industry will be expected to make an appropriate contribution to such related to bringing forward development.

3.7 The Council will expect the development industry to contribute to or provide the essential community infrastructure needed to support their developments as a planning requirement particularly in bringing forward Strategic Land Allocations, where delivery of priority strategic and local transport network improvements will shape the scale and pace of development. These requirements are expressed in this Plan to assist the development industry. The Council will work with developers to reduce the timescales from concept to delivery wherever possible and the payment of contributions may be phased to enable project implementation to proceed more quickly. Supportive partnerships with communities, developers, landowners and other partners will ensure timeous release of land to meet the requirements of the housing market and phasing plans will be implemented to ensure the delivery of facilities and infrastructure as development is built out.

3.8 Contributions from developers will be essential to the delivery of the Plan's strategy and the Council wishes to work in partnership to assist delivery. The Council will seek to develop mechanisms to maximise the impact developer contributions can play in realising the Plan's strategic vision. Where appropriate, the Council will encourage developers to work jointly to deliver community infrastructure.

3.9 Examples of community infrastructure include: education, sport facilities, and healthcare facilities; local shops and services; employment opportunities including serviced employment land; public transport facilities and services; strategic and local transportation improvements; walking and cycling improvements; affordable housing; town centre improvement schemes; public art; and landscape enhancement.

Policy DC1: Developer Contributions - Essential Community Infrastructure

For all new development the Council will seek contributions from developers to address shortfalls in community infrastructure that mitigate adverse impacts brought about by their development. To assist in integrating land use and transport, development proposals must be supported by STAG and associated appraisals, Transport Assessments and Travel Plans where appropriate, and the necessary on and off site infrastructure. Planning conditions, legal agreements and other suitable mechanisms will be used to secure appropriate developer contributions related to the scale, impact and timing of the development.

3.10 Essential to the Plan's strategy is the development of the Strategic Land Allocations. Policy DC1 and Proposal PDC1 outline the broad requirements and contributions from developers for these developments. The Action Plan provides some detail on the scale and types of contributions being sought for the strategic locations and other allocations. Local Plans will provide further information. This, though, does not preclude the requirements being refined at a later stage.

Leven bus station

Proposal PDC1: Developer Contributions and Requirements – Strategic Land Allocations

Strategic infrastructure is essential to deliver the strategic allocations identified. For all allocations contributions to leisure and community facilities: mixed tenure and size of housing, including affordable housing; public art; structural landscaping; and integrated open space will be required. The table below sets out the additional requirements specific to each of the Strategic Land Allocations.

Strategic Land Allocation	Priority infrastructure						
	Strategic Transport Network Improvements	Local Transport Improvements	Primary School (*denotes 2 schools or double stream ** denotes 3 schools)	Secondary School	Healthcare facilities	Community facilities	Employment Land
Dunfermline South West/ West/North	•	•	• P**	• P	•		•
Lochgelly	•	•	• P	• C	•	•	•
Kirkcaldy East	•	•	• P*	• C	•	•	•
Kirkcaldy South West	•	•	• P	• C	•	•	
Levenmouth	•	•	• P	• C	•	•	•
Cupar North	•	•	• P	• C	•		•
St Andrews West	•	•	• P	• C	•		•
West Villages	•	•	• C	• C	•	•	•
Inverkeithing	•	•	• P	• C	•	•	•
Kelty, Lochore & Ballingry		•	• C	• C	•	•	
Burntisland		•	• C	• C	•		
Glenrothes East and Markinch	•	•	• C	• C	•		•
Tayport/Newport/Wormit	•	•	• C	• C	•		•
East Neuk Settlements		•	• C	• C	•		•

Key
• Contribution required to be provided by developers
P Denotes requirement for school to be built
C Denotes contribution to school
Commitments to the provision of priority infrastructure will be expected before significant development of the strategic land allocation is completed

Resources

3.11 Infrastructure and community facilities cover a range of services including water supply, sewerage and drainage, Information and Communications Technology (ICT), healthcare provision, education, libraries, leisure and community facilities.

Policy Objectives

- Enabling development to take place in preferred locations at the right time by providing for adequate infrastructure and services.
- Safeguarding land for infrastructure improvements.

Strategic Infrastructure

3.12 Limited public budgets for infrastructure projects and the, often lengthy, period necessary to plan and implement such projects mean that it is important that the availability of land for such proposals is not jeopardised by other types of development.

POLICY C1: Strategic Infrastructure

Fife Council will seek to ensure that:

- development accords with the second National Planning Framework 2009;
- development in accordance with the Development Strategy is not constrained;
- use of existing water and drainage infrastructure is optimised;
- Scottish Water programmes for infrastructural improvements are planned in line with the Development Plan Strategy including Quality & Standards 3 and 4 and any subsequent programmes;
- proposals for new or expanded or augmented healthcare facilities are in sustainable locations, supported by public transport; and,
- Local Plans provide positively for the provision and upgrade of ICT infrastructure and support the expansion of networks across Fife.

The Council will work in partnership with the appropriate key agencies to programme and deliver the capital infrastructure programmes that will be required to deliver the Development Strategy. Land for programmed or planned infrastructure proposals will be identified and safeguarded from prejudicial development.

3.13 Scottish Water is responsible for the provision of water and drainage which is crucial to the delivery of development. It is important for the successful implementation of the development strategy that locations should not be constrained by a lack of, or delay in, service availability. It is also important that any new development is directed to locations that optimise the use of existing infrastructure capacity.

3.14 There are key issues for the Plan related to water quality, environmental considerations and the future demand for services. Fife Council will actively work with Scottish Water and SEPA to ensure that they are able to meet their regulatory obligations and support the development strategy. It is acknowledged that there will be a requirement for additional investment in water and drainage networks beyond that contained in capital programmes. This will be addressed through joint working and developers will be required to fund the servicing of their sites.

3.15 ICT continues to develop rapidly and is now a basic infrastructure requirement. For Fife to be a high quality environment it requires to develop and maintain a first class ICT infrastructure to achieve economic growth and social inclusion.

3.16 The provision of healthcare facilities is a major influence in determining our quality of life. In recent years, major changes have taken place in healthcare as the health service in Fife has adapted to meet changing circumstances. This structural change is part of an ongoing national reorganisation of health services which aims to develop a pattern of hospital and other health services which are sustainable and provide the best possible range of services to local communities. Primary healthcare facilities require to be located within or near to the communities they serve.

3.17 The provision of sport and recreation facilities and open space in settlements enhances the health and quality of life of local communities. Fife is a destination of international renown for golf tourism, which makes a significant contribution to the economy. It is essential that visitors and residents can access courses and enjoy other associated facilities that will encourage return visits. Policy guidance for sport, recreation, open space and golf development is contained within Local Plans.

Business and Employment

3.18 Growing Fife's economy is fundamental to creating wealth, increasing job prosperity and improving the overall quality of life, equality and opportunity for residents. The role which town centres play in Fife's economy is important and will increase even further. The sub-regional town centres of Kirkcaldy and Dunfermline will be the focus of major town centre development, supported to a lesser extent by development of the district centres of Glenrothes, Cupar, St Andrews, Leven and Cowdenbeath.

3.19 Where people work, shop and spend their leisure time is important to our everyday needs. Fife's main town centres need to build on their vitality and vibrancy. These centres are essential to the local economy and the overall sense of place within communities. Town centres offer a range of opportunities to live, work, play and invest. Land will be identified through Local Plans for Class 4 office use in the sub-regional and district town centres to grow their employment base.

3.20 The Plan seeks to maintain a supply and range of sites that allow flexibility to meet the uncertainty of market needs and safeguard sites for employment use. The success of the Fife economy requires that employers have access to a well-educated and skilled labour force. The Plan provides for the development of educational establishments that offer higher and further education and vocational training to meet employer-specific needs. The University of St Andrews and Fife's colleges play an important role in increasing skills and training within Fife, developing the knowledge economy and increasing the number of residents with degrees.

3.21 Fife offers an attractive environment to inward investors, from large companies to individual entrepreneurs. Fife has a close relationship with the Edinburgh and Dundee economies in providing a labour supply and accommodating further business growth. Balanced with inward investment is the importance of supporting the existing economic base whilst encouraging and supporting new business start-up. East Fife has a leisure economy based around golf and tourism together with increasing the contribution that science and technology makes to the economy. This requires to be further capitalised upon by providing the right conditions to allow business to develop. There are opportunities across Fife to develop more hotels and further build on the tourism sector. Fife offers a range of locations to meet the individual requirements of companies small and large seeking to expand, relocate or start-up. Fife offers a high quality environment, good physical and electronic connectivity and access to a skilled labour force.

3.22 Nationally, the key economic drivers within Fife are seen as South Fife/Rosyth, the regeneration of Mid Fife, and St Andrews. The Fife Community Plan (2007) stresses the importance of a thriving and successful local economy to Fife's future success and quality of life. To meet these priorities, there needs to be a good range of quality employment land in the right places, employment opportunities, skills development, improved educational attainment and strong transport networks.

Rosyth/South Fife

3.23 Rosyth is a key national growth point for economic development, both for Fife and Scotland, and is an important element of inward investment. The Rosyth Waterfront and Port of Rosyth covers 200ha of land, of which 65ha are vacant. The Forth replacement crossing project will involve some temporary landtake which may be at Methil, Burntisland or within the waterfront area. The Port and Waterfront will be promoted as Scotland's Continental Ferry Port and a European Gateway for sea borne passengers and freight and, to achieve this aim:

- new continental ferry services and improved visitor facilities will be promoted at and adjacent to the Port of Rosyth (Proposal PT2);
- Rosyth Waterfront will continue to be developed as a strategic employment area for businesses seeking a port/waterfront location; and
- the Waterfront will be promoted for the development of multi-modal freight distribution handling and consolidation facilities.

Mid Fife

3.24 As well as supporting inward investment in Fife, there is a need, as part of the overall strategy of regeneration and growth, to encourage local economic growth. The settlements of Mid Fife provide key locations for both inward investment and new local business development. Town centre sites will be identified through Local Plans for Class 4 office use. The economy of Mid Fife remains dependent on manufacturing. An objective of the Plan is to encourage diversification in the economy to ensure a better balance between manufacturing and service industries. As part of this the Council has advanced the John Smith Business Park. Overall, one of the key national priorities is to improve the environment of Mid Fife. New mixed uses in Strategic Land Allocations across Mid Fife, together with existing facilities and infrastructure, will assist in creating new jobs, providing investment opportunities, stimulating the economy and improving the quality of life.

St Andrews

3.25 There are opportunities to develop links outwith Fife in the areas of science and technology to further develop St Andrews' role, and increase the contributions that science and technology make to the Fife economy. A science park is required, together with a general business park, to meet the needs of expanding local businesses. This will be delivered as part of a mixed-use development. Tourism continues to be a significant driver of the St Andrews economy and opportunities to expand this sector are identified in the Local Plan.

Rural Fife

3.26 Creating opportunities within rural East and West Fife is important to sustain communities and provide local employment. There is a need to maintain and build sustainable communities, providing reasonable access to good quality services and accommodating modest growth to support a population that is more balanced in terms of age structure. The aim is to enhance and diversify the rural economy, tackle disadvantages and improve accessibility. To achieve this requires the creation of local jobs in sustainable locations, supporting agricultural diversification, reducing the need to travel to work, and improving accessibility, in particular, to larger employment centres. In Cupar a business park and general industrial land will be delivered as part of the Strategic Land Allocation.

Policy Objectives

- Increasing prosperity and economic growth across Fife in a sustainable manner.
- Providing a marketable supply of quality employment land and premises in the right places.
- Enhancing and diversifying the rural economy.
- Creating favourable conditions for both inward and local investment.

3.27 New strategic employment land will be focused in areas already identified for such use and within the new Strategic Land Allocations, as shown in Proposal PE1. A supply of smaller employment sites is required across Fife to grow the economy. Policy E1 sets out the requirement to be identified through Local Plans.

POLICY E1: New Employment Land

Local Plans will identify specific employment sites for:

- new strategic sites in Proposal PE1;
- a 7-year supply in settlements above 5,000 population and in clusters within rural areas;
- Class 4 office use in the sub-regional and district centres; and,
- hotels throughout Fife to further assist in growing the economy and tourism sector.

These sites will be safeguarded from prejudicial development.

3.28 Proposal PE1 identifies existing and proposed sites allocated for employment land which will be safeguarded from other development proposals. Land at Freescale (formerly Motorola) in Dunfermline is safeguarded for future expansion. It is important that the necessary infrastructure, particularly water supply and drainage, should continue to be available and be of a standard to allow the occupation and further development of this site.

3.29 There are opportunities to use land, buildings and a skilled local labour force to allow existing companies to diversify into new sectors and facilitate the development of specialist cluster groupings. This is happening at Methil Waterfront where there is an opportunity to draw upon experience gained in the offshore engineering industry to establish manufacturing facilities for the renewable energy sector.

Proposal PE1: Proposed and Existing Strategic Employment Land

Settlement	Site Location (*New Allocation)	Area (ha)	Preferred Use
Dunfermline	*Strategic Land Allocation	80	Business
	Admiralty	8	Business
	Calais Muir, Dunfermline ***	38	Single User/ Business
	Freescale Expansion, Dunfermline	40	Business
	Rosyth Waterfront	65	Port related and waterfront business and facilities
	Carnegie Campus	12	Business
	Dover Heights ***	12	Business
Glenrothes	Fife Airport ***	16	General
Kirkcaldy	John Smith Business Park	19	Business
	*Strategic Land Allocation Kingslaw/Kirkcaldy East **	40	Business
Westfield	Westfield ***	60	Green Business Park
Levenmouth	*Strategic Land Allocation	15	General Business/ Industrial
	Methil Waterfront	40	Renewable Energy Park
Lochgelly	*Strategic Land Allocation	25	General Business/ Industrial
Cupar	*Strategic Land Allocation	10	Business Park and General Industrial
St Andrews	*Strategic Land Allocation	10	Science Park
	*Additional allocation to be identified through Local plan	10	Business
Cowdenbeath	Mossmorran	250	Safeguarded for petrochemical development
Fife Wide	*To be identified in Local plans		7-year minimum business land supply in settlements above 5,000 population and in clusters within rural areas, particularly East and rural West Fife
Total Strategic Allocation		**750**	

Note: * Indicates new allocation.

** Includes developed and undeveloped land for employment zone and provision for employment land post 2026.

*** Some sites are unserviced and will require infrastructure in advance of, or as part of, development.

Town Centres and Retailing

3.30 Town centres of all sizes are an important expression of civic pride, a focus for our communities, and a key driver of both the economy and of regeneration. It is important, therefore, that they provide a diverse range of key services including quality shopping, leisure, cultural and commercial activities to attract and serve both residents and visitors. Revitalising town centres requires them to be the focus for living, working, playing and investing. Cultural facilities should be enhanced to highlight the distinctive identity that attracts people to individual centres. Town centres, however, are only one element, albeit an important one, of a network of centres, which also includes commercial centres, other local centres and out-of-centre sites such as existing retail parks.

Policy Objectives

- Promoting Fife's town centres actively, in particular their retailing, commercial and leisure sectors, to aid regeneration, assist the night-time economy and improve the performance of the Fife economy.
- Encouraging the renewal and/or development of Fife's town centres as thriving, attractive and accessible places for retailing, leisure, business and cultural facilities, using a sequential approach.
- Ensuring that Fife's strategic town centres improve their position in the Scottish retail hierarchy by facilitating development to reduce leakage to centres outwith Fife.
- Making provision for additional Class 4 Office development within the sub-regional and district town centres to assist in growing the employment base in these commercial areas.

3.31 The Council and its Community Planning partners will actively work with the private sector to encourage investment in town centres as part of a network of centres. The Plan provides a long-term framework in which the private sector can make investment decisions. Due to the geography of Fife there is no single dominant centre. Given this, and the trend towards increased mobility, it is important that Fife's town centres complement rather than compete with each other. To improve the relative position of Fife's town centres, any available investment must be co-ordinated and targeted. Consequently this Plan identifies the town centres of Dunfermline and Kirkcaldy as sub-regional centres and Glenrothes, Cupar, St Andrews, Leven and Cowdenbeath as district centres. The district centres, however, vary considerably in nature and size with Glenrothes being, by far, the largest. All of these town centres are key drivers of the Fife economy. The Council is supporting regeneration initiatives in Dunfermline (Royal Dunfermline) and in Kirkcaldy (Kirkcaldy Renaissance).

3.32 It is also important to encourage growth throughout the network of centres, especially those in smaller settlements. Such centres will be supported to consolidate their existing position in the hierarchy. They, too, are important drivers of the local economy and their vitality and viability must be fostered, although their growth ought not to be at the expense of Dunfermline and Kirkcaldy.

POLICY S1: Town Centres

Retail and leisure development will be directed towards the sub-regional town centres of Dunfermline and Kirkcaldy and the district town centres of Glenrothes, Cupar, St Andrews, Leven and Cowdenbeath. Smaller scale proposals and redevelopment will be encouraged in other town centres to help consolidate their positions in the town centre hierarchy serving more local catchments. A diversity of uses, including leisure, commercial (including Class 4 Office use), and housing will be encouraged within town centres. Good quality design will be promoted to improve safety and security, thereby assisting the night-time economy.

3.33 Retail spending is split into food and non-food. Fife retains most of its available food spending and there is some capacity for further food superstores in the period up to 2016 above that already committed. In addition, further provision may be required to support the areas identified for significant residential development to provide increased choice of provision, and to reduce the need to travel, where it is considered consistent with the Plan's overall strategy.

3.34 Retail and commercial leisure developments will be directed firstly to town centres, followed by edge-of-centre sites, to other commercial centres and finally to accessible out-of-centre locations. Local Plans will assess the potential to release land in other locations taking account of the strategic town centre masterplanning process.

3.35 Steady growth in the non-food retailing sector is forecast. However, in the early part of the Plan period, to 2011, most of this is expected to be met through existing commitments. Fife currently loses about one third of the net available spend on non-food goods and this is forecast to continue. By 2016, some £450m of the available spend of £1,300m will be lost through leakage from Fife. This level of leakage is a drain on Fife's economy. A key objective of this Plan, therefore, is to reduce the level of non-food expenditure leakage from Fife. This will be achieved by attracting more people to Fife's town centres and other retail centres through improvements to the range and quality of the existing shops and facilities; growing Fife's population; promoting enhancements to town centre environments; and increasing the amount of retail floorspace, particularly within Dunfermline and Kirkcaldy, and to a lesser extent, in Glenrothes and Cupar. An additional retail park, of approximately 6,500 sq metres, specialising in bulky goods, is proposed in Cupar. It should be aligned with the proposed relief road and be easily accessible to the East Fife catchment area in order to help stem leakage. Expansion of retail within Kirkcaldy town centre will be considered through the Local Plan.

3.36 The retail sector requires close monitoring to gauge trends and the vitality and viability of town centres. Increasingly food superstores are selling a range of non-food goods. The amount of such retail space permitted will be influenced by the distance of such provision from town centres, with edge of centre locations being permitted less non-food floorspace than town centre locations but more than commercial centres or out-of-centre locations. Supplementary Guidance will be published to provide detailed advice on a range of retailing issues.

POLICY S2: Retail Development

Proposals for new retail development or redevelopment will be supported provided they:

- are part of a comprehensive town centre regeneration project; or
- satisfy the sequential approach to retail location set out in SPP 8; and
- are accessible by a variety of transport modes and minimise the need to travel; and
- do not, individually or cumulatively, adversely affect the vitality and viability of Fife's town centres; and
- support the settlement's position in the town centre hierarchy.

Proposals for major retail development of 2,500 square metres gross floorspace or more, either individually or cumulatively, will in the first instance be encouraged to locate in Dunfermline and Kirkcaldy and, to a lesser extent, in Glenrothes and Cupar. Proposals will require to be supported by a Retail Impact Assessment, a Transport Assessment and a Design Statement. For all other retail development proposals, a Retail Impact Assessment will be required for developments of 1,000 square metres gross floorspace or above. Reference should be made to the Transportation Development Guidelines for the thresholds relating to Transport Assessments. Local Plans where appropriate will identify the retail proposals.

POLICY S3: New Shopping Floorspace

New retail and commercial floorspace development proposals will be expected to meet the sequential approach, and assist in the consolidation of Fife's Town Centres. In order to sustain town centres, non-food floorspace will be limited in commercial centres and out-of-centre locations, whilst taking into account existence of any retail parks. The amount of permitted non-food retail space within food stores will be influenced by the distance of such provision from town centres. Due to the diverse nature of town centres, more detailed guidance will be set out in Local Plans.

Proposals will be assessed against Town Centre action plans and/or regeneration strategies, as well as up to date retail proposals either having a planning status or under construction.

Proposal PS1: Retail Expansion

Provision will be made, through the St Andrews and East Fife Local Plan, for a site for a retail park specialising in bulky goods in Cupar, to serve the East Fife catchment area.

Provision will be made through the Kirkcaldy and Mid Fife Local Plan for the expansion of:

- retailing within Kirkcaldy town centre; and
- additional non-food retailing at Chapel Retail Park in Kirkcaldy, post 2016.

Housing

3.37 Good quality housing is a basic human need. Its provision contributes to the economy, social justice and sustainable development and can assist in attracting new households to areas suffering from population loss, thereby supporting the rejuvenation of communities. This Plan quantifies the amount and identifies the general location of new housing land. More detailed background information can be found in the Report of Survey, which explain how the housing land requirement has been calculated. One of the critical issues for the Plan to address is the need for affordable housing, which has become acute in recent years.

3.38 Fife is an important part of east central Scotland and the wider Edinburgh Housing Market Area (HMA) exerts a powerful influence on South Fife and significant parts of Mid Fife in terms of mobile demand for housing. The influence of the Dundee HMA in Fife is limited to the Tay Bridgehead area. In practice, HMAs do not necessarily follow local government boundaries, but operate at different levels; below this regional level, Fife has its own HMAs. On the basis of research, four HMAs have been identified: Dunfermline and West Fife; Kirkcaldy, Glenrothes and Central Fife; Cupar and North West Fife and; St Andrews and North East Fife.

3.39 There is a continuing need for new housing arising from a long-term growth in the number of households. This is fuelled by economic growth and social change, such as the trend towards smaller average household sizes. Demographic change over the 20-Year Plan period indicates an ageing population with implications for the type of housing required. For example, more special needs, single storey and sheltered housing will be needed.

3.40 It is also evident that demand from Edinburgh and the Lothians is influencing housebuilding activity in South and Mid Fife. The Plan's strategy takes account of historical levels of this inward migration, and aims to divert a larger component of it to Mid Fife. This is reflected in the housing land requirement, which seeks to assist in growing Fife's economy.

Policy Objectives

- Identifying the broad amount and location of new housing land, including strategic land releases to support the growth in Fife's population of around 8% in the period to 2026, thereby promoting economic growth and regeneration.
- Maximising the delivery of affordable and special needs housing through new development.
- Preventing over-development in rural East and West Fife, whilst taking account of local needs, and the need to foster vibrant and sustainable rural areas.
- Promoting the reuse of brownfield sites within settlements to assist in delivering community regeneration.
- Encouraging high quality mixed and diverse residential developments with a mix of tenure and type including affordable housing and the high end of the executive market.
- Ensuring a minimum 5-year effective supply of new housing land is available at all times in each of the Housing Market Areas to meet the Structure Plan requirement.

Housing Land Requirement

3.41 The allocation of new housing land to maintain a continuing 5-year effective supply within each Housing Market Area is required. Policy H1 sets out how and where the housing land requirement will be met. The housing land requirement for Fife between 2006 and 2026 is 35,200 units.

3.42 The Housing Land Requirement is lower than is required to meet the latest GROS' 2006 based household projections. GROS' projections are based on past growth trends which the Plan Strategy does not anticipate will be sustained over the 20 year horizon of the plan.

3.43 The housing land requirement of 35,200 units includes an allocation of 4.6% to allow for vacancies and 800 dwellings to allow for anticipated demolitions. An additional 10% was also included to allow for flexibility. This provides for delays in sites coming forward and to provide a variety and choice of sites aimed at different market sectors.

3.44 The existing land supply of 13,300 units is deducted from the total Housing Land Requirement in order to identify the net requirement or shortfall as set out in Proposal PH1. The existing land supply comprises sites identified in Local Plans, those with planning permission, an allowance for 'urban capacity sites' and small sites (sites of under 5 units) and windfall allowance.

3.45 The requirements for 2011-2016 will be subject to interim review by 2009, through Housing Need and Demand Assessments and the Local Housing Strategy, when revised targets will be set to ensure that at least a 5 year supply is maintained at all times up to 2026. The annual Fife Housing Land Audit will inform this process.

POLICY H1: Housing Land Requirement

Land will be identified in Local Plans to meet the Housing Land Requirement for the period 2006-2011 and (subject to appropriate review), 2011-2026 as set out in Proposal PH1.

3.46 In the interests of sustainability, new development will be focused primarily on existing urban areas where most homes, jobs and services are already located. Greenfield release is required in addition to developing brownfield sites, given the scale of development required. The Local Plans will identify the specific sites and identify re-development of brownfield land as a priority. This will be brought forward in a planned manner in settlements identified for Strategic Land Allocations as set out in Proposals PH1, PH2 and PH3. A new strategic land allocation of 18,150 units requires to be met. The settlement-based strategic land allocations across Fife (14,850 units) set out in Proposal PH1 arise from the Structure Plan Housing Land Requirement Re-appraisal. However, in order to meet strategic housing needs and demands and to allocate a generous supply of land to meet identified requirements across all tenures, including affordable housing and related policy objectives, an additional balance of 3,300 units requires to be identified as part of the strategic supply. This is allocated across the four Fife HMAs as set out in Proposals PH1 and PH3.

Proposal PH1: Housing Land Requirement (2006-2026)

Housing Market Area	Requirement 2006-2026	Existing Land Supply	Shortfall	New Strategic Land Allocation	Strategic Land Allocations to Settlements	No of units	Additional Strategic Supply to HMAs	Future Local Plan Allocation
Dunfermline and West Fife	13000	4850	8150	7680	Dunfermline SW/W/N	3800	1280	470
					Kelty/ Ballingry/ Lochore	300		
					Lochgelly	1400		
					West Villages	500		
					Inverkeithing	400		
Kirkcaldy, Glenrothes and Central Fife	15000	6250	8750	6850	Kirkcaldy E	2000	1550	1900
					Glenrothes E/ Markinch	1000		
					Kirkcaldy SW	1000		
					Levenmouth	1000		
					Burntisland	300		
Cupar and NW Fife	2800	950	1850	1400	Cupar N	1200	200	450
St Andrews and NE Fife	4400	1250	3150	2220	St Andrews W	1000	270	930
					Tayport/ Newport/ Wormit	450		
					East Neuk settlements	500		
Fife	35200	13300	21900	18150		14850	3300	3750

3.47 The requirement for new houses will be met by the Strategic Land Allocations in settlements (300 houses minimum), additional strategic supply across the four HMAs and further Local Plan allocations. These Local Plan allocations will include other locations in which land will need to be released for housing sites in order to deliver the Housing Land Requirement. Proposals PH2 and PH3 set out the phasing for the Strategic Land Allocations over the Plan period. In Proposal PH2, allocations in the 2006-2011 period reflect low market activity but will not be taken to constrain early delivery up to 2011 on appropriate local plan sites. In Proposal PH3 further assessment across the relevant HMA will be required, so no allocation is made for the 2006-2011 period. In Levenmouth, the Strategic Land Allocation will seek to maximise the brownfield capacity in the area. The rest of the Strategic Land Allocations are predominantly greenfield. Inverkeithing Bay is a substantial brownfield re-development proposal. Due to the nature of this land, the housing allocation may vary following technical studies. This will be reviewed through the Development Plan.

Proposal PH2: Strategic Land Allocations

Strategic Land Allocation	2006-11	2011-16	2016-21	2021-26	Total
Dunfermline SW/W/N	-	600	1800	1400	3800
Kelty/Lochore/Ballingry	50	125	125	-	300
Lochgelly	100	400	450	450	1400
West Villages	50	150	150	150	500
Inverkeithing	-	150	150	100	400
Kirkcaldy E	-	600	800	600	2000
Glenrothes E/Markinch	50	350	400	200	1000
Kirkcaldy SW	-	300	450	250	1000
Burntisland	-	100	200	-	300
Levenmouth	-	450	350	200	1000
St Andrews W	50	350	350	250	1000
Tayport/Newport/Wormit	50	150	150	100	450
E Neuk settlements	50	175	175	100	500
Cupar N	-	350	500	350	1200
Fife	400	4250	6050	4150	14850

Proposal PH3: Additional Strategic Supply (Balance arising from Proposal PH1)

Housing Market Area	2006-11	2011-16	2016-21	2021-26	Total
Dunfermline and West Fife	0	430	520	330 (A)	1280
Kirkcaldy, Glenrothes and Mid Fife	0	540	540	470 (B)	1550
Cupar and NW Fife	0	70	70	60	200
St Andrews and NE Fife	0	80	100	90	270 (C)
Fife	0	1120	1230	950	3300

Following footnotes explain where targets may be reached by 2021

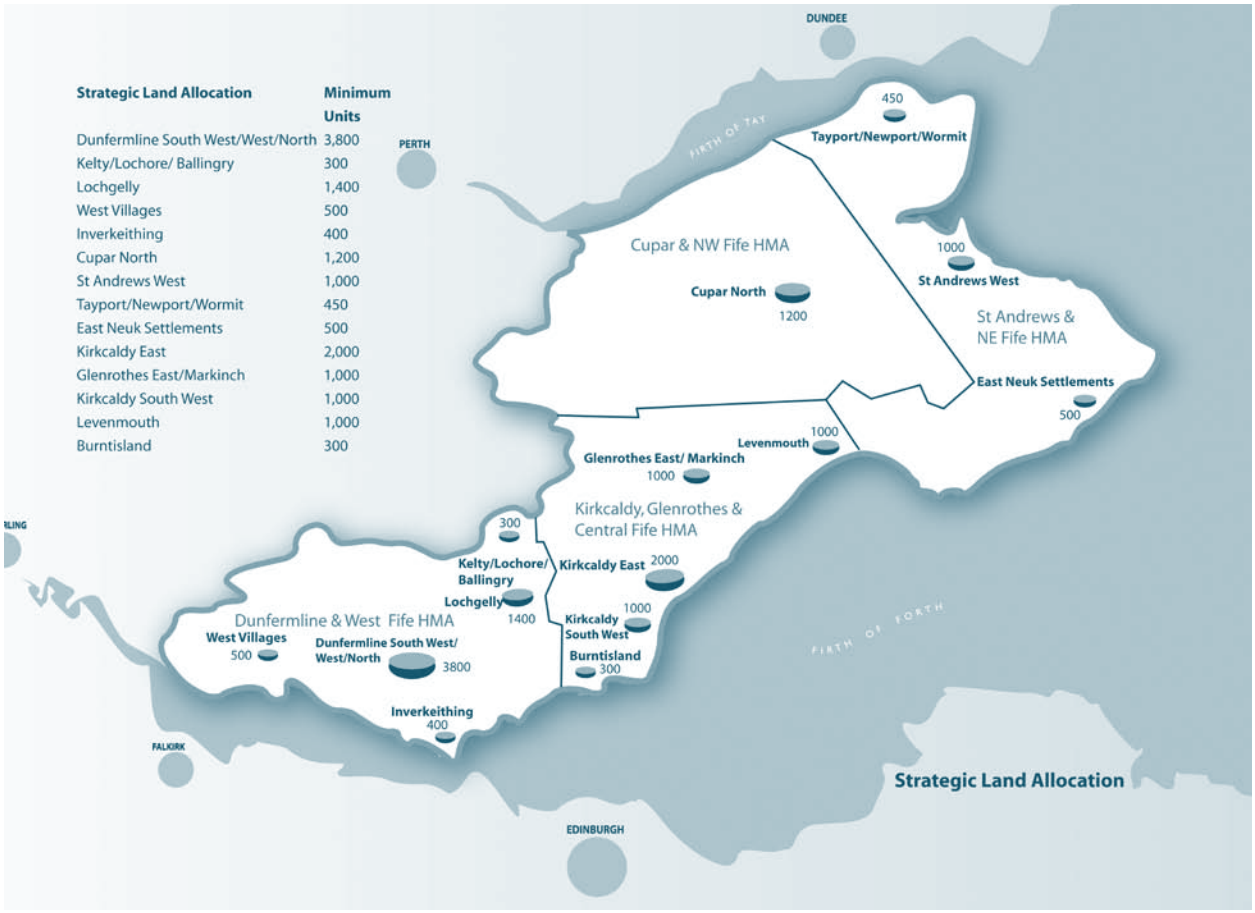
(A) Not Kelty/Lochore/Ballingry

(B) Not Burntisland

(C) Allocation of up to 180 units applies to Dundee HMA around the Tay bridgehead area

3.48 In order to meet fully the new strategic land allocation of 18,150 units, an additional strategic supply of 3,300 units is required to supplement the settlement allocations arising from the Housing Land Requirement Re-appraisal. Since the additional supply has not been subject to the process of strategic environmental assessment, Proposal PH3 allocates the 3,300 units across the 4 HMAs recognising the coastal development zone strategy, regeneration of mid-Fife and the influences of the Edinburgh and Dundee HMAs. Further assessment of those strategic allocations, as indicated in the Plan's settlement strategy, will be required to provide additional locational certainty.

3.49 It is important that housing is delivered in a planned, sustainable way. Policy H2 aims to achieve this by emphasising the Council's commitment to the primacy of the Development Plan and by promoting more diverse and mixed residential communities. A range of housing types to provide for the needs of all the community and market segments will be required. The Policy promotes the allocation of brownfield sites and guides development to sustainable locations, whilst acknowledging the need to provide the necessary range and choice of sites. The Structure Plan, however, can only satisfy a limited element of overall housing demand, the vast majority being met by the resale of existing properties.



Note: Refer to paragraph 2.4 for additional details

POLICY H2: Meeting the Housing Land Requirement

Local Plans will be the primary means of identifying sites for development. They will provide for a range of sites, tenures and house types in order to promote mixed and balanced communities. In doing so they will:

- allocate appropriate brownfield sites within settlement boundaries in preference to greenfield sites;
- allocate sites for affordable and special needs housing to meet identified local needs;
- in allocating sites, give preference to land close to jobs and services and well served by public transport;
- provide for a range of sites, tenures and house types in each Local Plan Area and Housing Market Area; and
- assess the extent to which non-effective sites within the most up-to-date Housing Land Audit can make up any shortfall prior to the identification of new sites.

3.50 An essential part of the Plan's approach is ensuring a minimum 5-year supply of land for new housing at all times. Managing the release of sites will allow the Council to influence, not just the location of new development, but also the types of site released, the order in which they are released, and the timing of development. The Council wishes to ensure in its settlement strategy and in promoting sustainable development that brownfield sites are favoured, that no settlement incurs a rate and scale of development that the local infrastructure cannot support and that premature release of greenfield sites does not occur. In some cases, sites, particularly large greenfield sites with long term capacity identified in local plans, may be suitable for housing, but development may have to be phased to ensure that the appropriate infrastructure is available. The issues are addressed in Policy H3.

POLICY H3: Phasing of Residential Development

The release of sites for new housing will be managed in a planned way that:

- prioritises development of brownfield sites;
- supports infrastructure, including community facilities and transport improvements, and ensures that it is co-ordinated with new housing development;
- supports delivery of affordable housing components; and
- is supportive of the Structure Plan strategy.

Where a significant shortfall or surplus is identified, phasing arrangements will be reviewed.

Affordable Housing

3.51 In the interests of social inclusion, Fife Council is fully committed to creating mixed and balanced communities and to meeting the needs of those who are unable to compete in the open housing market. Affordable housing, of mixed tenure and including special needs housing, will be sought in those areas where there is a demonstrated need, social rented housing will be the Council's preference. Given Fife's changing demographic profile, which projects an increase in the number of elderly persons, the provision of special needs housing will assume greater importance.

3.52 The Local Housing Strategy (LHS) has established a Fife-wide need for additional affordable housing especially in West and East Fife. The Fife Housing Needs and Affordability Study 2005 established a Fife-wide need for almost 5,000 new affordable homes. The problem is particularly acute in the St Andrews and North East Fife Housing Market Area. However, there is also need in Mid Fife where regeneration is a priority and there are shortages of special needs housing in some areas. Where these niche shortages exist they justify a 5% requirement of planned housing development. New affordable housing should be of high quality design and construction and should be indistinguishable from other forms of housing. Innovative designs and layouts will be encouraged.

3.53 Traditionally, affordable housing was provided, to a large extent, by local authorities, but the planning system is now expected to play a role. While the planning system can make a contribution to meeting the shortage of affordable housing, it cannot meet it in its entirety. In recognition of this, Fife Council and its partners are pursuing a range of additional initiatives including application for Pressured Area Status, reduced discount for second homes and use of Council owned land. Scottish Government funding through Registered Social Landlords also makes a valuable contribution to addressing the shortfall. Whilst this Plan sets out the broad land use mechanisms, Supplementary Guidance has already been issued to provide more detailed advice. A technical Implementation Guide defines affordability in terms of house prices. Should Government policy change during the Plan period, then the Council would consider resumption of an affordable housing construction programme.

3.54 It is important that affordable housing should remain available to meet the future needs of local people and the Council will influence the continued availability of such housing through the use of planning agreements, negotiations with owners/ developers and other mechanisms.

3.55 The results of the Housing Needs Study have informed the percentage targets that are set by Policy H4 for Housing Market Areas. Below the Housing Market Area level, limited adjustments are necessary to reflect localised variations highlighted in the Housing Needs Study. It was felt that Fife Council Locality areas were the most appropriate geography to reflect this fine-tuning. The Council's clear preference is for on-site provision of affordable housing but, for smaller sites, off-site provision in the form of land will be sought. Commuted payments may also be acceptable, but only as a last resort. Single houses may often be self-build or for owner occupation. As such they may help to meet the need for affordable housing and so will be exempt from the policy requirement. Policy requirements will be reviewed through Housing Need and Demand Assessments; the Local Housing Strategy and the Action Plan to ensure that they remain up-to-date. Planning agreements and other mechanisms will be used to ensure that obligations will be binding on successive proprietors.

3.56 In order to facilitate the provision of affordable homes, the Council will actively promote a partnership approach with developers and Registered Social Landlords (RSL). In the interests of equity, delivery of affordable housing will be sought on appropriate developments, commensurate with scale. This may also be applied to non-residential development. For larger sites the clear preference will be for delivery in full on-site, but it is accepted that this may not always be possible depending upon site characteristics and/or market conditions. However, off-site provision is only likely to be acceptable in exceptional circumstances. Where on-site delivery is demonstrated not to be possible, then off-site provision, as near as possible to the original site will be expected. Where transfer of land is involved this should be done at a value related to its end use for affordable housing or by agreement between the developer and the RSL, at a lower value.

POLICY H4: Provision of Affordable Housing

The Council will facilitate the provision of good quality affordable housing to meet identified needs. This should be fully integrated into new development and be indistinguishable from other forms of housing. In order to achieve mixed and balanced communities, mixed tenure developments will be promoted involving; for example, social rented housing, shared equity housing and low cost housing for sale.

At Housing Market Area level, the following overall requirements will apply:

HMA		**Sub Area**	
Dunfermline and West Fife	25%	Kelty Benarty Lochgelly Cowdenbeath	5% 5% 5% 5%
Cupar and NW Fife	20%		
St Andrews and NE Fife	30%		
Kirkcaldy, Glenrothes and Central Fife	10%	Methil Buckhaven Kirkcaldy	5% 5% 15%

These requirements will not be sought from sites solely for affordable or special needs housing. As the scale of affordable housing need in the St Andrews and NE Fife Housing Market Area has been demonstrated to be significantly higher than elsewhere in Fife, a requirement of 30% has been established for that area.

Site Thresholds

In urban areas, the contribution should be provided on-site for sites of 20 units and above and off-site for sites of between 2 and 19 units inclusive. In rural areas, the contribution should be provided on-site for sites of 10 units and above and off-site for sites of between 2 and 9 units inclusive. Reductions will only apply where there are exceptional circumstances, which clearly demonstrate that a contribution is not possible. Where on-site provision is not possible the contribution should normally be provided within the same locality area or, failing that, within the same Housing Market Area.

Contributions

The Council's clear preference will be for built units on site but the provision of serviced land will also be appropriate, depending on local circumstances. Off-site contributions should also take the form of fully serviced land. If this is not achievable, developers may, as a last resort, opt to make a financial contribution to the provision of affordable housing if this is mutually acceptable. The form of the contribution required will be assessed based on development costs and site and market conditions.

Retention

The Council will seek provision and retention of affordable housing for successive occupiers/owners through a range of appropriate mechanisms.

Specialised Housing

Housing to cater for persons with special needs, including sheltered or very sheltered housing will count towards the affordable housing requirement.

Notes: Percentage targets/site thresholds will be reviewed biennially through updates to the Action Plan. Special Needs housing provided through this Policy should also be affordable.

3.57 In certain situations, large non-residential developments, e.g. for retail, tourism or business use, can create or exacerbate a need for affordable housing. This may arise either through such developments taking place on land which would otherwise be available for affordable housing, or because the scale and/or nature of such a development creates a need for housing for low-paid workers to ensure that it conforms with the principles of sustainability. In such circumstances the Council may require the applicant to provide affordable housing or to contribute towards affordable housing provision. The precise level of provision sought will be commensurate with the additional need created or the amount of land take involved.

Exceeding the housing land requirement

3.58 Proposals which would result in the housing land requirement being exceeded, particularly where they would prejudice the Plan's Strategy, are not normally acceptable. However, there are circumstances that may justify over-allocation. Policy H5 sets out the circumstances in which such proposals may be justified.

POLICY H5: Exceeding the Housing Land Requirement

The Council will ensure that there is at least a 5-year effective housing land supply available in each Housing Market Area at all times to meet the Plan's requirements. Proposals which would result in the Housing Land Requirement being exceeded may be acceptable where they:

- will reuse vacant brownfield sites;
- will not remove effective employment land from the employment land supply; and
- are consistent with other relevant Structure and Local Plan policies and proposals.

Density

3.59 Good design can encourage higher densities whilst avoiding overcrowding or loss of amenity. Successful design is not just about achieving a predetermined quantity, but should be driven by the overall quality based on sound, innovative design principles. Local Plans will provide more detailed guidance on this issue. Residential development needs to provide a range of densities appropriate to the scale and location of the site, particularly in relation to its proximity to key public transport nodes and interchanges. Policy H6 aims to aid the creation of quality, balanced, mixed communities, providing more scope for the provision and integration of affordable housing whilst establishing variety, the potential for a range of transportation modal choices and careful open space consideration.

POLICY H6: Density

Fife Council will support, in principle, new residential development that proposes the efficient and sustainable use of land. In pursuit of this, densities below 25 dwellings per hectare will be discouraged unless site or market circumstances determine otherwise or where the Council specifically is seeking development at the high end of the market in support of other policy objectives such as regeneration.

Higher densities are encouraged particularly within or in close vicinity to town centres and/or public transport interchanges/corridors.

Master plans and Development Briefs for development sites will:

- indicate an average density of 25 dwellings per hectare on sites of 5 units or more;
- avoid uniform density developments;
- provide for a range of house types and layouts that improve access to local facilities and to the public transport network; and,
- ensure that, where higher density housing is appropriate, this does not compromise quality or open space standards.

Transportation

3.60 People need to travel between where they live, work, shop and use services. Goods and services also need to be transported and good transport links are essential to Fife's economy. For local trips or shorter journeys, walking and cycling need to be encouraged to reduce congestion and improve health. Integrating land use planning with transportation will reduce the need to travel and increase opportunities for travel other than by private car.

Policy Objectives

- Guiding new development, where possible, to locations that reduce the need to travel by private car.
- Encouraging the use of more sustainable modes of transport.
- Improving accessibility and transport choice for all sectors of the community.
- Encouraging the movement of freight by rail and water.
- Safeguarding land for potential improvements to the transport network.

Transport and Development

3.61 As well as encouraging development in locations that increase accessibility to homes, employment and services, it is also important to guide development away from locations where the traffic generated by the development may adversely impact on local communities.

POLICY T1: Transport and Development

Development proposals must:

- be accessible to, or be able to be made accessible to, the existing or planned public transport network;
- provide or use walking and cycle routes which are, or can be, linked into established and planned networks;
- be located where road network capacity is or can be made available, but only after access by other, more sustainable, modes of transport has been maximised; and
- be acceptable in relation to air quality objectives.

Strategic Transport Proposals

3.62 In establishing a 20 year land-use strategy for Fife, the Plan takes account of and supports the long-term aspirations for the development of the transportation network. Over the Plan period this will include a range of strategic improvements, including the requirement for a replacement Forth crossing at Queensferry. The Forth replacement crossing is considered vitally important in the context of growing the national economy and those of Edinburgh and Fife. It is important for Fife's economic and social inclusion agendas. Segregated public transport corridors, a passenger ferry linking Kirkcaldy/Burntisland with Leith/Granton, and additional proposals identified in the Regional Transport Strategy, Local Transport Strategy and through wider transport studies are all key strategic transport proposals. The Council will work in partnership with the Royal Air Force to review any opportunities to facilitate economic development at Leuchars.

3.63 Land will be protected through Local Plans to ensure that strategic transportation proposals are able to take place. The implementation of the Plan's framework for integrating land use with transport will be assisted by STAG, associated appraisal techniques, the requirement for a Transport Assessment and, where appropriate, a Travel Plan. Details of the circumstances that require production of Transport Assessments and Travel Plans are contained in the Council's Transportation Development Guidelines. Through an integrated approach, traffic can be more effectively managed and opportunities for public transport improvements created. The requirement for Transport Assessments and Travel Plans is addressed in Policy DC1.

POLICY T2: Safeguarding of Existing and Potential Transport Routes

The following routes and land will be safeguarded from development that may prejudice their existing or future transportation use:

- the disused railway network including land previously used for stations and sidings;
- the Kingdom of Fife Cycle Route network;
- the Fife Coastal Path;
- landfall for approach infrastructure for a new crossing of the Forth at Queensferry;
- Inverkeithing to Halbeath rail line;
- St Andrews public transport route; and,
- land for the implementation of Proposal PT1.

Proposal PT1: Transport Proposals

Transport Proposals are listed below according to whether they improve Fife's accessibility within the National/International Network or whether they relate to primarily regional or internal Fife movements. However, because transport operates at a network level, local proposals enhance access to the national network where effective integration is achieved.

National/International

- Forth replacement crossing
- segregated public transport corridor through the Forth Bridgehead Area, including the existing Dunfermline Eastern Expansion area, with potential to link to Forth crossing
- light rapid transit connections between Fife and Edinburgh
- passenger rail on Dunfermline-Kincardine-Alloa-Stirling line
- Inverkeithing to Halbeath rail line;

City Region

- port and other related infrastructure for a cross-Forth ferry at Kirkcaldy or Burntisland
- appraisal and assessment of southbound High Occupancy Vehicle (HOV) lane, M90/A90, Halbeath to Forth crossing
- proposals which enhance accessibility along key corridors will be further considered including to the West and from rural East Fife through to Perth, and from Mid Fife to Dundee, including improvements to the A92(T) *
- park and ride and/or choose facilities/interchange at St Andrews, Tay Bridgehead, Rosyth, Pitreavie, Halbeath, Markinch, Ferrytoll extension, Dalgety Bay extension and Inverkeithing

Fife Regional

- improvements to Redhouse A92(T) to Gallatown corridor including Standing Stane Road link to Redhouse *
- improvements to Bankhead Roundabout
- appraisal and assessment of new rail stations at Newburgh, Kirkcaldy East, Dunfermline South, Burntisland (or refurbished), and Wormit
- Rosyth Bypass
- Chapel Junction upgrade A92(T) *
- Levenmouth passenger rail line reopening and land for new stations
- transport improvements identified in relation to the development of Strategic Land Allocations
- Charlestown Rail Junction, Dunfermline - Additional Southern Link
- further consideration of transport link options for St Andrews to the rail network will be addressed through the review of the Local Transport Strategy
- Cupar relief road

* Transport Scotland's Strategic Transport Projects Review indicates that on the A92, enhancement is limited to route management and targeted individual investments.

Port of Rosyth

3.64 Rosyth is now the European ferry gateway to Scotland. A replacement direct link to Zeebrugge for both freight and passengers is planned to resume in spring 2009. The development of Rosyth as an international multimodal transport hub will have important benefits for the Scottish economy at a regional and national scale as well as a strategic role in the continued success of the Fife economy. This role can be maintained and enhanced through improved road access from the A90 and a future rail link into the port, which would support the growth of Rosyth as a strategic inter-modal freight terminal. The Plan supports the safeguarding of existing and potential transport routes to ensure that development of Fife's transport network is not hindered by prejudicial development of key routes. A master plan is being prepared for the Port of Rosyth and the waterfront.

Proposal PT2: Port of Rosyth and Waterfront

The Port of Rosyth, and waterfront land will be developed as a multi-modal international freight distribution facility with deep water access and improved road and rail access. Proposals likely to prejudice the development of an integrated road, rail and port freight hub will not be supported.

Freight

3.65 The Plan aims to encourage the movement of freight by rail and water to minimise the impact on the environment and Fife's communities. To encourage this shift from road to rail and water requires the improvement of facilities and the siting of new industrial and commercial development in the most sustainable locations to take advantage of rail and water transport infrastructure.

POLICY T3: Transport of Freight

Freight-generating development proposals will be located either in:

- locations accessible to rail, and/or water; or
- locations with good access to the primary road network (motorways and principal roads).

Energy

3.66 The Proposed NPF promotes electricity generation from clean non-nuclear and renewable sources, including wind power. The Proposed NPF identifies a need for new baseload electricity generating capacity at existing power station sites to replace that provided by the power stations programmed for closure over the next 20 years. Most of the energy for domestic, employment and transportation purposes is derived by burning fossil fuels which causes greenhouse gases and has knock-on effects for the climate and air quality.

3.67 Fife Council is seeking to reduce the impact of fossil fuels through a range of actions including encouraging the use of a range of renewable and microrenewable energy technologies and the development of other low carbon clean coal technologies, including gasification. Scottish Power is investigating the feasibility of retrofitting clean coal and carbon-capture technology at the coal-fired power station at Longannet in Fife. Their proposals for Longannet have passed the pre-qualifying round of the UK competition to identify and implement a demonstration carbon capture and storage scheme. These technologies can be utilised on commercial, community and domestic scales. Fife is already capitalising on a number of schemes that will contribute to a more dispersed pattern of energy generation and supply as part of the response to the climate change challenge. It is anticipated that the main contributions are likely to come, in the immediate future, from wind, biomass and landfill gas. The main impact on Fife's environment is likely to be from the commercial exploitation of wind energy and positive planning guidance is required to both encourage investment and address public concerns. The Area of Search for Wind Turbine Development will be delineated in detail in Local Plans.

Policy Objective

- Encouraging the use of renewable energy and low carbon technologies, including wind power.

Renewable Energy Technologies

3.68 There are a range of renewable technologies that can be developed in Fife at different scales; commercial, community and domestic. Fife Council's Supplementary Planning Guidance on Wind Energy does not identify broad areas of search for windfarms over 20 megawatts but recognises that a more detailed evaluation may lead to such areas being identified. Policy guidance will be incorporated into the Area Local Plans as they come forward. Further supplementary guidance will be produced on how developments will be required to deliver targets on renewable energy, for example by making use of microgeneration, solar energy, geothermal and domestic turbines. This will be incorporated into the Local Plans and the development of emerging technologies monitored.

Wind Energy

3.69 Fife Council has commissioned a study of the capacity of the Fife landscape to accommodate wind turbines and this indicates the scale of turbines acceptable within the identified Area of Search. The study was based on the Fife Landscape Character Assessment, produced by Scottish Natural Heritage (1996). It will also assist in the delineation, in greater detail, of areas of search in Local Plans together with additional guidance on the acceptable scale of wind turbines within these areas.

3.70 Proposals for wind turbines and wind farms will be required to include a landscape capacity assessment, a zone of visual impact map, viewpoint analysis from key locations, computer generated wireline diagrams and photomontages, and an assessment of the visual impact of the development from key locations and nearby settlements and dwellings. The visual impact and the effects of noise and construction activities will be included in the appraisal of the effect on the amenity of nearby residents.

POLICY R1: Wind Turbines

In accordance with SPP6, local plans and local development plans will include spatial frameworks for wind farms over 20 megawatts to reflect the following:

- areas of search where proposals for large and small scale wind farm development will be supported subject to specific proposals satisfactorily addressing all other material considerations.
- areas designated for their national or international natural heritage value and green belts will be afforded significant protection from large scale wind farms.
- the integrity of national or international designations should not be compromised.
- cumulative impact will be assessed in all relevant cases, taking into account existing wind farms, those which have permission and those that are the subject of valid but undetermined applications The weight to be accorded to undetermined applications will reflect their position in the application process. Where the limit of acceptable cumulative impact has been reached the area will be afforded significant protection.
- outside the areas of search, wind farm proposals will be assessed against the following constraints, any positive or adverse effects on them and how the latter can be overcome or minimised:

1. historic environment
2. areas designated for their regional and local natural heritage value
3. tourism and recreational interests
4. communities
5. buffer zones
6. aviation and defence interests
7. broadcasting installations.

- Proposals affecting areas designated for their local and regional natural heritage value shall satisfactorily address any impacts on the particular interest that the designation is intended to protect but the designation shall not unreasonably restrict the overall ability of the plan area to contribute to national targets.
- In all cases, applications for wind farms should be assessed in relation to criteria including as appropriate, grid capacity, impacts on the landscape and historic environment, ecology (including birds), biodiversity and nature conservation, the water environment, communities, aviation, telecommunications, noise and shadow flicker.

Wind farm and individual turbine proposals will be considered in relation to the issues in policy R1 and the Fife Landscape Character Assessment. The extent to which the considerations in the spatial framework will be relevant to proposals below 20 megawatts will be dependent on the scale of the proposal, its design, location and the landscape.

Minerals

3.71 Fife has deposits of a range of minerals including coal, coal bed methane, igneous rock, sand and gravel, silica sandstone, fireclay, brick clay, building sandstone and limestone. These are sufficient to meet both Fife's own needs and to supply other areas. NPF 2 recognises the role of fossil fuels in meeting energy needs and there is potential for onshore gas extraction from Fife's coal bed methane resource which the structure plan supports subject to local planning considerations.

3.72 Mineral working is an important economic activity but it consumes finite resources and can also result in significant impacts on the environment and communities. Restoration, aftercare and afteruse of sites are therefore important planning considerations. The Structure Plan seeks to balance the need for minerals against the importance of safeguarding local communities from the significant adverse effects of extraction and against protection of the environment.

3.73 The Structure Plan safeguards deposits of mineral resources from sterilisation. The Fife Minerals Subject Local Plan sets out a detailed strategy; contains a range of policies for the sustainable working of minerals; and defines general areas of search for opencast coal operations where extraction would not conflict with other policies.

Policy Objectives

- Ensuring that the exploitation of Fife's mineral resources is as sustainable as possible.
- Safeguarding mineral deposits from sterilisation.
- Ensuring that the scale and location of minerals extraction is sufficient to meet the needs of Fife's economy and can, where necessary, contribute to wider market area needs.

Mineral Extraction

POLICY M1: More Sustainable Mineral Extraction

Mineral extraction proposals will be supported where:

- the resource is required to meet a Fife market need; or,
- the resource is required to meet the needs of overlapping or other market areas which cannot reasonably be met more locally; and,
- the need cannot be met from recycling or secondary sources, or by use of more sustainably sourced alternative materials.

3.74 In view of the temporary disruptive nature of mineral extraction operations, many mineral operators are prepared to provide, on a voluntary basis, funding for compensatory works through the payment of a royalty based on the tonnage of material won from their operation. There are a number of established royalty schemes operating in Fife, most of which are funded by opencast coal operations, which benefit affected communities. The UK aggregates levy applies to the aggregates sector of the minerals industry. Individual operators may, in addition, offer voluntarily to compensate locally for operational impacts or contribute to established royalty schemes.

3.75 All planning authorities require to have an adequate landbank for crushed rock aggregate equivalent to at least a 10-year supply. The Minerals Subject Local Plan identifies a shortfall of 24 million tonnes for the period 2001-2011 (as at the start of 2001). The identification of this shortfall will inform the minerals industry and enable it to respond accordingly.

POLICY M2: Construction Aggregates

Proposals for new or extended crushed rock or aggregate quarries and sand and gravel pits will be supported only where their production does not exceed the assessed landbank requirement to meet market needs. A ten-year landbank will be maintained at all times.

Opencast Coal Operations

3.76 A detailed description of the Areas of Search for opencast coal and their identification process is contained in the Minerals Subject Local Plan. The areas indicated do not imply automatic approval of proposals located within them and all proposals will be subject to rigorous environmental and transportation appraisals. Full account will be taken of the Environmental Duty imposed on the industry and local authorities by the Coal Industry Act 1994. The Minerals Subject Local Plan will be reviewed in order to reflect changing circumstances and roll forward the 10-year land bank requirements for construction aggregates.

POLICY M3: Opencast Coal Operations

Proposals for opencast coal operations will be supported provided they are located within Areas of Search or involve previously unknown shallow coal deposits where extraction would not prejudice the Development Plan strategy. Outwith Areas of Search, there will be a presumption against proposals for opencast coal operations except where they implement the Structure Plan strategy by:

- stabilising land prior to development; or,
- assisting in delivering regeneration; or,
- securing the restoration of derelict and/or degraded land.

In all instances operations must not cause unacceptable levels of damage to communities and settlements or must secure clear benefits for local communities, where practicable, by increasing biodiversity and improving the landscape and recreational provision on and/or off site or generating employment.

Waste Management

3.77 Waste is the unwanted by-product of industrial, commercial and domestic activities and a potential source of air, land and water pollution. Proper management and disposal of waste arisings is therefore important and offers the creation of new employment opportunities in recycling and other sectors utilising waste as a resource whilst reducing reliance on landfilling to assist in meeting EU Landfill Directive targets. The Scottish Government considers that no more than 5% of municipal waste should be landfilled by 2025, by which time recycling/composting of municipal waste should reach 70%. The Government has also set a 25% cap on the proportion of municipal waste used for energy generation. There is significant opportunity in Fife to substantially increase the number of jobs in the waste management sector. The two main waste streams are municipal and non-municipal. The former, collected by local authorities, is domestic and commercial with some industrial and recycling centre arisings. Non-municipal, referred to as commercial and industrial waste, comprises 75% of Scotland's waste arisings.

3.78 Fife Council takes a strategic view of waste management and will implement the Scottish Government's waste policy targets in establishing a sustainable framework for waste management. These key principles are:

- the waste hierarchy;
- proximity and self-sufficiency;
- the "polluter pays" principle; and,
- Best Practicable Environmental Option.

3.79 The National Waste Plan (2003) sets the direction for sustainable waste management to 2020. This is implemented locally through the annually reviewed Fife Area Waste Plan (2003), which will be reviewed. The Area Waste Plan details the Best Practicable Environmental Option for the management of municipal solid waste collected by the Local Authority, including building on the existing range of facilities and kerbside collection services to increase the proportion of waste that can be composted, recycled or reused.

Policy Objectives

- Implementing the Best Practicable Environmental Option as set out in the Fife Area Waste Plan and to facilitate a 10 year forward supply of capacity in a network of waste management facilities.
- Reducing the environmental impacts of waste production and waste management by encouraging waste minimisation, reduction, reuse, recycling and more sustainable waste management activities that reduce the reliance on landfill.

3.80 The Best Practicable Environmental Option (BPEO) for the management of Fife's municipal wastes, as identified in the Fife Area Waste Plan, will require the provision of the following infrastructure:

- A Materials Recycling Facility or baling and transfer station;
- Composting;
- Energy recovery or other treatment (by 2013 or earlier);
- Organic waste treatment facilities; and
- Engineered landfill for residual waste.

3.81 To implement the BPEO, provision will be made for a strategic integrated network of waste management facilities so that waste can be dealt with at the closest, most appropriate, facility. Provision for some of these facilities has begun to be made at the Council's landfill site at Lochhead, Dunfermline. Further strategic waste management provision, including capacity for commercial and industrial waste, will need to be identified through the Local Plans, to meet the objectives and requirements of the Fife Area Waste Plan and the Scottish Government's waste policies.

3.82 Potential for further waste management provision exists at the Council's landfill site at Melville Wood, Ladybank and at the former opencast coal site at Westfield, Kinglassie, which benefits from a planning consent for an integrated waste management facility, utilising the rail link to the site. These are the preferred sites for the creation of a strategic network.

3.83 There is sufficient licensed landfill capacity for biodegradable municipal waste to the end of the Structure Plan period at Lochhead, depending on recycling rates. At Melville Wood there is a more limited available capacity of 10 years landfill. Any additional landfill capacity would only be for the disposal of residual wastes at a multifunction site.

POLICY W1: Strategic Waste Management

To meet the requirements of Scottish Government waste policy, the National Waste Strategy and the Best Practicable Environmental Option set out in the Fife Area Waste Plan, a strategic network of sites for waste management will be developed. These will be identified through the Local Plans. In providing the network, preference will be given to the development of proposals at Lochhead, Melville Wood and Westfield.

Provision will allow for a Materials Recycling Facility, composting, and development of other emerging recycling and waste treatment technologies. The provision of any ancillary landfill will only accommodate residual wastes.

4. Safeguarding and improving Fife's environment

Introduction

4.1 Fife has a varied and distinctive natural and built heritage. The landscape provides the setting for its towns and villages, contributes to the quality of life for both residents and visitors and supports a diverse rural economy. Fife contains many historical assets of national and international importance. This heritage adds to the visual interest of towns, villages and landscapes, provides a sense of place and a link with past generations, and has economic benefits in terms of tourism.

Policy Objectives

- Safeguarding and improving the character and distinctiveness of Fife's landscapes and coastline, including the landscape setting of towns and villages.
- Improving and restoring degraded landscapes.
- Protecting and enhancing the natural environment including Fife's biodiversity and geological heritage.
- Encouraging woodland planting in appropriate locations.
- Protecting and enhancing the historic and built environments which give Fife its sense of place.
- Ensuring development positively contributes to Fife's sense of place.

Landscape setting

4.2 It is important to retain and enhance the landscape setting and character of our towns and villages. The Fife Landscape Character Assessment will be taken into account in master planning; the advance assessment of sites within strategic land allocations; and the consideration of other greenfield development proposals. Fife Council's review of its local landscape designations concluded that the area's AGLVs should be replaced by Special Landscape Areas, and identified their indicative boundaries, special characteristics, and management recommendations. These will be further considered in the Local Plans.

St Andrews and Dunfermline

4.3 Fife has a rich historic built environment. The historic cores of St Andrews and Dunfermline are internationally important and also have a special relationship with their landscape settings. To ensure that critical views to and from these historic cores are protected, the existing approved Structure Plan identifies the need to define Green Belt at St Andrews and Dunfermline.

4.4 Green Belt will be identified and objectives secured for both Dunfermline and St Andrews. This will have regard to the need to direct planned growth to locations not in the Green Belt, and to ensure stable Green Belt boundaries for the next 20-40 years at both settlements. The Local Plans will define the boundaries to accommodate planned growth of the towns and allow for suitable and appropriate development, including golf courses, within the Green Belt. Green belts will be established round St Andrews and to the SW of Dunfermline as indicated on the key diagram. These identified areas will have a positive role to play in protecting and enhancing the character, landscape setting and identity of St Andrews and Dunfermline and providing opportunities for access to open space and the countryside.

4.5 The key issue for St Andrews is the careful management of growth. The town needs to accommodate further housing and employment land to grow the economy and deliver affordable housing, while protecting and enhancing the landscape setting by the identification of robust Green Belt boundaries. The Local Plan will set out how, where and the extent to which St Andrews should grow over the next 20 years. Over and beyond that period, development pressures will be directed to other settlements.

POLICY ENV1: Green Belts for St Andrews and Dunfermline

Green Belt will be identified at St Andrews and Dunfermline through the Local Plans, to preserve the character of the towns, setting and critical views to and from their historic cores, to prevent urban coalescence and to manage long term planned growth. Within the Green Belts, there will be a presumption against new development unless it is for:

- agriculture, including the reuse of historic agricultural buildings in keeping with their surroundings;
- woodland and forestry, including community woodlands;
- horticulture and market gardening, but excluding retail unconnected with, or out of scale with the purpose; and,
- tourism and outdoor recreation uses compatible with an agricultural or natural setting.

New development must be of a suitable scale and form for its location.

4.6 Dunfermline will be expanded over the next 30- 40 years centred on its historic core. The Local Plan will set out how and where Dunfermline will be expanded. Green Belt will be identified to the West and South West with the aim of protecting the landscape setting of the city's historic core, balanced with the need for that area to accommodate new development.

4.7 Green Belt will be defined through Local Plans determining the appropriate extent and shape taking account of the following objectives:

- Preserve the setting and special character of the towns and their historic cores;
- Accommodate further development as required to meet the Plan's strategy;
- Define appropriate forms of development within the Green Belt;
- Link key open spaces within the towns and provide an uninterrupted link to the countryside;
- Provide a landscape structure for areas where development is appropriate; and,
- Provide important wildlife and recreation corridors.

Nature Conservation

4.8 A hierarchical approach is adopted to nature conservation with sites of international importance, Natura 2000 (SAC and SPA) and Ramsar sites, being afforded the highest level of protection. Fife currently has 6 such sites at Cameron Reservoir (SPA and Ramsar), the Isle of May (SAC), the Firth of Tay and Eden Estuaries (SPA, Ramsar and SAC), the Forth Islands (SPA, includes Isle of May), Turflundie Wood (SAC, partly within Fife), and the Firth of Forth (SPA and Ramsar). The Nature Conservation (Scotland) Act 2004 places a requirement on local authorities to further the conservation of biodiversity.

POLICY ENV2: Nature Conservation - International Sites

Development, either individually or in combination with other proposals, likely to have a significant effect on a designated or proposed Natura 2000 (SPA, SAC) and/or Ramsar site will be subject to an appropriate assessment of the implications for the site's conservation objectives. The development will only be permitted where the assessment concludes that:

- it will not adversely affect the integrity of the site; or,
- there are imperative reasons of overriding public interest, including those of a social or economic nature and there are not alternative solutions.

Where such a site hosts a priority habitat and/or priority species as defined by the Habitats Directive (92/43/EC), the only overriding public interest must relate to human health, public safety or beneficial consequences of primary importance to the environment. Other allowable exceptions are subject to the views of the European Commission. Full account will be taken of the Nature Conservation (Scotland) Act 2004.

4.9 Sites of national importance to nature conservation are protected by their designation as National Nature Reserves or Sites of Special Scientific Interest (SSSIs). SSSIs, in turn, form the foundation for a range of additional local designations. Fife contains, either wholly or partly, over 50 SSSIs. It is therefore important to afford such sites an appropriate level of protection. Regional and local sites are addressed in Local Plans.

POLICY ENV3: Nature Conservation - National Sites

Development, either individually or in conjunction with other proposals, which would affect a designated or proposed National Nature Reserve or a Site of Special Scientific Interest will only be permitted where ecological appraisals have demonstrated to the satisfaction of the Council as planning authority that:

- the overall objectives of designation and the overall integrity of the designated area would not be compromised; or,
- any adverse effects on the qualities for which the area has been designated are clearly outweighed by social or economic benefits of national importance.

4.10 Whilst designated sites may contain the most important examples of flora, fauna and geology, it should be recognised that the majority of such resources occur outside these sites. The Council therefore encourages pre-application discussion on the scoping of ecological appraisals.

POLICY ENV4: Nature Conservation Enhancement

Where development has the potential to impact on international, national, regional or locally important sites and species, applicants will be required to submit an ecological appraisal of the proposal detailing how any impact will be minimised or mitigated. Developers are required to consider the impact of their proposals on nature conservation interests and to take appropriate measures to maintain and, where possible, enhance this interest.

Built Environment

4.11 Fife has some of the most important historic built environments in the country, some of which are of international significance. The preservation and enhancement of these historic assets is important in achieving the overall strategy. The most important historic environments, including St Andrews, Dunfermline, Falkland and Culross, will be identified in the Local Plans. The archaeological heritage is a very fragile resource which, once lost, cannot be replaced. It is important therefore to protect this heritage, particularly where it is of national and regional importance, from the adverse effects of development.

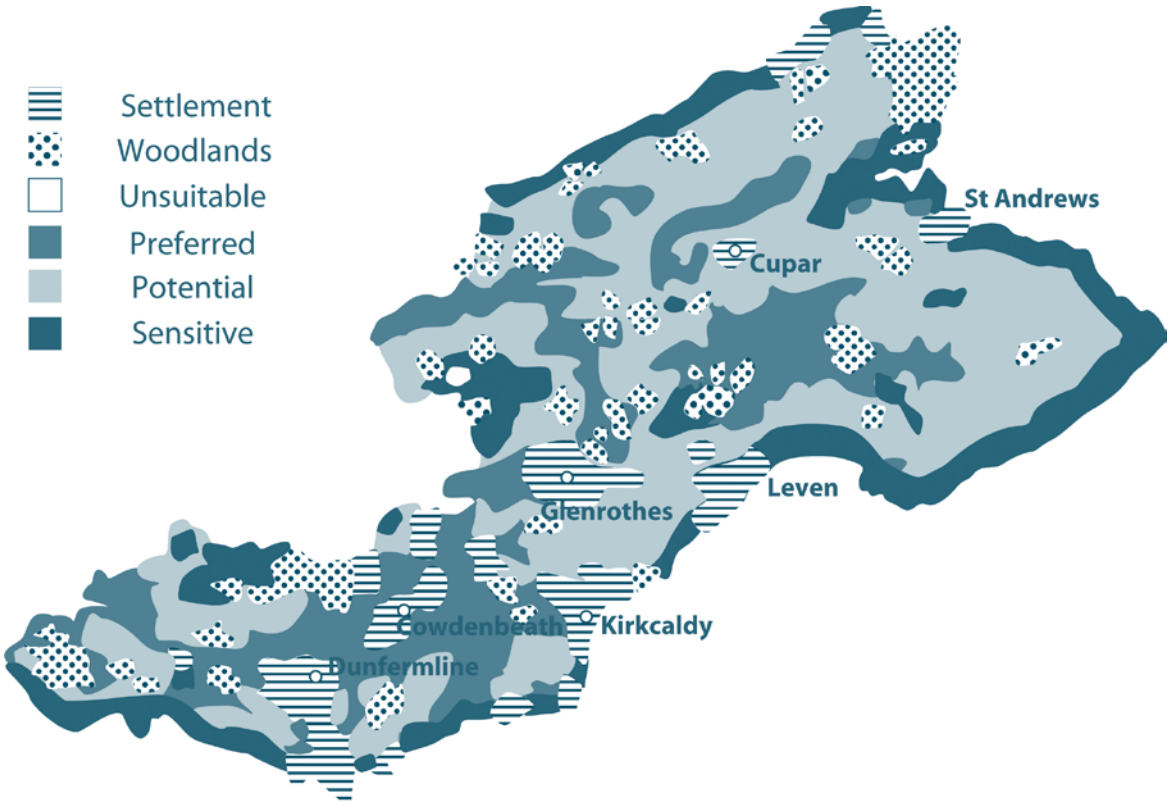
POLICY ENV5: Built Environment

The character, appearance and setting of designated built or cultural heritage sites will be protected from harmful development.

Local Plan policies will provide protection for the built and historic environments and for archaeology.

Forestry and Woodland

4.12 The Indicative Forestry Strategy (IFS) is contained in the Report of Survey. The IFS seeks to direct new woodland to locations that do not have an adverse impact on the natural or built environment and where economic, social and environmental benefits can be obtained. Economic benefits derive from timber production and tourism while social and environmental benefits include improved public access, improved recreational opportunities and landscape and biodiversity enhancements. Community involvement in the planting and management of woodland through partnership and other arrangements will be encouraged to ensure maximum local benefits are secured. New woodland can enhance the landscape setting of existing settlements and help integrate new development into the landscape. Urban forestry and community woodland will be integral parts of the development of the Strategic Land Allocations. The IFS and the Fife Landscape Character Assessment will be taken into account when commenting on woodland planting proposals.



INDICATIVE FORESTRY STRATEGY DIAGRAM

POLICY ENV6: Forestry

Proposals for forestry and community woodland will be supported where they:

- are consistent with the Indicative Forestry Strategy and Fife Landscape Character Assessment;
- secure economic, social and environmental benefits;
- contribute to enhancing Fife's biodiversity including nature corridors;
- enhance the landscape setting of settlements;
- assist in integrating new development into the landscape; and,
- provide linkages to other woodland areas, which in turn will enhance their benefits to biodiversity.

The Coast

4.13 Fife has a varied and distinctive coastline, which has an important role to play in Fife's economy. The coast will be protected from unnecessary and unsympathetic developments. The criteria for defining the developed and undeveloped coast and assessing development proposals will be set out in Local Plans. Provision will be made for development that requires a coastal location and contributes to the local economy. The Council will develop a Coastal Development Zone Strategy for the North Forth Shore, detailed in Chapter 2.

Countryside

4.14 An aim of the Plan is to safeguard and improve Fife's environment. In the countryside, developments that are considered appropriate will be expected to be of a high quality in terms of siting, design and use of materials, taking account of the character of the landscape and retaining habitats and features of ecological interest. The Fife Landscape Character Assessment will also be a material consideration in assessing development proposals. Proposals will be expected to include an integral landscaping plan and measures for habitat enhancement where appropriate.

4.15 The Fife Landscape Character Assessment classifies landscape types and provides a context for development, land use change and conservation. The landscape character approach recognises that all landscapes are important and development should make a positive contribution to the overall landscape quality. This is in accord with the approach taken in the European Landscape Convention which acknowledges that landscape is an important part of quality of life for people everywhere. In addition, the recent review of landscape designations identifies areas with particularly important local landscape characteristics. The Fife Local Biodiversity Action Plan establishes a framework for the protection and enhancement of the natural heritage. As noted above, a review of local landscape designations has recently been undertaken. The outcome of this will be addressed though Local Plans.

4.16 Fife Council and its partners will work to implement the access provisions of the Land Reform (Scotland) Act 2003, including the preparation of a Core Paths Plan. Through local plans, the Core Paths Plan will provide a clearly defined network of paths and assist in managing access over agricultural land. Fife's Countryside Access Strategy seeks to increase opportunities for countryside access and recreation for local communities by maintaining and extending both the strategic and local footpath networks.

POLICY ENV7: Countryside, Recreation and Access

New development that maintains and extends strategic long distance (including the Fife Coastal Path) and/or local path networks identified by the Core Paths Plan providing for walkers, cyclists, horse riders and those with special needs will be supported. Opportunities to link networks to other tourist attractions will be encouraged.

5. Monitoring

Introduction

5.1 Monitoring the implementation of the policies and proposals of the Structure Plan is important to ensure that the strategy and policies remain relevant in relation to both local circumstances and to national requirements. The provisions of the Structure Plan will be taken forward through a variety of means, including:

- through a framework outlined within the Structure Plan Action Plan;
- through policies and proposals within Local Plans;
- by direct investment by the Council and its partners;
- through grant of planning permission;
- by influencing the content of other plans and strategies; and,
- by direct investment by the public and private sectors.

Action Plan

5.2 The Action Plan that accompanies the Structure Plan outlines the range of actions and commitments required to implement the Structure Plan strategy. These actions and commitments may be required from the public and private sectors. It is hoped that the Development Plan commitment can provide the framework and confidence for investment. The Action Plan will be kept under continuous review and formally updated every two years. Given the role of the action planning activity it will also contribute to the monitoring of the Plan and future review.

Monitoring

5.3 Monitoring on the policies of the Plan is also critical to assess the fitness for purpose of the Plan in achieving the balance between development and conservation of the built and natural environment. The contribution to the achievement of the Community Plan key milestones will also be regularly assessed.

POLICY MO1: Structure Plan Monitoring

The Action Plan will be reviewed biennially. A monitoring statement will be prepared which will indicate the progress made with the Plan and its relevance. The Plan will be reviewed through the emerging Edinburgh and Dundee City Region Strategic Development Plans which are proposed to replace existing Structure Plans when they are approved.

5.4 Other plans and strategies that will influence the implementation of the Structure Plan and in turn through review (where necessary) may be influenced by the Structure Plan are:

- National Planning Framework 2
- National Planning Framework 2 Action Programme
- A Stronger Future for Fife; Fife's Community Plan (2007)
- Take a Pride in Fife - Environmental Strategy for Fife 2003-2006
- The Fife Economic Development Strategy - Growing Fife's Future (2005)
- The Fife Local Housing Strategy 2003-2008
- The Fife Single Outcome Agreement 2008-2011
- The Local Transport Strategy
- National Waste Plan and Fife Area Waste Plan
- Fife Council Corporate Improvement Plan
- Regional Transport Strategy
- National Transport Strategy
- Smart Successful Scotland

Glossary

Affordable housing: housing of a reasonable quality that is affordable to people on modest incomes. In some places the market can provide some or all of the affordable housing that is needed, but in other places it is necessary to make housing available at a cost below market value to meet an identified need.

Area Transport Plan (ATP): plan prepared by Fife Council to deliver the objectives and issues identified within the Local Transport Strategy and by local consultations. The time-scale for these plans is 2005-2015.

Area Waste Plan: a waste management strategy prepared for Fife as part of SEPA's strategy to implement the National Waste Strategy.

Best Practicable Environmental Option: the outcome of a systematic and consultative decision-making procedure, which emphasises the protection and conservation of the environment across land, air and water. The BPEO procedure establishes, for a given set of objectives, the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost, in the long term as well as in the short term.

Brownfield site: sites that have previously been developed, such as existing buildings and vacant or derelict land. It excludes parks and gardens, sports and recreation grounds, woodlands and amenity open spaces.

Business: Class 4 use of the Use Classes Order 1997 includes light industry, research and development, and general office use.

Coalescence of settlements: the merging of settlements.

Coastal Development Zone: a comprehensive strategy for the North Forth shore settlements, from Rosyth to Leven.

Community planning: the process by which organisations come together to set a joint agenda in the Community Plan for improving the wellbeing of Fife. The Community Plan can be accessed at and downloaded from www.fifedirect.org.uk.

Community regeneration: the creation of wealth in a community and improvement of the area's image by means of development-led targeted measures such as environmental or housing improvements.

Commuted Payment: i.e. a payment in lieu. It is a sum payable for the provision of affordable housing elsewhere in an area as the result of an obligation on another site.

Connectivity: the ability to make and maintain a connection between two or more points.

Conservation Area: an area designated by a planning authority in accordance with Section 61 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as being of special architectural or historic interest, the character or appearance of which it is desirable to enhance or preserve.

Core Paths Plan: a plan that defines a basic network of paths sufficient for the purpose of giving the public reasonable access throughout their area.

Countryside: all areas outwith the settlement boundaries as defined in Local Plans.

Countryside Access Strategy: a strategic policy framework for the detailed planning and management of outdoor access, being all non-motorised outdoor travel by people of all ages and abilities, using networks of path, open spaces and linkages in, around and between towns, villages and rural areas.

Development: the carrying out of building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of buildings or other land (as defined by Section 26 of the Town and Country Planning (Scotland) Act 1997).

Edge-of-centre: a location adjacent to, or within easy walking distance of, the town centre.

Effective housing supply: the part of the established land supply that is expected to be free of constraints in the 5 year period under consideration and will therefore be available for construction of houses.

Employment Land: all land identified for business (Class 4) and industrial uses. (Classes 5 & 6)

Established housing supply: the remaining capacity of sites under construction, sites with planning consent, sites in adopted local plans and, where appropriate, other buildings and land with agreed potential for housing development.

European Spatial Development Perspective: a common frame of reference for the totality of the institutions that are involved in spatial planning and the development of space.

Fife Community Plan: a statement of commitment by the key agencies in Fife of how they will support and work together with the people of Fife to improve the quality of life for everyone over the next 10 years.

Fife Development Plan: Structure Plan and Local Plan(s) that together provide the statutory planning framework for Fife.

Fife Landscape Capacity Study: a study undertaken to assess the capacity of the landscape to accommodate new development adjacent to settlements in Fife.

Fife Minerals Subject Local Plan: a Fife-wide Local Plan concerned solely with minerals.

Fife Partnership: a partnership of public and private sector bodies with lead responsibility for community planning in Fife. The Fife Partnership brings together Fife Council, NHS Fife, Fife Constabulary, CVS Fife, Scottish Enterprise, Fife's Further and Higher Education establishments and Scottish Government to direct action and monitor progress toward achieving the Fife Community Plan.

Green Belt: areas adjacent to settlements designated to direct planned growth, protect the character, landscape setting and identity of the settlement's historic core and to protect and give access to open space.

Green Business Park: Employment land which provides a site for a cluster of businesses working in fields of reclamation and reprocessing of materials, green power generation and other renewable energy technologies.

Greenfield site: a site which has never previously been developed or used for an urban use or is on land that has been brought into active and beneficial use for agriculture or forestry i.e. fully restored derelict land.

Housing Land Audit: an annual survey of all housing sites in Fife for the purposes of monitoring the housing land supply and identifying those sites within the established land supply which are expected to be effective within the period under consideration.

Housing Land Requirement: the outcome of an assessment of housing demand and need (expressed in house units), which reflects the planning strategy and environmental and infrastructure constraints It includes an element of flexibility to allow for uncertainties.

Housing Market Area: a geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home, i.e. a large percentage of people buying a house in the area will have sought a house only in that area.

Housing Review: a document setting out the housing land supply position as at 1st April each year.

Industry: the making of any article or part of any article including a ship or vessel; the altering, repairing, maintaining, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article; or the getting, dressing or treatment of minerals,

Infrastructure: basic services such as roads, water, sewerage, gas and electricity which are necessary to support development. May also include schools and community facilities.

Integrated network of waste management facilities: planned facilities that allow the efficient and co-ordinated management of waste to minimise its impact on resources, the environment and human health.

Key Diagram: a diagram indicating the spatial implications of the Structure Plan strategy. It shows the general location of key policies and proposals, the scale of new development, priority locations for regeneration and where restraint is required.

Knowledge Economy: an economy in which the production factors labour and capital are aimed on the development and application of new technologies.

Knowledge-based Industry: an industry that is recognised as being highly innovative as a result of knowledge and intellectual creativity.

Landfill capacity: the remaining volume available in a landfill site for the disposal of waste.

Landfill site: an area of land for the disposal of waste.

Landscape capacity: the capability of landscape to absorb new development.

Local Housing Strategy: the Housing (Scotland) Act 2001 requires local authorities to lead in the assessment of housing supply, needs, demands, and conditions and, through the development of a shared understanding of the operation of local housing markets, to plan and implement a long-term strategy for housing improvement.

Local Transport Strategy (LTS): Local Authorities are required to prepare an LTS. It explains the Authority's transport policies and strategies to the public and sets the strategic vision for transport provision and an integrated transport network. It is used to support funding bids to the Scottish Government and other bodies.

Local Plan: part of the development plan setting out a detailed land use framework for an area.

Mid Fife: the area of Fife comprising the new Kirkcaldy and Mid Fife Local Plan area.

Mobile Demand: demand for housing which is related to a particular area such as a city or large town but which can be met either in that location or in surrounding areas.

Modal shift: the growth in travel by a particular mode of transport at the expense of another(s) e.g. 10% of people travelling by car transferring to train.

Multi-modal Transport Hub: a location/facility where a range of transport networks meet to allow people a range of forms of transport to complete a journey.

National Nature Reserve: a site designated by Scottish Natural Heritage, which is considered to be of national importance for its natural heritage interest. National Nature Reserves are managed with nature conservation as the primary objective.

National Planning Framework: a framework to guide the spatial development of Scotland to 2030 setting out a vision in which other plans and programmes can share.

National Planning Policy Guidelines (NPPGs): guidance issued by the Scottish Government and providing statements of Government policy on nationally important land use issues and other planning matters, supported, where appropriate, by a locational framework. The Scottish Government is replacing NPPGs with a three part Scottish Planning Policy (SPP).

National Waste Plan: a compendium of all the Scottish Area Waste Plans including the Fife Area Waste Plan.

National Waste Strategy: a national framework for waste management produced by SEPA.

National Transport Strategy: a national framework for transport produced by the Scottish Government in 2006.

Natura 2000 site: part of a European network of Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

Non-effective site: a housing site not expected to contribute to the Housing Land Requirement due to constraints. Such sites may become effective if their constraints are addressed.

Out-of-centre: a location that is separated from a town centre but within an urban area including programmed extensions in approved or adopted development plans.

Park and Choose: car sharing scheme combined with Park & Ride (bus and/or rail) to increase the flexibility of modal choice for the return journey, thereby increasing the attractiveness of car sharing to increase car occupancies on congested corridors.

Planning Advice Notes (PANs): issued by the Scottish Government providing advice on good practice and other relevant information.

Planning Agreement: see Section 75 Agreement.

Quality and Standards III (Q&S III): Scottish Water's investment programme 2006 - 2014.

Rail Chord: a curved rail link to upgrade a 2-way rail junction to an 'all ways' rail junction.

Ramsar Site: a wetland site for birds protected through the Ramsar Convention on Wetlands of International Importance (1971). These sites contain habitats that have declined worldwide and are often important for waterfowl and other wetland birds.

Regional Transport Strategy: a transport strategy produced by the South East of Scotland Transport Partnership (SESTRAN) covering the period 2008-2023

Registered Social Landlord: a landlord such as a Housing Association registered with and regulated by the Scottish Government.

Renewable energy: energy that flows from the sun, wind and water. Also includes energy that can be generated from other 'renewable' resources such as crops and waste.

Retail Capacity Study: a retail study to assess the capacity of an area to accommodate additional shopping floorspace over a given period.

Retail Impact Assessment: a detailed appraisal of the effects of a proposed retail development on the existing shopping facilities within the catchment of the proposal.

Scottish Planning Policy (SPPs): The Scottish Government have committed to combining all SPP and NPPG series publications into one consolidated Scottish Planning Policy which will provide clearer, more focused and consistent policy messages.

Scottish Transport Appraisal Guidance (STAG): Scottish Government guidance refreshed by Transport Scotland in 2008 which involves the appraisal of generated options which could potentially address identified problems and opportunities against a range of criteria. Available at www.transportscotland.gov.uk/scot-tag

Section 75 Agreement: legally binding agreement under the terms of Section 75 of the Town and Country Planning (Scotland) Act 1997, used to control appropriate planning matters outwith the scope of planning conditions etc. Ref. SEDD Circular 12/1996.

SESTRAN: The South East of Scotland Transport Partnership.

Sequential approach: the preferred order of priority of locations for consideration of retail and associated leisure proposals. The order of preference is first - town centres - followed by edge-of-town centres - followed by out-of-town centres.

Strategic Land Allocation: an area defined by its general location for mixed-use development with a minimum of 300 houses.

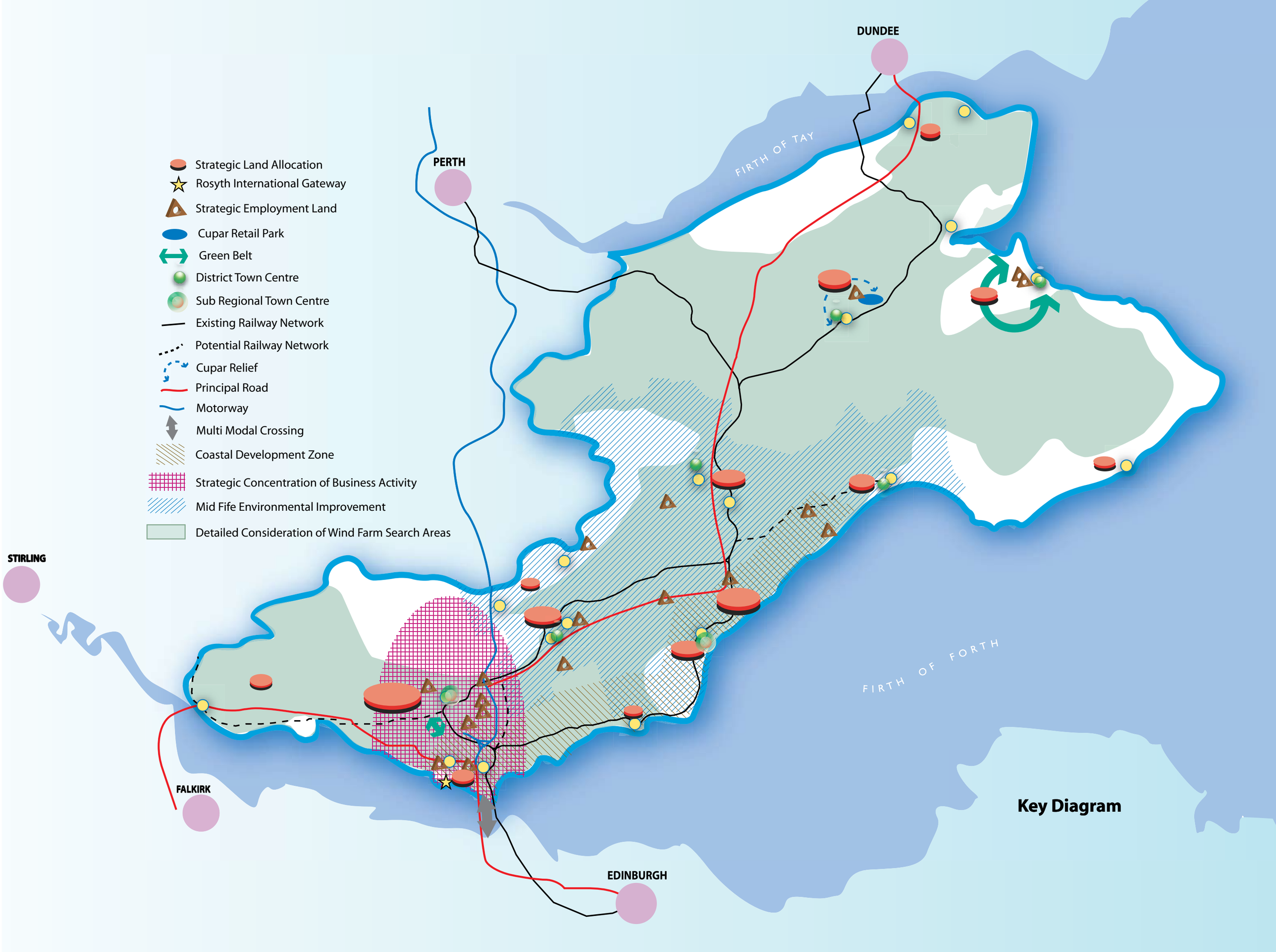
Sustainable development: economic and social development that meets the needs of the current generation without undermining the ability of future generations to meet their own needs.

Tay Bridgehead: area in close proximity to the southern landfall of the Tay Bridges. Includes Wormit, Newport-on-Tay and Tayport.

Transport Assessment: an assessment of the full transport impact of a development proposal.

Travel Plan: a plan or strategy that seeks to reduce travel for business purposes by car. It seeks to enhance opportunities for employees or visitors to travel by walking, cycling or public transport.

Waste arisings: all waste materials to be disposed of.


DUNDEE
PERTH
FIRTH OF TAY
STIRLING
FALKIRK
EDINBURGH
FIRTH OF FORTH
Strategic Land Allocation
Rosyth International Gateway
Strategic Employment Land
Cupar Retail Park
Green Belt
District Town Centre
Sub Regional Town Centre
Existing Railway Network
Potential Railway Network
Cupar Relief
Principal Road
Motorway
Multi Modal Crossing
Coastal Development Zone
Strategic Concentration of Business Activity
Mid Fife Environmental Improvement
Detailed Consideration of Wind Farm Search Areas
Key Diagram